MORE THAN 50 HERITAGE LINES OPEN CASH APPEALS

The RAILWAY Magazine

BRITAIN'S BEST-SELLING RAIL TITLE
May 2020 • £4.50

TRAIN COMPANIES SAY 'THANK YOU NHS'





Rail Cameraman DICK BLENKINSOP

Latest rolling stock orders



RAIL REOPENINGS: PART 2



CLUN CASTLE: DATE WITH DESTINY



ARCHITECTURE THE RAILWAYS BUILT

MORTONS
PRINTED IN THE UK
05
9 770033 892323

£60,000 NEEDED TO FINISH '14XX' HS2 GETS NOTICE TO PROCEED

Stay at Home. Protect the NHS. Save Lives.



© RTC 2019

We, at The Railway Touring Company, would like to thank all of our customers for the amazing support and understanding that we have been shown at this very difficult time.

The last few weeks for us all as a team professionally have been challenging but of course also personally very difficult.

We take immense pride in what we do and what we offer.

Please stay home, stay safe and look forward to a time when we can all be full steam ahead once more.



Georg Trueb

Autumn in Alsace

Thursday 8th October to Thursday 15th October 2020

Enjoy the famous wine-making region of Alsace in full autumn splendour by steam train on this enchanting holiday in eastern France.



Georg Trueb

Highlights of Switzerland in Autumn

Monday 12th October to Sunday 18th October 2020

Experience the Alpine splendour and scenic mountain railways of Eastern Switzerland during the most colourful time of the year.



Autumn Steam in Saxony

Thursday 15th October to Wednesday 21st October 2020

Enjoy inspiring landscapes, spectacular autumn colour and exhilarating steam travel on land and water on this magical holiday tour in Eastern Germany.

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

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

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

GREAT JOURNEYS • FASCINATING PLACES
THE RAILWAY TOURING COMPANY

23 EST. 1997 · Travel Trust Association T726X · ATOL T7149 PROTECTED

The RAILWAY Magazine

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

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

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

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

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

SUBSCRIPTION
Full subscription rates (but see page 48 for offer): (12 months 12 issues, inc post and packing) - UK £54. Export rates are also available - see page 97 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

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

EDITORIAL CONTRIBUTION

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

This issue was published on May 6 , 2020.
The next will be on sale on June 3, 2020.

MORTONS MEDIA GROUP LTD

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

YOUR STAMP OF TRUST abc
32,526
Total Average Circulation January-December 2019



Network Rail has been illuminating a number of its managed stations and major structures in a blue light as part of an industry-wide tribute to the work of NHS staff. Included is the magnificent Grade I-listed Royal Albert Bridge in Cornwall. NETWORK RAIL

After the lockdown, so many unknowns



TRAIN OF THOUGHT
Editor's Comment

WELCOME to the May issue of *The Railway Magazine*. What a strange month it has been.

Despite the coronavirus 'lockdown', many of our readers have still been able to provide images and observations of trains in their locality as a result of a carefully timed exercise by walking or cycling. Thank you for this.

Some good things to report: on a personal level, I have used my spare time taking walks and undertaking DIY jobs planned for the summer, ready to get out and travel by rail when more freedom is allowed. In wider news, some model railway shops have – not surprisingly – done strong mail order business!

However, what happens post-lockdown is very much an unknown quantity; the cue could come from other countries.

The vast reduction of rail services provided an unexpected opportunity to place in store units and carriages which had short-term dispensations from disability regulations.

Gone are the Class 90s and Mk3s on the Norwich route; sadly, no farewell train. 'Pacers' have been stored, many unlikely to run in passenger service again, and further inroads into scrapping surplus Mk3 HST carriages, in store for a year, has begun, with train operators having sufficient new and refurbished trains as replacements.

Whenever rail services begin to ramp up, it will all look and feel rather different.

The Government is yet to outline how, or indeed if, it will remove the current emergency measures from train operators. With the Williams Review eagerly awaited, could it be move to concessions instead? No one knows.

What has been great to see is the adherence to 'key workers'-only travelling, and we owe a big thanks to those who have kept the trains running, particularly passenger drivers and guards, the freight train drivers moving thousands of tonnes of food around the country, platform staff, signalling and control staff, right down to cleaning teams, who have undertaken deeper cleaning and disinfecting of carriages during the coronavirus outbreak.

Network Rail teams have been busy, taking advantage of quieter levels of traffic to undertake repairs and maintenance.

Overall, the industry response has been brilliant.

The big unknown question is whether the railways will be as busy as they were before, especially as home working isn't suitable for everyone.

Only time will tell what the level of severity has been on business because of Covid-19.

Heritage and railtour concerns

Without doubt, the biggest area of concern during this pandemic is the long-term impact on heritage railways and railtour operators.

Starved of income at a time their season was about to begin, some will be lucky to get three or four months' business this year.

Many lines have furloughed paid staff; some were in financial trouble before the lockdown, and for them, survival has become a fight.

Several have indicated they hope to restart around July (or before, if Government permits) and run right though to the 'Santa' special season with no break, trying to recoup some of the lost income. However, heritage lines have faced difficult times before, the public has supported them, and many will emerge leaner and fitter.

RM readers and the public have responded magnificently to the 50 or so appeals railways are running by providing generous donations, buying virtual tickets and/or merchandise from the railway shop. The Severn Valley Railway reported donations of £565,000 as we closed for press. That is truly amazing, and other lines have been equally well supported. Details of railways with on-going appeals appears on p56. Please try and support them.

With the charter train market in tatters too and so many tours cancelled, the question of what happens if social distancing remains in force for an extended period arises.

As someone who has been involved with several charity railtours, I know the costs of running a train, and the break even point is high, therefore needing a loading of sometimes 85% or above to be profitable. If social distancing remains in force, how can any tours run? I'd like to think everything *will* return to as near 'normal', but things may be so very different in six or 12 months time. Hopefully, not radically different.

Finally, please consider taking a subscription to *The RM*. With movements still restricted, your copy, by post, will be guaranteed plus you will save money. See p48 for the current offers.

Until next month, stay safe.

CHRIS MILNER, Editor

GREAT CENTRAL AUCTIONS

WE ARE OPEN FOR BUSINESS!

Due to COVID19
live auctions at Stoneleigh and Bloxham are suspended
until it is safe and practical to restart them

Starting from 30th May 2020 we will be running sales of railwayana on line. These will run continuously with 75 lots offered each fortnight.

Online auctions are a tried and trusted means of selling which we have used for many years with great success, with many outstanding prices and records achieved.

We are the only auction house to maintain a comprehensive programme of events during the present global crisis and we will ensure there is always something under the hammer at Great Central Auctions.

ENTRIES REQUIRED

We are now accepting entries for our online sales. Please email or phone the office if you have any railwayana which we can sell for you, whether it is loco nameplates, numberplates, worksplates, totems, enamel signs, posters or any other category of railwayana. This includes railway tickets and ephemera, slides and negatives for which we are conducting separate online auctions each month.

We offer a fully insured collection service and valuations for probate and insurance can be undertaken.

GREAT CENTRAL RAILWAYANA LTD
14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
Tel: 01327 263633 / 262193
(Monday to Friday 10.00 – 5.00)
email: enquiries@gcrauctions.co.uk

It won't last for ever so we are looking to the future

We're still expecting to run our tours at the end of this year and early next.

Book one of our tours and spend your 'home time' reading up about the exciting adventure you will have.
All the details are on our website.

Choose from.....

September – Colorado
October – Australia
November – Bangladesh and India (Darjeeling)
January – India (Darjeeling, Shimla and Ooty)
March – India (Shimla, Kangra Valley and Amritsar)

and look forward to a brighter future

Darjeeling Tours Limited

+44 (0)208 249 8943

www.darjeelingtours.co.uk • tours@darjeelingtours.co.uk
Lime Tree Lodge, Thorpe Road, Mattersey, Doncaster DN10 5ED

Full itineraries are available to download from our website – alternatively, give us a call and we will be pleased to put a copy in the post.

SEVERN VALLEY RAILWAY
SEVERN VALLEY RAILWAY CHARITABLE TRUST

Thank you

To everyone who's donated or purchased shares to help the Severn Valley Railway in its time of need

So far, we've raised more than
£565,000
and the fight back continues

SVR FIGHT BACK FUND

svr.co.uk

THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from *The Railway Magazine, Heritage Railway and Rail Express*

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access



STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The Railway Magazine · Heritage Railway · Express

Contents

May 2020. No. 1,430. Vol 166. A journal of record since 1897.

Headline News

Passenger numbers plummet as public stays at home, operators pay tribute to NHS staff with special liveries, French TGVs used as ambulance trains, Government issues HS2 'notice to proceed', GBRf trials Class 319 for parcels, South Devon Railway secures Prairie No. 4160.



GBRf Class 66 No. 66731 shows of its newly applied 'Thank You NHS' livery following its repaint by Arlington Fleet Services at Eastleigh. GB RAILFREIGHT

On the cover



COVER: Rail Operations Group Class 47 No. 47815 nears Batley while taking a TransPennine 'Nova 3' carriage set from Manchester to Gascoigne Wood on April 22. ROG

INSET: Rail reopening schemes.
INSET: *Clun Castle* and May 9, 1964.
INSET: Tim Dunn's top 10 architectural highlights.

Features

12 Big Four Cameraman
Now in his 90th year, renowned photographer R J Blenkinsop talks to Nick Pigott about his long life recording steam at work from the lineside.



22 Practice & Performance: *Galatea* in Disguise
John Heaton compares a February 2020 run behind 'Jubilee' No. 45562 *Alberta* (No. 45699 *Galatea*) with a selection of historical runs.

29 Rail Reopening Schemes: Part Two
Graeme Pickering returns with another crop of long-closed rail routes that are being touted as candidates for reopening.

34 May 9, 1964: *Clun Castle's* date with destiny
Gary Boyd-Hope looks back at Ian Allan 'Great Western' railtour of May 1964 and the record-breaking role of No. 7029 *Clun Castle*.

41 The Southern's Finest Hour
As the 80th anniversary of the Dunkirk evacuations approaches, Jim Ballantyne has unearthed a fascinating account of the Southern Railway's operational plans.

44 The Architecture The Railways Built
Railway historian and broadcaster Tim Dunn picks 10 of his civil engineering highlights as his new TV series on railway architecture airs nationwide.

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

56 Steam & Heritage
Preserved lines fight for survival as Covid-19 lockdown continues, M&GN Society buys North Norfolk loco and DMU, 'Night Owl' to leave Llangollen as '9F' moves in, £60,000 to complete overhaul of Didcot's 0-4-2T.

60 Industrial Steam

62 Irish News

64 Narrow Gauge

66 Network
East Grinstead line reopens after major landslip repairs, regional transport hub for Motherwell, new look for York station forecourt.



Pioneer Beyer-Garratt 'K1' in steam at the Statfold Barn Railway on March 17. GRAHAM LIGHTFOOT



'Aventra' set No. 720509 on Belstead Bank, Ipswich, during a Norwich to Liverpool Street test run on April 8. KEITH PARTLOW

70 World

72 Freight

72 Metro

74 Classic Traction

76 Traction & Stock
Class 08 converted to hybrid power, Greater Anglia Class 720 breaks new ground as Class 90s transfer to LSL at Crewe, successful first ETCS tests for Class 387s.

79 Stock Update

80 Rolling Stock Orders

84 Operations

Regulars

48 Subscription Offer
Secure your copy of *The Railway Magazine* during the coronavirus 'lockdown' and get six issues for just £21 - that's only £3.50 per issue.

49 Panorama
Our monthly gallery of the best railway photography.

52 Readers' Platform

54 From *The RM* Archives
Find out what *The RM* was reporting 20, 50 and 100 years ago.

54 The RCTS: then and now
Our monthly delve into the back issues of the *Railway Observer*.

78 Wagon Report



The Bodmin & Wenford Railway's '8750' 0-6-0PT No. 4612, carrying the identity of Wadebridge shed's long-lost No. 4666, passes a patch of wild flowers on May 9, 2011. ANDREW BELL

97 Reader Services

98 Prize Crossword and Where Is It?

***The Railway Magazine's* audited circulation of 32,526 copies per month makes it by far the**

UK'S TOP-SELLING RAIL TITLE!

Subscribe today and save money on every issue.

Call 01507 529529 or see page 48 for our latest offers

TGVs being used as ambulance trains

By Keith Fender

FRENCH Railways (SNCF) has been operating TGV high-speed trains to transport coronavirus patients to cities with spare hospital beds since late March.

In early March, the Grand Est region in eastern France saw a major outbreak of coronavirus, as did Paris, with hospitals unable to keep pace with admissions.

SNCF has created a special pool of eight TGV Duplex sets to be used nationwide for coronavirus transport, at the request of the Government.

The first train ran from Mulhouse and Nancy on March 26, carrying 36 patients on stretchers along with ventilators to hospitals in Angers and Nantes. Others followed to Rennes and St Brieuc, with stations being selected for ease of access by ambulances.

The trains have been equipped with emergency generators in case the on-board power supply fails.

Each train has been formed of two TGV sets, with patients only carried in the rear set, and the front set acting as a safety barrier should the train hit an object on a level crossing.

Additional safety precautions include running an empty train directly in front of the special TGV to ensure the line is clear.

There are crewed rescue locos at key points en route.

The Spanish government was considering the use of high-speed trains to move patients. RENFE worked with manufacturer Talgo to prepare Class 730 bi-mode trains equipped with variable gauge bogies for possible use.

Indian Railways has converted up to 5,000 coaches to be used as stationary isolation wards if required by medical authorities – potentially holding 80,000 patients.



A coronavirus patient being transported to a waiting TGV. PICTURE: SNCF



'Pacers' stored at Worth Valley Railway

THE downturn in passengers stemming from the need for essential travel during the coronavirus pandemic has seen the Keighley & Worth Valley Railway used to store Class 144 'Pacer' units.

The heritage line is housing 18 of the 23-strong fleet for Northern, and in the process providing a vital income stream when it cannot run passenger services.

The only 'Pacers' not at the railway are Nos. 144008, 144015, 144018, 144021 and 144023, which are in warm storage at Heaton depot. Two Class 170s were temporarily stored at the line in mid-April.

Pictured at Keighley, No. 144017 heads a line of units, with a second line just visible.

More units are being stored on the station run round loop.

Set No. 144011 has been donated to the railway by Porterbrook and might remain at Worth Valley.

JOE HEALY

TfL furloughs 7,000 staff

THE slump in Tube, bus and other rail services provided by Transport for London has led to it furloughing 7,000 staff.

TfL says this represents 25% of its workforce, with the furlough being for an initial period of three weeks.

London's Transport Commissioner Mike Brown MVO said: "We have significantly cut our costs over recent years, but nevertheless the success of encouraging the vast majority of people to stay at home has seen fares, our main revenue, reduce by 90%."

TfL says the move will save it £15.8million every four weeks.

Follow us @railwaymagazine

Like us facebook.com/TheRailwayMagazine

Hull Trains and Grand Central suspend services

HULL Trains says 'unprecedented circumstances surrounding the coronavirus pandemic' forced it to temporarily suspend all train services from March 30.

Despite running a revised timetable, the number of people travelling had dropped significantly since national guidance was issued to stay at home and stop all non-essential travel.

However, as an open access operator with no subsidy, revenues from ticket sales are its main income, and by suspending services and furloughing staff reduces its fixed costs.

As one of three open access operators, it has not been offered additional financial support from the Government, unlike franchised rail operators.

Managing director Louise Cheeseman said it "was a difficult decision but would help to safeguard the future of the business, and they planned to return as soon as possible".

It is a similar situation for Arriva-owned Grand Central, which run services from Sunderland and Bradford Exchange to King's Cross.

On April 3 it announced it was suspending services for an initial two months, staff also being furloughed.

The decision by Grand Central means the start of its new Blackpool North to London Euston open access service, scheduled to begin on May 21, has been postponed until next January, as have plans for additional Sunderland to King's Cross services.

A drastic reduction of Eurostar services has resulted in the operation of just one train to Amsterdam and Brussels (dep 11.04) and one to Paris at 11.31, with return arrivals at 16.58 and 17.58.

However, from April 20, the Amsterdam service was cut back to Brussels, and because of the widespread service reductions many staff have been furloughed.

Manchester Metrolink faces financial crisis – Merseyrail struggling to survive

By Tony Miles

THE Government has confirmed it will provide support for England's light rail systems to 'allow essential services to continue'.

The announcement on April 24 came three days after the metropolitan mayors of Liverpool and Greater Manchester held a press briefing highlighting the fact heavy rail and buses were being given financial supports, but light rail and some other systems had been ignored.

In the briefing, held remotely, Greater Manchester mayor Andy Burnham warned that the region's Metrolink system could be shut down unless funding was provided swiftly by the Government, indicating that support was needed within 'days rather than weeks' following a fall in monthly income from around £6million to 'well below £1million' because of the coronavirus 'lockdown'.

Liverpool City mayor Steve Rotheram added that while the Merseyrail system is funded differently, passenger levels were 83% down for this time of year.

He said: "We're not getting support locally on Merseyrail; we're just about keeping our heads. The fare box has literally fallen through the floor. We are still running services but we're losing £1.2m a week."

Mr Burnham said the whole Metrolink network might be "mothballed" with services now reduced to a 20-minute frequency, a 40% reduction in mileage, and 225 staff furloughed because of a 95% reduction in passenger use.

Train manufacturers begin gradual return to work

BOMBARDIER announced it was returning to train manufacturing at its Derby site from April 14 after agreeing revised working practices with trades union representatives.

Work at the site had been paused since March 25.

Greater space between workers, split shifts and more washing facilities are included in the plan.

Bombardier is in the middle of producing 'Aventra' EMUs for Greater Anglia and South Western Railway.

Staff at the Hitachi factory in Newton Aycliffe and at the CAF site in Newport, South Wales, are also back at work after a phased return, but at reduced levels.

Pandemic halts troubled Crossrail project

CROSSRAIL faces further delays after completion work was stopped at all sites across London until further notice.

Transport for London (TfL) halted Crossrail work on March 24, the day after the Prime Minister outlined more stringent lockdown measures.

Only essential maintenance necessary to ensure the safety of the project will continue.

The beleaguered project is one of several major rail schemes suspended as a result of measures introduced by the Government to slow the spread of the Covid-19 pandemic.

HS2 Phase 1 preparations and several of Network Rail's major projects have been scaled back to comply with social distancing rules.

Crossrail's core section under central London was initially due to open in December 2018 with a full service planned from December 2019.

However, delays, technical issues and cost overruns have dogged the £18.25billion project, and in April 2019 it was confirmed Paddington (Low Level)-Abbey Wood trains are expected to start between March and September 2021, with the full route not operational until mid-2022.

Dedicated train branding provides fitting tribute to the NHS staff

SEVERAL train operators have given some units the final three numbers of 111 – the NHS helpline number – to honour the hard work being undertaken by key health workers tackling the coronavirus pandemic.

The first units to emerge were three Govia Thameslink trains, which branded three of its EMUs Nos. 377111, 707111 and 717011, the latter being the nearest number because of a fleet of 25 units (717001-025).

The initiative was part-funded by Porterbrook Rail and Cross London Trains, with the new train liveries designed, created and installed in less than a week by a team from Aura Brand Solutions in close collaboration with the team at GTR.

Dave Hickson, head of engineering and asset management at GTR, said: "It's a fabulous project that the teams have really embraced. Everyone wants to do their bit to show their appreciation for the 200,000 NHS and carers Govia carries every week."



Freshly painted GBRf No. 66731 stands in tribute to NHS staff. GB RAILFREIGHT



The driving car of Thameslink Class 700 EMU No. 700111 with the NHS branding. GOVIA



Northern's Class 195 No. 195111 has NHS branding and is named *Key Worker*. NORTHERN



Rail Operations Group Class 47 Nos. 47813 and 47815 on Leicester depot with the 'Thank You NHS' panels. ANDREW MURDIN/ROG

'Thank You NHS'

A few days later, the Rail Operations Group unveiled full body-height 'Thank You NHS' panels on the side of two of its Class 47s – Nos. 47813 and 47815 – with the pair taking the message to many parts of the country.

On April 23, GB Railfreight, in conjunction with owner Porterbrook Leasing, unveiled its loco No. 66731, which had been repainted in the blue and white of the NHS at Arlington Fleet Services, Eastleigh.

John Smith, managing director of GB Railfreight, said: "The unveiling of this locomotive is our way of saying thanks for all you are doing.

"We are inspired by you and wanted to say thank you in the usual GBRf way, by painting one of our regular Class 66s, which will be travelling the length and breadth of the country to keep our economy moving during the on-going Covid-19 crisis.

"Now it will also carry our message of thanks to all our carers."

Special branding

On the same day, Northern unveiled its special branding following a suggestion by conductor team manager Angela Burke.

It has been applied on four trains to acknowledge the work of the NHS.

Northern's four units are Nos. 195111, 331110, 331109 and 158860, with 195111 getting the name *Key Worker*.

Taking a slightly different approach is GWR, which has launched a public competition for a livery to recognise NHS and other key workers, with the winning design being applied to one of the Hitachi Intercity Express Trains.

Budding designers can download an outline of a driving car and upload the finished design to one of GWR's social media channels.

A panel, which will include railway historian and broadcaster Tim Dunn, will select the winning entries. The competition closed on May 1.

It is expected other train operators may also brand one of their trains over the coming weeks.

■ See p10 for Northern Ireland Railways' tribute.

Passenger numbers tumble by 95% as public heeds stay at home message

By Ben Jones

DOMESTIC rail travel across Britain has shrunk by a staggering 95% year-on-year, according to the latest Department for Transport (DfT) figures.

Footfall at Network Rail stations is down by 94% as a result of the Covid-19 lockdown, with its managed stations seeing visitors drop from around 15 million each day to around 300,000.

Eurostar journeys between London and mainland Europe have dropped by 99% in recent weeks, while London Underground services are carrying 94% fewer passengers than the same period in 2019.

In comparison, domestic air travel has slumped by 92% and road traffic is down by 71%.

Train operators continue to run reduced timetables to cater for key workers, although many services are running empty or with just a few passengers spread throughout the train to comply with social distancing rules.

For example, LNER has suspended the use of its five-car Class 800/801s, preferring nine-car IETs and Class 91/Mk4 sets, which allow greater distances between passengers and require fewer staff to operate.

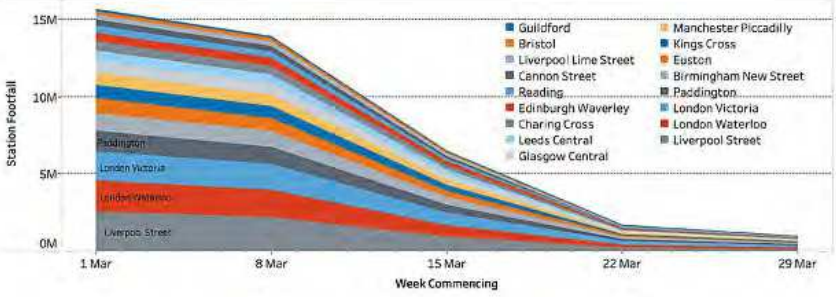
Open access operators Grand Central and Hull Trains have suspended operations until further notice, along with Caledonian Sleeper and Great Western Railway's 'Night Riviera' sleeper service.

Other TOCs are running reduced timetables as a result of the lower demand, with some tailoring and modifying services to suit demand.

One example is Govia Thameslink Railway (GTR), which made around 30 rapid alterations to services in mid-April in response to requests from key workers in London and the South East.

Many operators made further timetable amendments from April 27, including CrossCountry, which halted services between Sheffield and York via Doncaster, and cut back Stansted Airport services to Cambridge, serving the University city every other hour from Leicester.





A graph showing the reduction in passengers at Network Rail-managed stations has declined from 16 million on March 1 to around 200,000 four weeks later as passengers stay at home.

Govia has also made additional timetable changes it says will help key workers.

Dedicated Gatwick Express services have also been suspended.

Above: A deserted Waterloo station at 17.00 on what would normally be a busy weekday rush hour. NETWORK RAIL

Right: TfL using posters to get the 'essential travel only' message across.



SIDELINES

GB Railfreight runs parcel trial with Class 319

GB RAILFREIGHT has successfully trialled a Class 319 for the express delivery of parcels following a service run into Euston station during April.

The trial, the first of its kind using a converted commuter train, showed the sets successfully loaded and offloaded with standard roll cages at most stations.

When seats are removed the carriages can carry significant volumes of parcels.

GBRf is in discussion with the Government about how the service could play a role in helping with the logistical challenge of delivering supplies to UK hospitals.

In the future, using trains for parcel delivery services to mainline stations would provide online retailers with more sustainable and reliable options.

ELR reschedules *Flying Scotsman*

THE planned visit by 'A3' No. 60103 *Flying Scots*man to the East Lancashire Railway on May 8-10 has been rescheduled for later in the year.

The National Railway Museum Pacific will now appear at the railway over September 18-20, with the associated Highland afternoon teas and evening dining trains moved accordingly.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

GWR and Southeastern given direct awards by DfT

THE Department for Transport has made direct awards to both GWR and Southeastern to continue running their franchises.

Govia has secured an extension to run Southeastern until October 16, 2021, but with the on-going uncertainty with franchising long term, there is an option to extend the franchise until March 31, 2022.

First Group will carry on running services for GWR until March 31, 2023, with an option for a further year's extension.

The new deals will run concurrently with the Emergency Measures Agreement (EMA), in which DfT takes the franchisee's revenue and cost risk for at least a six-month period, but will pay train operators a fixed management fee.

■ The 30 five-car Class 707 EMUs currently in use with South Western Railway will transfer to Southeastern. A company spokesman said the trains were unwanted by SWR, which ordered 90 Class 701 'Aventra' trains from Bombardier, and form part of the direct award.

Former LNER HST gets Midland Main Line test run



THE first test run of an ex-LNER set over the Midland Main Line took place on April 18.

The trial was staged in preparation of replacing the East Midlands Railway (EMR) HST fleet with sets previously used by LNER.

The former East Coast sets have been undergoing work at Neville Hill, Leeds, and power car Nos. 43316 and 43320 worked from the depot to Leicester via Nottingham. It is seen passing Spondon, heading towards Derby. STEVE DONALD

Signaller training centre set up in record time

NETWORK Rail has transformed the former workshops and meeting rooms in Newport, South Wales, into a training centre for more than 200 volunteer railway signallers returning to work during the Covid-19 crisis.

NR recently appealed for retired signallers, or those who have moved to other careers in the railway industry, to provide cover during the coronavirus outbreak.

The temporary training centre at Crindau took just four weeks to construct.

First Group Class 803 arrives

BODYSHELLS that will be used to build the first Class 803 unit for First Group's open access operation between Edinburgh and London have arrived at the Hitachi factory, Newton Aycliffe.

First has ordered five five-car AT300 EMUs for the operation, which will be fitted out at the County Durham site.

The aim is to start the new service in May 2021, which will have Standard Class accommodation only.

These trains are electric only, but will be fitted with batteries for on-train services in the event of an external power failure.

OBITUARIES

John Farrow

THE founder of Hertfordshire Rail Tours (HRT) and more recently its successor, UK Railtours, died in hospital on April 19.

John Farrow had been in hospital for cancer treatment, but with a weakened immune system, he contracted Covid-19 and was unable to fight the virus.

John's daughter Liz said no family could be with him because of the virus regulations. Only a nurse was able to be at his side.

John's involvement with railtours began when he was working for British Rail, running occasional tours for the Lea Valley Railway Club (LVRC) to raise funds for its clubhouse.



Hertfordshire Railtours (HRT) was formed in 1979 while John was still running tours for the LVRC.

His first tour was with 'The Pines Express' on March 17, 1979, from Paddington to Radstock and Weymouth, with a Class 40, 37 and 03.

It was a trip not without its difficulties, but John promised stewards 'who wouldn't vanish' when things didn't go to plan.

John chartered the British VSOE for a trip over the Settle & Carlisle in 1984, and in 1988 ran the first of the '125 Specials', which became synonymous with HRT, taking HSTs to Ilkley, Whitby, Yarmouth, Cromer, Gourock, Redmire, Rylstone, Boulby, Meldon Barnstaple, Pwllheli, High Marnham, Heysham, and Stranraer Harbours.

From day one, John and his team quickly built up a reputation for top-quality rail excursions, and on each train a charity raffle was held.

Over his 40 years in the railtour business, John raised hundreds of thousands for charity along with his supportive clientele.

Many tours had imaginative or comical names such as the 'Rylestone Cowboy', 'Grimsby Reaper', 'Pheasant Plucker', and the wonderfully titled 'Foreceps Nurse'.

Many tours were innovative, in particular the 1996 collaboration with *The Railway Magazine* (for which John was a columnist) of the 'Three Capitals Express' – the first railtour tour using Eurostar from London to Paris and Brussels and back in a day. It was no surprise the 770 seats sold out in two hours!

The trip was repeated the same year, and four years later, John took a chartered Eurostar set to La Rochelle on the French Atlantic coast on what was a memorable day.

John is survived by his wife Clare, children Simon and Liz, and three great grandchildren, whom he adored.

His daughter Liz said UK Railtours aims to be back on the rails as soon as is possible, and the legacy John built up over more than 40 years would continue and not fade away.

His achievements were numerous, the accolades plentiful.

John was a both a businessman and a gentleman of the first order, who will be sorely missed by so many people.

With thanks to Ian Kapur.

Bill Best

THE founding father of the 2ft-gauge Bredgar & Wormshill Light Railway died on April 9 in his 90th year, *writes Cliff Thomas*

After Bill Best and his brother David narrowly missed out on buying a standard-gauge loco when steam ended on the Slough Estates system, near their original Middlesex home, attention switched to narrow gauge, and 40 years ago they laid the first 100 yards of track in the grounds of Bill's Kent home.

Assisted by a group of friends, the railway, a large shed/museum building, locomotive shed and restoration shop were developed into its present form by the late-1980s.

Bill was always clear that B&WLR was not really a heritage railway – rather, they were collectors and restorers of locomotives.

The private half-mile running line held regular open days and an annual gala to show off as many of the locos in operation as possible.

Bill was a truly much-loved and admired man, and will be hugely missed, not least by this writer, who counted him as a friend.

His son, Bill Best (junior), intends to keep his father's legacy alive and well at Bredgar.



Government issues HS2 'notice to proceed'

By Ben Jones

CIVIL engineering contracts for Phase 1 of High Speed 2 (HS2) worth around £12billion were given 'notice to proceed' by the Department for Transport and HS2 Ltd on April 15.

The approval marks the official 'green light' for construction to begin on Phase 1, costed at £35bn-£45bn.

So far, only preparatory work such as site clearance and archaeological studies have been carried out. However, following the publication of the Oakervee Review and the Government's decision to approve construction of the entire scheme in February, the four main civil engineering joint venture (JV) contractors can now start detailed design work and construction.

Tunnels

The contracts cover major civil engineering works between London and the West Midlands, with SCS Railways (Skanska, Costain and STRABAG) responsible for the £3.3bn Euston and Northolt tunnels and Euston approaches; Align JV (Bouygues, Sir Robert McAlpine and Volker Fitzpatrick) constructing the £1.6bn Chiltern tunnels and Colne Valley Viaduct; EFKB JV (Eiffage, Kier BAM Nuttall and Ferrovial Agroman) building the route from the north portal of the Chiltern tunnels to Brackley and Brackley to Long Itchington Wood Green Tunnel south portal (£2.3bn); and BBV JV (Balfour Beatty and VINCI) handling the £4.8bn contract to build the route north of Long Itchington Wood Green Tunnel to Birmingham and Handsacre Junction.

Mark Thurston, HS2 Ltd chief executive, called the move "a boost to the construction industry".

In a separate development, legal action launched by TV presenter Chris Packham to stop the clearance of six woodland areas by HS2 contractors was comprehensively rejected by High Court judges on April 3.

However, the environmental campaigner has pledged not to give up his fight to stop HS2 and has submitted an application to the Court of Appeal.

Suspended

Construction work was due to start along the Phase 1 route in April, although HS2 Ltd has suspended activity at most sites in response to the Covid-19 pandemic.

Initial services between Old Oak Common and Birmingham Curzon Street are expected to start between 2029 and 2033, followed by the full service to/from Euston between 2031 and 2036.

At its peak, work to construct the railway and its new train fleet is expected to create up to 30,000 jobs.

Class 66 derailed at Bromsgrove – Class 170 damaged





RAIL incident staff stand by DB Class 66 No. 66057, which was derailed at the end of a siding at Bromsgrove on March 23 after running through the buffer stops.

The loco had worked from Bescot the previous evening to provide banking assistance for freight trains. However, the loco failed to stop and ended up foul of the main line and was struck passing a CrossCountry service.

The Class 170 suffered damage to the sides of all three vehicles, as was the far corner of the '66' in the picture.

None of the crew or four passengers on the '170' were injured, nor was the driver of the '66'.

An RAIB investigation has been opened into the incident.

Main picture: ERIC WISEMAN. Inset: TWITTER

£300,000 repairs to Drax link

NETWORK Rail has spent £300,000 to repair and reopen an essential connection into Drax power station.

One of two lines linking the facility to the national network had to be closed and closely monitored after being overwhelmed by floods in February, with drones, diving teams and helicopters deployed to assess the damage, and engineers working around the clock to monitor the route.

Cross industry co-operation and rescheduling of trains meant around 90 trains each week were still able to deliver coal and biomass to Drax, with engineers able to keep one track open during the work to repair earthworks and replace ballast washed away by floodwater from the River Aire.

The Yorkshire power station generates 5% of the UK's electricity.

National Rail rejects Railcard refund idea during 'lockdown'

By Steven Knight

THE Rail Delivery Group (RDG) says there will be no refunds or extensions for National Railcard holders despite the current Covid-19 travel restrictions.

The RDG – which administers the scheme on behalf of train operators – has not disclosed how many railcards are currently in use but says they are non-refundable and no extensions to expiry dates will be given.

Train companies are operating reduced timetables meaning millions of people have been forced to abandon their rail travel plans.

Refunds have been offered for tickets already bought under a deal agreed between the Government and the industry, but there is no such scheme to offer compensation to railcard holders.

The RDG says the savings on just one journey can cover the cost of a railcard, but it fails to acknowledge most railcard holders make many journeys a year and are currently unable to do so.

Skip lorry collision causes £200,000 bridge damage

EMERGENCY repairs costing more than £200,000 had to be made to a bridge in Leamington Spa after it was hit by a skip lorry on March 20.

The collision caused significant damage to the bridge's central arch, forcing the temporary closure of the railway above and a much longer closure of the road below.

Serial fraudster jailed for ticket compensation scam

A MAN British Transport Police described as a serial fraudster has been jailed for two years after defrauding train operators out of around £40,000 over a five-year period.

Thomas Ingram, 34, from Blackpool, carried out a sophisticated and pre-meditated fraud, initially using the chargeback scheme, before moving to the Delay Repay compensation system to claim back cash for journeys he had never made.

He produced and printed hundreds of fake tickets from his home address, for which he claimed compensation from nine different train operators.

BTP say the claims totalled £130,000, with Ingram submitting hundreds of claims over a prolonged period, using more than 40 aliases and false addresses.

BTP financial investigators managed to trace the fraudulent pay outs made through a series of personal and alias PayPal accounts back to Ingram's own accounts.

More than £7,300 in cash was seized from his home when Ingram was arrested.

He was ordered to repay the train operating companies he had defrauded.

A number of printers, laptops and other items used by Ingram were sold to pay more compensation.

SIDELINES

Two new directors for Heritage Railway Association board

THE Heritage Railway Association has made two new appointments to its board of directors.

Welshpool & Llanfair Light Railway driver and mechanical inspector Steve Clews joins the Talyllyn Railway's general manager Stuart Williams on the board, while long-serving director Geoffrey Claydon has retired following 17 years of service.

Coronavirus closes Indian railways

THE massive 67,000km Indian railway network closed for the first time in 167 years as part of a 21-day national lockdown imposed by the country's government from March 25.

Indian Railways is the country's largest employer. It runs 125 hospitals and has started converting carriages into isolation wards in a bid to combat coronavirus.

BTP enforcing 'stay home' rules

THERE has been a visible British Transport Police presence at many stations to enforce 'stay at home' rules during the coronavirus outbreak, with officers also making sure only essential travel is being undertaken.

Bletchley flyover rebuilding starts

WORK to build two new high-level platforms at Bletchley station for services on the East West Rail link has begun.

A large crane, situated on the north of the 1960s flyover, has started to remove the deck sections spanning the West Coast Main Line in preparation for new track and platforms.

Rail staff deliver PPE to medical teams

NETWORK Rail lent its staff and vehicles for a special delivery from Merseyside to an army barracks in Aldershot on March 23.

The 230-mile journey was part of an army logistics operation to provide protective equipment (PPE) to hospitals during the Covid-19 pandemic.

The railway vehicles carried 22 pallets of face masks from a storage warehouse in St Helens to 101 Logistic Brigade at St Omer Barracks, ready to be distributed to medical staff treating patients with coronavirus.

Follow us
therailwaymagazine

SUBSCRIBE TODAY!
FROM ONLY £20
SEE PXX FOR DETAILS

Large Prairie No. 4160 moving to South Devon line until 2033

WESTERN Region '5101' class 2-6-2T No. 4160 will call the South Devon Railway (SDR) home for the duration of its next boiler certificate.

The development comes after an agreement was struck between the loco's owners Four One Six 0 Ltd, the railway, and new custodians Locomotive 5542 Ltd.

The Large Prairie has been under overhaul at the Llangollen Railway since coming out of service in 2015, but as part of the new arrangement the project will be completed at the SDR's Buckfastleigh works.

No. 4160 will then join the SDR's operating fleet until at least January 2033 under the care of Locomotive 5542 Ltd, the owners and operators of SDR-based '4575' 2-6-2T No. 5542.

The latter locomotive was the subject of an agreement with the SDR last August that will see it operated and maintained by the railway for the next 30 years.

No. 4160 had previously been a long-time stalwart at the West Somerset Railway, where its restoration from former Barry condition was completed in 1993.

Apart from visits to other heritage lines, and three years out for overhaul between 2003 and 2006, the loco was a regular sight on trains between Bishops Lydeard and Minehead.

A spokesman for Locomotive 5542 Ltd said: "We are very pleased that Four One Six 0 Ltd has selected Locomotive 5542 Ltd to be custodians of No. 4160 to work with the South Devon Railway to complete the overhaul.

"We look forward to working closely with Four One Six 0 Ltd over the coming years and seeing No. 4160 steam again on the South Devon Railway and on many heritage railways around the UK."



'Large Prairie' No. 4160 approaches Roebuck Crossing on the West Somerset Railway with a Bishops Lydeard-bound train on April 20, 2010. DON BISHOP

Northern Ireland Railways launches Covid-19 'trainbows'

TRANSLINK, the parent company behind Northern Ireland Railways, has given two of its 3000 Class DMUs – Nos. 3006 and 3021 – special vinyl makeovers in support of the #ChaseTheRainbow movement during the Covid-19 pandemic.

Similar graphics have been applied to Translink buses and bus shelters, billboards and across its social media platforms, promoting important safety advice to stay home and save lives.

Additionally, all health and social care trust workers within Northern Ireland have been granted free travel on Translink rail and bus services within Northern Ireland until the end of June. AARON MCCRACKEN/TRANSLINK NIR





Movement on the 'Moors' during lockdown

PRESERVED Railways may be closed during the coronavirus lockdown, but limited activity still continues behind the scenes.

The North Yorkshire Moors Railway has been hit hard by the shutdown, but on April 22 the line's Class 08 No. 08556 was spotted at Goathland on the newly installed Bridge No. 27.

The 'Gronk' was working the permanent way train to collect scrap bits of metal from the old bridge.

Included in the formation is the 'lesser-spotted' Plasser 12-tonne crane No. 81516. LUKE TAYLOR



Railways in Parliament

by Jon Longman

Call to suspend HS2

LORD Willoughby asked the Government what plans it has to suspend the construction of HS2, and use any money saved as a result to support communities and businesses affected by Covid-19.

Baroness Vere said: "The Government will do whatever is necessary to deal with Covid-19 now and will also continue to invest in the country's future infrastructure."

Open access support

LORD Berkeley asked the Government what steps they are taking to ensure the continued operation of open-access passenger operators following the reduction in the number of rail passengers as a result of Covid-19; whether such steps include financial support to such operators; and if so, how much funding they intend to provide.

Transport Minister Baroness Vere of Norbiton replied: "The Government fully understands that open-access passenger operators are suffering from significant financial pressures as a result in the decline of passenger numbers in recent weeks.

"The Government has already made available a wide range of substantial measures to support businesses across the economy.

"The Government is continuing to actively engage with open-access passenger operators on the specifics of their situations."

Switch from air to rail?

LORD Greaves asked the Government what consideration it is giving to the improvement of rail services between South West England, the Midlands, and the North of England and Scotland, including significant enhancements of rail infrastructure, so as to reduce any need for passenger air services between those areas.

Baroness Vere said: "Following investment at Derby and Ambergate, CrossCountry has reduced the journey time of some services from Birmingham to Newcastle by 30 minutes and is looking at accelerating more services in future timetables.

"Additional capacity is due to be provided on the CrossCountry services between Scotland and the South West via Birmingham during 2020 and 2021.

"The Department for Transport is looking at options to increase capacity and improve journey times on the East Coast Main Line, while Network Rail is delivering improvements in the Bristol area and an £80million project to upgrade the sea wall at Dawlish for the future to deliver more reliable rail services to Devon and Cornwall."

Blyth spirited start

LORD Bradshaw asked the Government what plans it has to reopen any of the routes closed in the Beeching cuts, as pledged in the 2019 Conservative Party manifesto; and if it has any such plans, when they intend to do so.

Baroness Vere replied: "We have pledged £500million to reopening lines and stations. We invited MPs to come forward with proposals. The deadline for these proposals was March 16.

"A panel comprising ministers and rail and community experts are looking at these, and we will be writing to applicants on next steps. A second round is planned for June.

"Some projects, such as the Ashington to Blyth line, have been accelerated and are already in development."

Season ticket refunds

CANTERBURY MP Rosie Duffield asked what recent assessment the Government has made of the potential merits of instructing train operating companies to automatically refund season ticket holders to encourage social distancing during the Covid-19 outbreak.

Transport Minister Chris Heaton Harris said: "The Department for Transport has no plans to automatically refund season tickets as key workers on the front line of the Covid-19 response continue to rely on their season tickets to get to work by train.

"Season ticket holders are entitled to claim a refund, if they no longer need their ticket and should contact their retailer for details."

RAILTRAIL®

GIVE YOURSELF SOMETHING TO LOOK FORWARD TO

We are proud that our unique Trust Account at Lloyds Bank ensures your monies are safe. In the event of cancellation a full refund of your tour fare is made.

Swiss Mountain Steam

Fares From £1775

DEPARTS: Wednesday 15 July, 19 August & 16 September 2020

8 DAYS



- ★ Shimmering blue lakes, past alpine meadows, up to heavenly skies, by steam train
- ★ Ride the extended Furka Steam Railway – original route of the Glacier Express
- ★ The amazing Brienz Rothorn steam mountain railway
- ★ Return rail journey up the spectacular Schynige Platte
- ★ Lunch at the Schilthorn summit – James Bond 007 mountain
- ★ Lake Thun cruise & funicular up Harder Kulm
- ★ Coffee & cake at the Panorama Restaurant at Harder Kulm
- ★ Stay in beautiful car-free alpine spa town of Wengen
- ★ Bernese Oberland Pass – offering freedom of the region on your free day

Norfolk Steam Explorer

Fares From £499

DEPARTS: Thursday 3 September 2020

5 DAYS



- ★ North Norfolk Railway Steam Gala – a full day of steam nostalgia on "The Poppy Line"
- ★ Steam ride at Whitwell & Reepham Railway with Sunday Lunch included
- ★ Wells & Walsingham Light Railway – see the unique Garratt locomotives
- ★ Steam on the Mid-Norfolk Railway
- ★ Idyllic garden setting at Barton House Railway
- ★ Visit to the preserved Wroxham signal box
- ★ Steam along the scenic Bure Valley line for nine miles
- ★ Fascinating steam museum and gardens at Bressingham
- ★ Stay in Norwich, in the centre of this medieval city

Great Central Gala & More – Steam, Rail & Ale

Fares From £489

DEPARTS: Thursday 1 October 2020

5 DAYS



- ★ Great Central Steam Gala Day Rover pass
- ★ Steam at Great Central Nottingham
- ★ Steam along Peak Rail
- ★ Ecclesbourne Valley with Heritage Railcar
- ★ Tour of Marston's heritage brewery
- ★ Visit and pint at Ye Olde Trip to Jerusalem
- ★ Real Ale on trains and in stations on GCR including the renowned 'tin hut'
- ★ Based in Derby, the self-proclaimed Real Ale Capital of the World

Golden Harz Steam & More

Fares From £1499

DEPARTS: Monday 26 October

8 DAYS



- ★ 3 days of golden autumnal steaming on the Harz Mountains Railway
- ★ Rare standard gauge steam on the 32 Kms Hessencourrier line at Kassel
- ★ Private steam charter on the 750 mm Mansfelder Bergwerkbahn
- ★ Guided tour of the MaLoWa railway shed with goulash soup lunch
- ★ Visit Stassfurt locomotive collection at the former DB steam shed with barbecue meal
- ★ Stay in the heart of historic Wernigerode, the beautiful capital of the Harz region
- ★ Ride the amazing Schwebebahn 'dingle-dangle railway' at Wuppertal



Austria New Year Celebrations with Steam

Fares From £1445

DEPARTS: Tuesday 29 December 2020

7 DAYS



- ★ Your choice of First or Standard Class rail travel to Austria and return
- ★ Stay in the Austrian Tyrol in a 4-star family-run hotel dating back to the 15th century
- ★ Visit the Germany's National Rail Museum, the oldest railway museum in the world
- ★ New Year's Eve steam train journey on the Zillertalbahn to Mayrhofen
- ★ 5-course dinner, a glass of Champagne and fireworks on New Year's Eve
- ★ Guided tour of Innsbruck, 'Capital of the Tyrol'
- ★ Journey on the Nordkettenbahn funicular and cable car
- ★ Steam journey on the Pinzgauer Railway to Krimml Waterfalls
- ★ An evening of Tyrolean music at the hotel
- ★ A tour & tasting at the hotels in-house Schnapps museum

A SELECTION OF 2021 TOURS NOW ON WEBSITE AT 2020 PRICES

RAILTRAIL... Big on quality, small enough to care

Platinum Trusted Service Award 2020

Save £10 per person on any tour!
Quote code RM010
www.railtrail.co.uk • 01538 382323

ATOL 9056 PROTECTED

1ST CLASS RAILTRAIL 40 YEARS



Dick Blenkinsop in his 90th year with the chimney he saved from a Stanier '2P' 0-4-4T. The money British Railways spent in delivering this to him outweighed what they charged him to buy it!

BIG FOUR CAMERAMAN

R J Blenkinsop is a name known to many steam enthusiasts and photographers. Now in his 90th year, he tells *The Railway Magazine* of his long life on the lineside.

THE NICK PIGOTT *Interview*

"THE policeman parked his moped against the fence and leaned over the bridge parapet. 'What are you doing down there?' he shouted. 'What do you think I'm doing?', I called back, rather put out by his strident tone.

'Come up here at once!' he demanded. Knowing that the 4.10pm from Paddington was due shortly and that it was being hauled by a 'King', I stood my ground. 'Right, I'm coming down to you then!'.

"And with that, the constable began to slip, slide and stumble down the steep-sided cutting. When he eventually got to the bottom he crossed the main line to get to me and just as he was about to take me to task, I quietly showed him my official Western Region lineside permit.

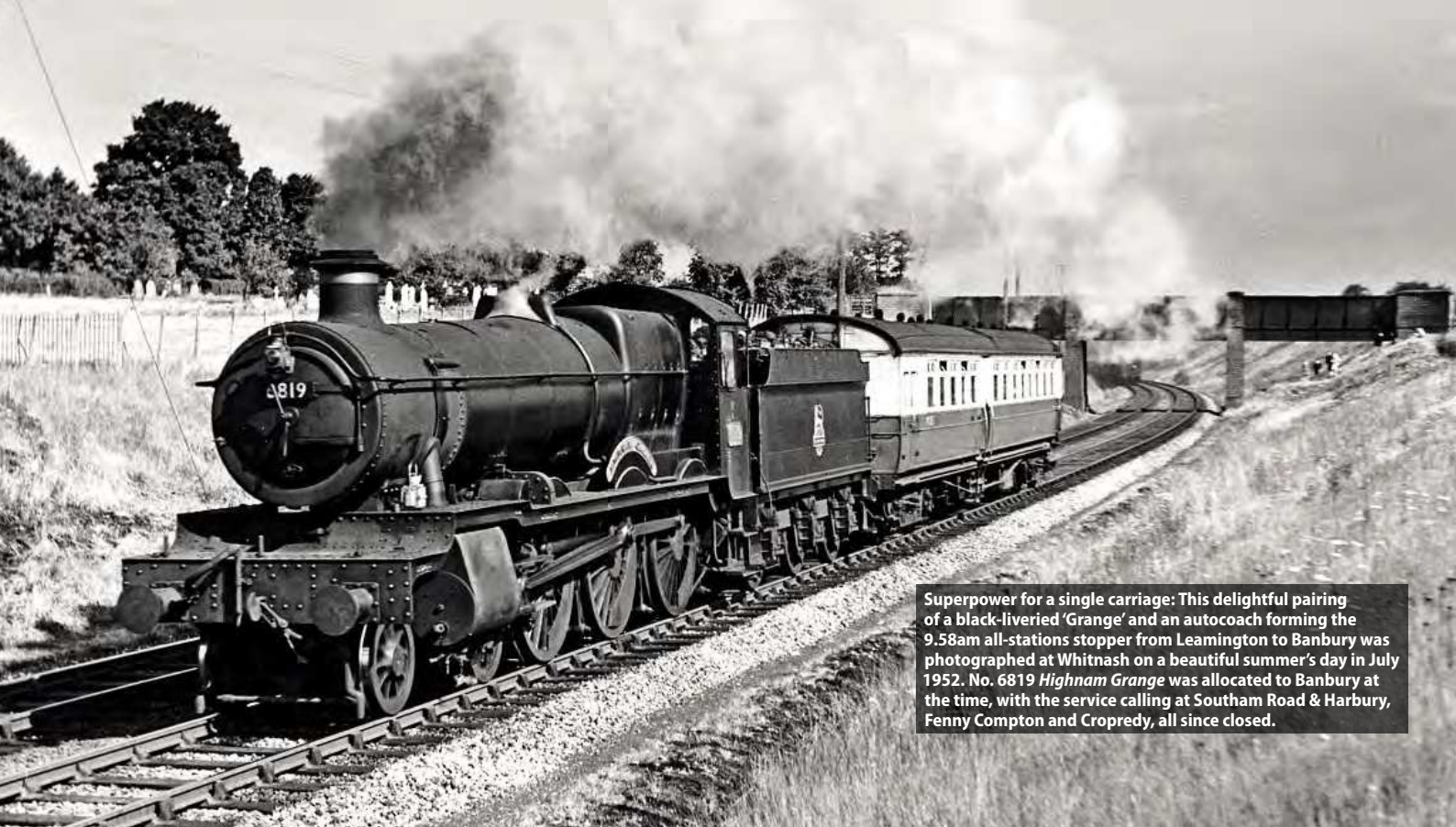
"He read it, glared at me, re-crossed the tracks and scrambled back up the cutting without saying a word. A few minutes later I got my photo.

"The officer was clearly upset and I perhaps shouldn't have acted the way I did, but it was his attitude I took exception to. If he'd just called down politely from the bridge to ask whether I had permission to be on railway property, I could have saved him all that trouble by explaining what I was doing there."

That awkward encounter in Warwickshire is one that will resonate with a great many railway photographers, most of whom have experienced at least one such challenge over the years, be it from policemen, farmers, railway officials or just officious members of the public.

The Hatton incident occurred in the 1950s to Dick Blenkinsop, a lifelong rail enthusiast whose lineside pass extended from Banbury to Tyseley/Stratford and who has benefited from several other steam-age permits over the years, including Old Oak Common to Reading, Kilsby to Coventry and Exeter to Plymouth.

R J Blenkinsop took his first railway



Superpower for a single carriage: This delightful pairing of a black-liveried 'Grange' and an autocoach forming the 9.58am all-stations stopper from Leamington to Banbury was photographed at Whitnash on a beautiful summer's day in July 1952. No. 6819 *Highnam Grange* was allocated to Banbury at the time, with the service calling at Southam Road & Harbury, Fenny Compton and Cropredy, all since closed.

photograph after the war with a camera belonging to his mother, capturing the 'Bournemouth Belle' shortly after its 1946 reinstatement, and he took up the hobby seriously after receiving a camera of his own for his 21st birthday.

Born in Warwick in October 1930, he can just remember being pushed in his pram alongside the town's Great Western station and glimpsing copper-capped chimneys and brass safety valve bonnets at the top of the embankment.

When he was six, his family made the short move to a house near Leamington Spa, but with the nearby city of Coventry suffering badly from the blitz not long afterwards, young Richard was packed off to boarding school in deepest Worcestershire to escape the bombs. It wasn't all gloom for the youngster, though, for the school had a significant railway connection – a GWR 'Hall' was named after it. Not just any 'Hall' either, for No. 4981 *Abberley Hall*'s enduring claim to fame is that it's the first of thousands to appear in any alphabetical list of British main line steam 'namers'.

After four years at Winchester College, during which time he managed to get a footplate ride on a Collett 0-6-0 from Newbury to Winchester, Dick attended the Guildhall School of Music and Drama in London but soon realised life as a clarinetist wasn't for him, and so joined a firm of machine tool makers in Coventry on a five-year apprenticeship.

Two years later, the 21st birthday present arrived – a Kershaw Curlew III folding camera with a "fabulous lens" made by Taylor-Hobson of Leicester. "It took wonderfully sharp pictures but its one problem was that it never folded back exactly the same way each time so I was always having to fiddle around with it," he recalls with a wry smile.

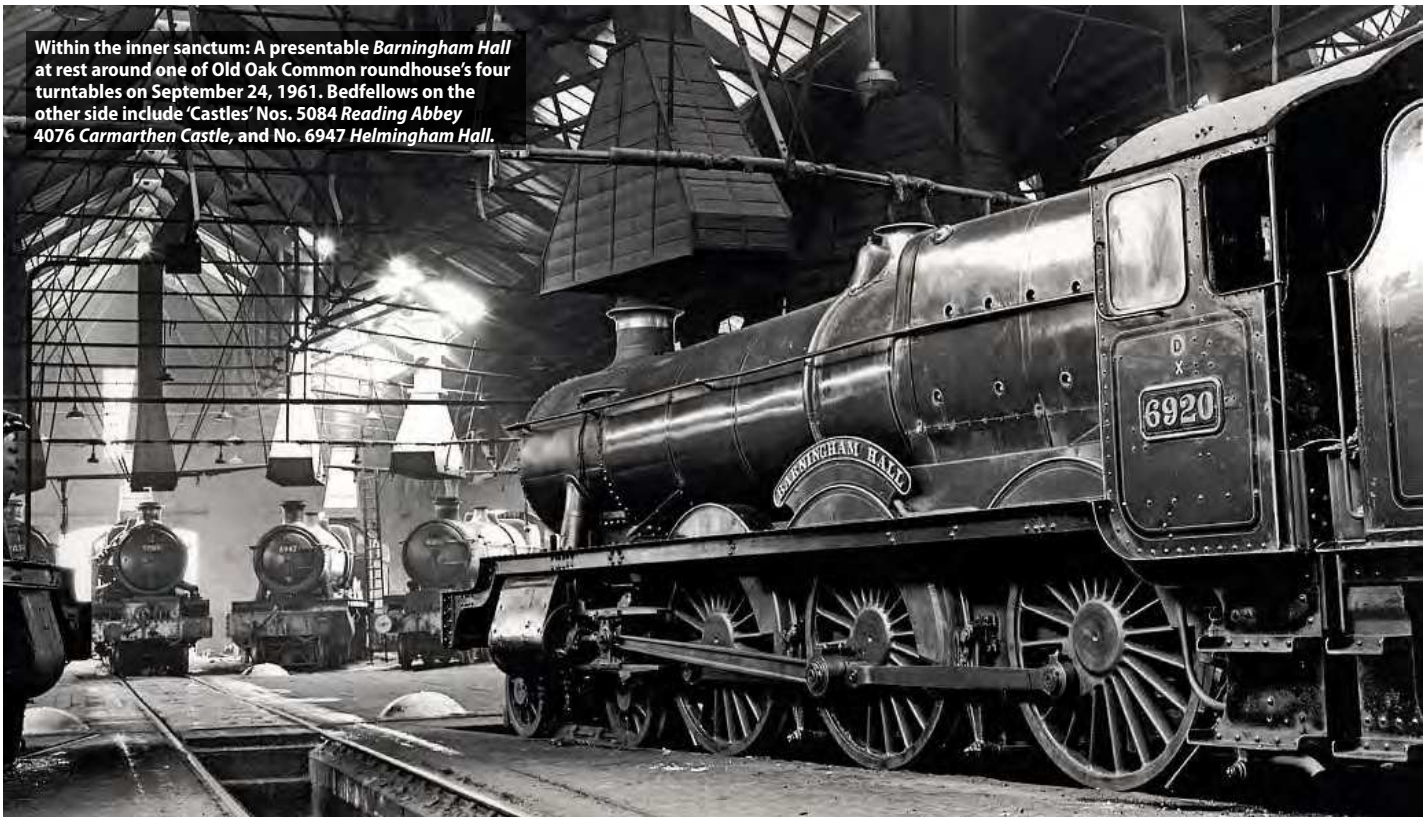
Thanks to understanding parents, he was able to convert a downstairs loo in the family home into a darkroom, in which he did all his ▶



Above: LNWR 'G2a' 0-8-0 No. 49181 accelerates a Nuneaton to Banbury coal train away from Harbury cement works on the climb from Leamington on the crisp winter morning of February 2, 1952.



Left: The extremely unusual 4ft-gauge Padarn Railway was visited by Dick in 1960, the year before it closed. In this classic scene, he has pressed the shutter at just the right time to 'freeze' a load of coal as it leaves the shovel and heads into the bunker of 0-6-0T *Amalthaea* on June 10 that year. The 1886-built outside-cylindered Hunslet – believed to be the only British loco with a ligature cast into its nameplates – was being prepared at Gilfach Ddu for its daily trip down to Port Dinorwic. Sadly, it failed to make it into preservation.



Within the inner sanctum: A presentable *Barningham Hall* at rest around one of Old Oak Common roundhouse's four turntables on September 24, 1961. Bedfellows on the other side include 'Castles' Nos. 5084 *Reading Abbey* 4076 *Carmarthen Castle,* and No. 6947 *Helmingham Hall.*



One of Dick's favourite pictures is of 'Jubilee' No. 45721 *Impregnable* being assisted up Camden Bank on July 25, 1953. Also in shot is a 'Royal Scot' with the stock to form the down 'Irish Mail' and an '8F'. A busy scene.



A view over the landscape near Beaulieu Road of 'West Country' No. 34103 *Calstock* with the 10.00 Bradford Exchange-Poole train on June 24, 1961.



A meeting outside the south portal of Crewkerne Tunnel was a lucky shot for Dick. There seems to be not much coal in the tender of No. 34027 *Lundy*, emerging from the tunnel and meeting No. 34078 *222 Squadron* about to enter it.

own developing and printing.

Buoyed by the confidence the new camera gave him, Dick began travelling further afield from his Warwickshire haunts, capturing never-to-be-repeated scenes and motive power on the Lickey Incline, the East Coast and Great Central main lines, the London termini, Camden Bank, the Great Western Main Line, the West Midlands and even the South Wales valleys.

"I was fortunate in that living in the centre of England I was within reasonably easy reach of almost all the main lines radiating from the capital, so I was able to witness a large variety of 'Big Four' locomotives before the mass withdrawals of the late-1950s and '60s began to take effect. My only regret is that I never made it to Scotland."

By way of compensation for missing out on the scenic routes north of the border, Dick's apprenticeship led to a plum job in his employer's export sales division, enabling him to photograph working steam in numerous parts of the world, including Norway, Finland, Denmark, Italy, France, Turkey and the Middle East.

He is one of the last surviving railway photographers who began in the era of huge bellows cameras on big tripods with large glass-plate negatives. "The second one I had was another big cumbersome thing – a Zeiss Press 'Mirrorflex' – but after a while I took it to pieces, built a new wooden front and fitted the Taylor-Hobson lens from the old camera into it.

"I was very pleased with the result and most of my steam-era pictures were taken with it. I also equipped myself with the ability to shoot 120-size roll film with 2½ x 3½ inch negatives.

"In 1960, I decided to switch to 35mm format and bought a Leica M2. That's the best camera I've ever had and it's got a cassette in it right now, yet I nevertheless went back to roll film in 1972 when I acquired a big Pentax 6x7.

"Thank goodness for today's digital cameras, though," he adds. "I bought my first, a Nikon D300, about eight years ago and when I think how I used to struggle carting about all that bulky old equipment and those heavy boxes of glass negatives, it's as different now as railways were from canals."

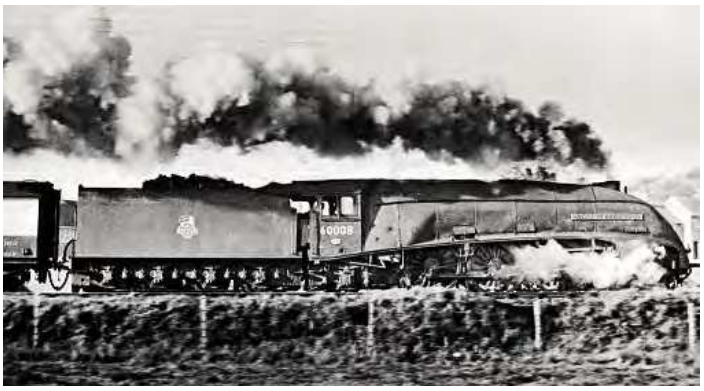
By the early-1960s, it was clear British steam hadn't much longer to live in the face of the modern traction onslaught, but Dick wasn't really interested in chasing diesels and electrics, and with a wife and three children to support, didn't feel able to join the army of enthusiasts beginning to travel overseas in search of steam action.

"I was just wondering what on earth I was going to do with myself when, by chance while driving to work one morning, I spotted a Coventry Corporation steam roller. My god, you don't see many of those these days, I thought, and when I learnt one was about to be scrapped, I bought it.

"It was a 1938-built Aveling-Barford and I spent six years restoring it to rally condition with my son James, who I'm pleased to say has inherited the steam bug and now has a traction engine of his own."

Another quirky acquisition was the purchase of the chimney from a Stanier '2P' 0-4-4T, one of two push-pull engines that had worked Dick's local lines in Warwickshire for years. "Nos. 41902 and 41909 were dumped on Coventry shed and I agreed a price of 30 shillings with British Railways for a chimney off one of them, but the procedure that had

Paddington station in the preservation era: 'King' No. 6024 *King Edward I* attracts a healthy degree of adulation as it stands at the bufferstops following arrival with the 'Welshman' from Swansea on October 11, 1997. The white plastic bags on the right-hand platform might have been considered by some to be a marring effect at the time the picture was taken, but since then, we've had the climate change crackdown on plastic, suggesting such items could be viewed as timepieces in years to come. As this article was written before the coronavirus outbreak, perhaps even the 'social gathering' aspects seen here will be viewed differently one day, too?



In the depths of winter, 'A4' No. 60008 *Dwight D. Eisenhower* has just passed through Welwyn Garden Ciry with the Down 'Flying Scotsman' on January 11, 1958, about to begin some downhill running for the next few miles.



A steam and diesel mix with 'Britannia' No. 70038 *Robin Hood* easing into King's Cross as a Class 40 waits to move off light engine to the depot.



Dick's employment in the export department of a large company enabled him to witness the last years of steam in several foreign countries. In this scene at Helsinki, Finnish Railways Pacific No. 1009 is departing with a local service train that includes three vintage four-wheeled coaches… as late as May 1962! The loco has since been preserved.



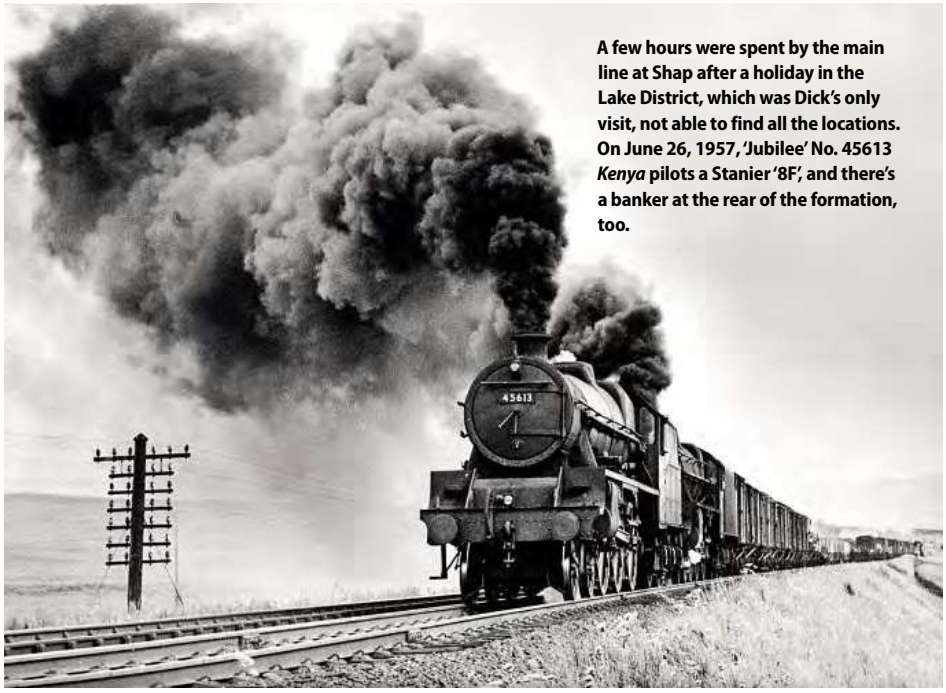
Pre-rebuild, 'Merchant Navy' No. 35011 *General Steam Navigation* waits right time at London Waterloo with the Down 'Bournemouth Belle' on July 31, 1954.



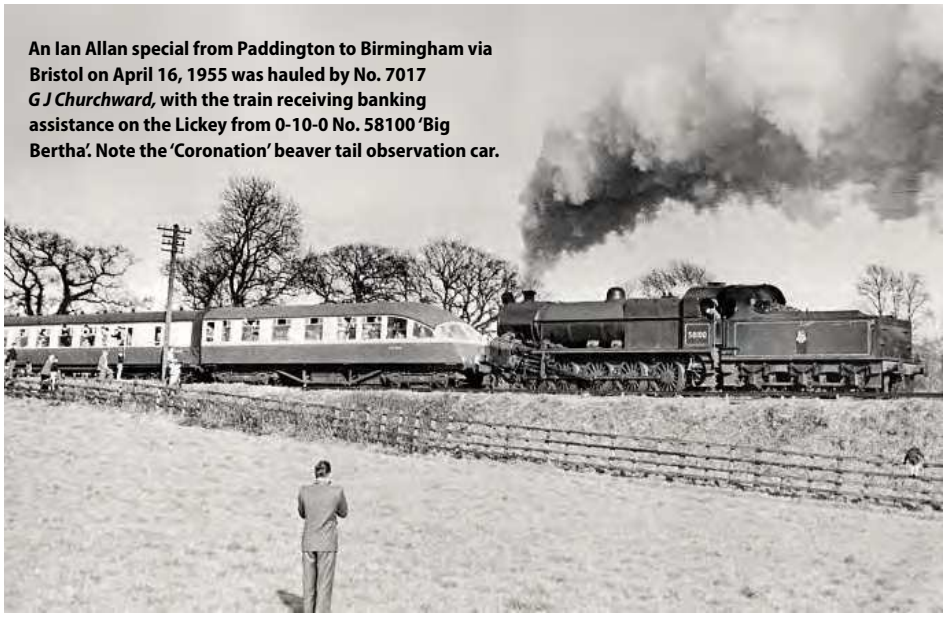
Left: The side of steam railways members of the public, and even many enthusiasts, never saw: Shovelling char from the smokebox of 'King' No. 6012 *King Edward VI* at the end of its day's work at Old Oak Common shed on July 3, 1960. Such thankless tasks still take place on heritage lines, of course, but usually after most visitors have gone home.



The crew of a refuse collection vehicle take a breather as 2-6-2T No. 4112 has just crossed the A41 on the outskirts of Warwick on February 16, 1957, with a local from Birmingham Snow Hill.



A few hours were spent by the main line at Shap after a holiday in the Lake District, which was Dick's only visit, not able to find all the locations. On June 26, 1957, 'Jubilee' No. 45613 *Kenya* pilots a Stanier '8F', and there's a banker at the rear of the formation, too.



An Ian Allan special from Paddington to Birmingham via Bristol on April 16, 1955 was hauled by No. 7017 *G J Churchward,* with the train receiving banking assistance on the Lickey from 0-10-0 No. 58100 'Big Bertha'. Note the 'Coronation' beaver tail observation car.

to be gone through before I could have it was extraordinary. First of all, two men from Rugby turned up at Coventry in a lorry and spent the whole morning removing it. The chimney was then taken all the way to Crewe to be weighed to make sure 30 shillings was a fair price and then it was loaded onto a goods train and sent to Leamington Spa and finally put onto another lorry… and when I got home one evening it was sitting on my lawn. I'm not sure which engine's chimney I've got as I didn't see it being removed, but what it must have cost BR to transport it all those miles I dread to think – probably a lot more than what I paid!"

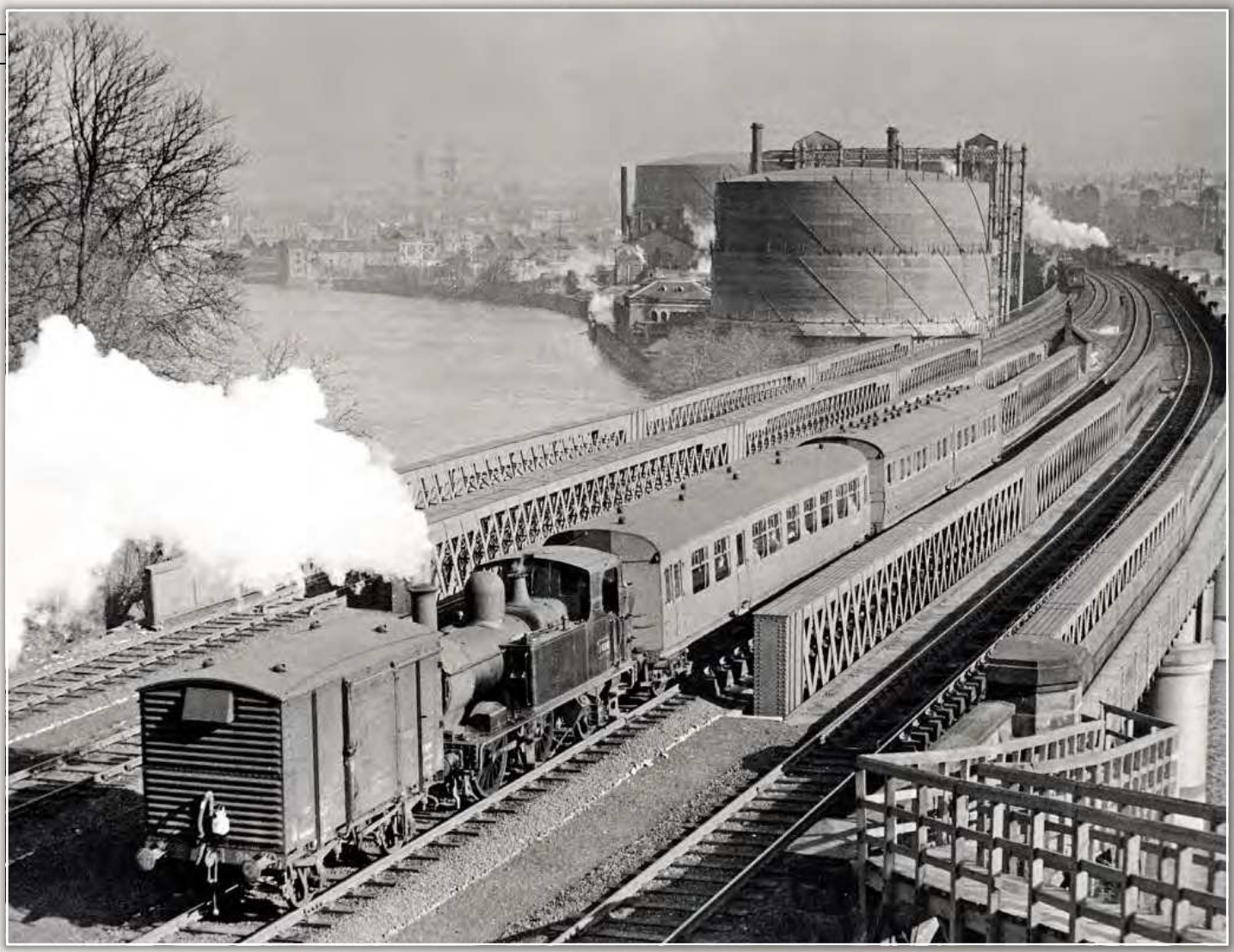
Completion of the road-roller restoration coincided not only with the BR steam famine but with Dick's decision to leave his job and enter the world of self-employment as a freelance photographer. It was a move he's never regretted, especially as it gave him the freedom to record the preserved main line steam that began in 1971 and has now been running for almost half a century.

The change of profession also gave him the opportunity to sort the thousands of glass-plate and large format negatives he'd exposed during the 1950s and 60s and print them up for a major series of books with the Oxford Publishing Company: These were Shadows of the Great Western in 1972 and Echoes of the Great Western the next year, followed by Reflections of the Great Western and Silhouettes of the Great Western in 1976. A fifth volume, Tribute to the Western, followed in 1985.

"People tend to associate me with the Western because of my first books, but I'm keen to stress that's only because of where I lived," says Dick.

"I'm actually a lover of all steam engines and that led to a further series of books featuring my Midland, Eastern and Southern photos – Shadows of the Big Four, Echoes of the Big Four, Reflections of the Big Four and Silhouettes of the Big Four between 1975 and 1980. Those volumes were then bound into a large omnibus edition called Big Four Cameraman', which appeared in 1985 as a celebration of motive power from the four big pre-1948 companies, the GWR, LMS, LNER and SR."

In addition, Dick has published a six-part set of road steam books in The Steam Scene series, ▶



Above: An interesting example of push-and-pull operation as '14XX '0-4-2T No. 1416 heads across the River Dee, Chester, towards the station on March 10, 1956.

Below: High-contrast lighting picks out a wealth of carriage hinges and handles as Stanier 'Black Five' No. 45040 leaves Evesham with a Birmingham to Ashchurch train and heads into the evening sun on May 7, 1955. Apart from the fact that the Worcester to Paddington line (seen curving to the right in the distance above the locomotive) still exists, this scene is barely recognisable today.

written one of Welsh narrow-gauge interest, entitled Linda & Blanche: Penrhyn to Festiniog, and produced a photographic essay of the Liverpool & Manchester Railway.

A Blenkinsop photo speciality seems to have been the split-second capture of moving trains meeting each other at precisely the optimum moment, several examples of which appear in his books. I wondered whether he'd been born under a lucky star, but he modestly replied that there were so many trains in those days that if you waited long enough, two were bound to meet right in front of you. "If I was using one of my more portable cameras, I did sometimes have to sprint a few yards to make absolutely sure, though!"

Most of today's steam photographers have their own particular 'icons' of the past, be it H C Casserley, P Ransome-Wallis, Eric Treacy, Ivo Peters, Derek Cross, R C Riley, W J V Anderson and so on. In Dick's case, it was the great pre-war cameraman Maurice Earley, an almost-legendary character he considers himself privileged to have met on a number of occasions and who used to run a postal photographic portfolio in which members passed their favourite prints among each other for comments and critiques.

Dick has not only derived much enjoyment from the portfolio over the years but found the discussions on the relative merits of each image extremely helpful. "If a senior member whose work I admired wrote in his notes that he liked an entry of mine, I would feel about ten feet tall," he laughed.

Looking back on his long life, he muses: "I feel very fortunate to have been born when I was. If it had been a few years earlier I might have been killed in the war and if had been a few years later, I wouldn't have been able to fully experience and record that wonderful decade of the 1950s.

"I'm not someone who looks back at the past all the time, though. The railway of today isn't necessarily worse or better, it's just different. We have to live for today & tomorrow and there's no doubt modern trains are faster and more efficient.

"I'm a big fan of the preservation movement too and belong to Club 6024 and Didcot Railway Centre, so I make sure I keep up to date with the heritage and main line developments by ▶



Midland 'Compound' No. 1000 worked a number of specials, including this one for the Stephenson Locomotive Society from Birmingham on August 30, 1959, easing away from Doncaster for York after enthusiasts had visited the Works.



The summer evening of June 28, 1960, saw Dick visit London's Liverpool Street station, where he captured this terrific line-up of 'B1' No. 61311, 'N7' No. 69614, 'J69' No. 68619 and Ivatt '4MT' No. 43149.

Below: Whitmore water troughs is the setting on August 3, 1957 as 'Black Five' No. 45287 leads the race towards Stafford against No. 45288. Dick said the consecutively numbered locos was an incredible coincidence.



A cloudless winter's day – February 16, 1957 – sees '61XX' 2-6-2T No. 6116 about to pass 'Castle' No. 5035 *Coity Castle* climbing Hatton Bank with the Down 'Cambrian Coast Express'.



A summer holiday in North Wales for Dick and family in June 1960 provided an opportunity for some narrow-gauge photography, with this shot showing Double Fairlie *Taliesin* drifting towards Boston Lodge. Dick notes the road bridge in the background had just been rebuilt.



With electrification from Crewe to London complete, unkempt 'Britannia' No. 70042 *Lord Roberts* takes the centre road with the 'Pines Express' from Manchester to Bournemouth on June 25, 1960.



Webb 2-4-2T No. 46683 waits at Leamington Spa Avenue with an autotrain to Rugby Midland on December 29, 1951. No trace exists of the station today.



Nearing the end of its working life, gas turbine No. 18000 passing Twyford with an early morning Bristol-Paddington express on June 11, 1957. The loco was withdrawn in 1960.



Another visit to Wales in July 1964 saw Dick photograph Vale of Rheidol's No. 9 *Prince of Wales* running along the old formation and making a smoky departure to Devil's Bridge.



Footplate crew exchange opinions at Southampton Central on June 6, 1964, as 'West Country' No. 34004 *Yeovil* takes on water before heading west towards Bournemouth.

reading the monthly magazines.

"When I was young I took *Trains Illustrated*, but for the past few decades I've enjoyed reading *The Railway Magazine*. You can rely on it; the articles are interesting, the news is reliable and there's no jiggery-pokery."

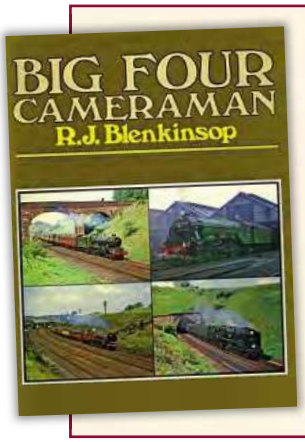
For the past 30 years or so, Dick has resided close to the Chiltern Line but doesn't get to the lineside so much now unless there's a steam special. "One of the reasons, apart from my age, is that so many locations are so badly overgrown.

"My favourite spots were Hatton, Harbury and the South Devon banks, but if I was granted the luxury of going back in time to photograph just one 1950s train again with a modern digital camera, I would opt for the 'Bournemouth Belle' Pullman with an immaculate rebuilt 'Merchant Navy' somewhere between Eastleigh and Basingstoke.

"It would be the Up train, towards the middle of May with a stormy sky illuminated by a patch of blue sky that allowed the sun to shine through the brilliant clear air. Marvellous!" ■



Right: A great 'over-the-wall' shot of 'G2a' No. 49002 passing Edge Hill on February 18, 1961, with a goods train heading for Liverpool.



Dick's Big Four Cameraman book is an omnibus edition published by OPC of four individual books, Echoes, Shadows, Reflections and Silhouettes of the Big Four. All are long out of print but still sought after second-hand as some of the best pictorial railway books of their time.

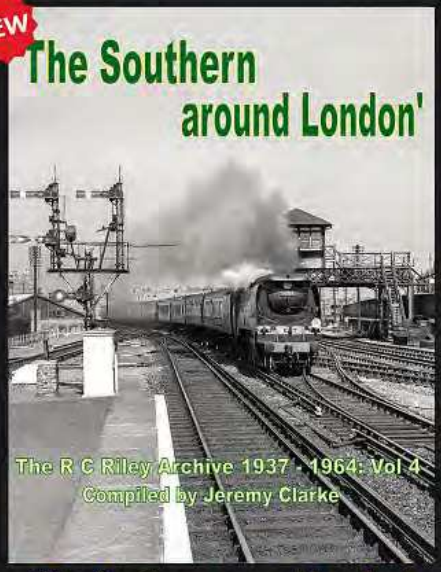


Right: Every now and again, a photograph transcends normal perameters and becomes a work of art. This is just such a portrait. Taken on July 20, 1960, it depicts a train of at least 50 empty iron ore tipplers from Brymbo steelworks, North Wales, casting an almost hypnotic row of shadows south of Leamington as they head for Banbury ironstone sidings behind 'WD' 2-8-0 No. 90257. Dick admits, like many of us no doubt, he watched trains like this disappearing from sight many times, but only on this one occasion did he think to record it for posterity.

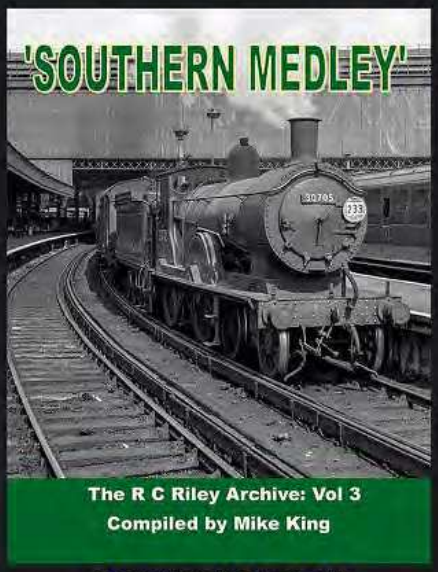
Transport Treasury Publishing



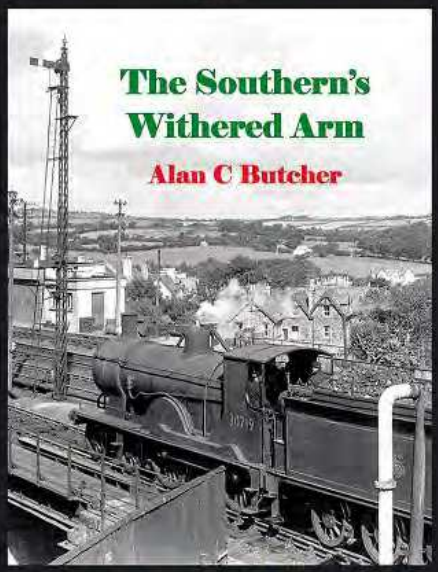
'TRACTION TIMES'
An Early BR Traction Miscellany
Compiled by Andrew Royle
£14.50



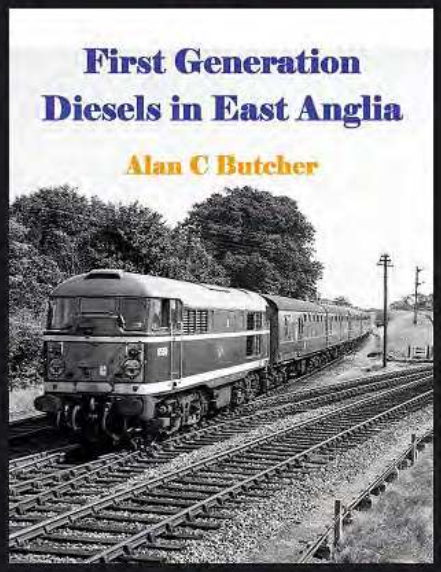
'The Southern around London'
The R C Riley Archive 1937-1964: Vol 4
Compiled by Jeremy Clarke
£14.50



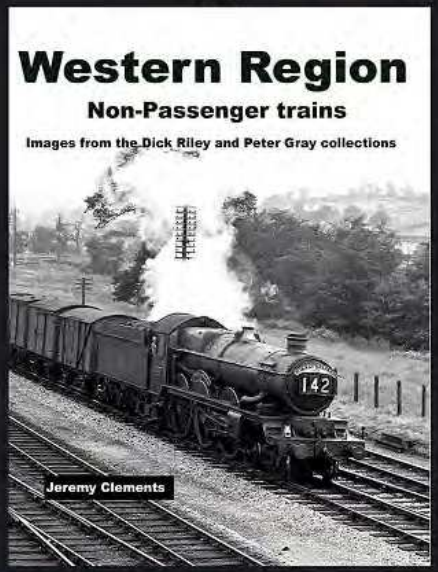
'SOUTHERN MEDLEY'
The RC Riley Archive Vol 3
Compiled by Mike King
£14.50



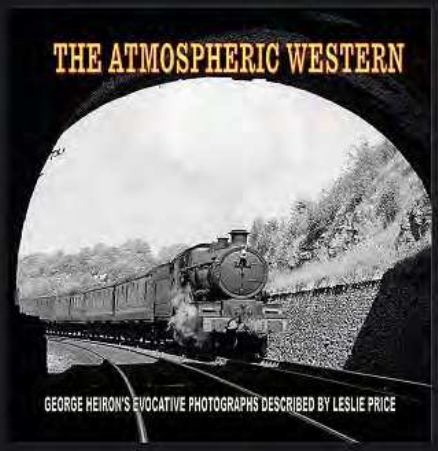
'The Southern's Withered Arm'
Alan C Butcher
£14.50



'First Generation Diesels in East Anglia'
Alan C Butcher
£14.50



'Western Region Non-Passenger trains'
Images from the Dick Riley and Peter Gray collections
£14.50



'THE ATMOSPHERIC WESTERN'

George Heiron's evocative photographs described by Leslie Price

£27.50

P&P Included with all purchases

Email: orders@ttpublishing.co.uk **Call: 01494 708939** **www.ttpublishing.co.uk**

GALATEA IN DISGUISE



This month's Practice & Performance sees John Heaton FCILT travelling through the Pennines behind an ex-LMS 'Jubilee' on the 'Cotton Mill Express', providing an interesting comparison with similar locomotives in steam days past.

GREEN 'Jubilees' were the staple diet of trans-Pennine passenger trains between the Second World War and the January 1961 dieselisation of the route's expresses.

For the remainder of the 1960s they were to be found on summer Saturday seaside trains, reliefs and parcel duties. Towards the end of steam a Farnley Jct example could be seen, from the top deck of my school bus, making its Huddersfield station call with the late-afternoon 'Wavertree Parcels'. Often glimpsed and then, it seemed, gone forever.

Not so. Here, in 2020, No. 45562 *Alberta* glides into Lancaster station at 08.00 on a blustery February morning, with the rhythmic 'swoosh' from its cylinder drain cocks adding a sense of determination to the task ahead.

Its 10-coach train weighs in at 370 tons tare, edging towards 400 tons gross by the last pick-up point at Manchester Victoria.

The locomotive was really No. 45699 *Galatea*, normally associated with its time at Bristol Barrow Road in the 1950s and, if not there, then the Midland Main Line from St Pancras. However, it was no stranger to northern England as the Railway Performance Society (RPS) electronic archive contains many examples of the locomotive's work on cross-country expresses to Leeds – and my Wortley Jct article in Practice and Performance (*RM* Oct 2019) mentions its presence on Bradford Forster Square duties.

Being shedded at Bristol resulted in its disposal to Woodham's of Barry and the passport to preservation subsequently issued to many of its scrapyard soulmates.

The Standedge route was different though and a change of identity to a Yorkshire-based locomotive was deemed appropriate for the 'Cotton Mill Express' despite the rumble of rebellion from the purists against such duplicity. On the other hand, anything that stimulates interest in our hobby is welcome, although such distortions of history might admittedly be lost on future generations, should they have the slightest interest of course.

Alter-ego

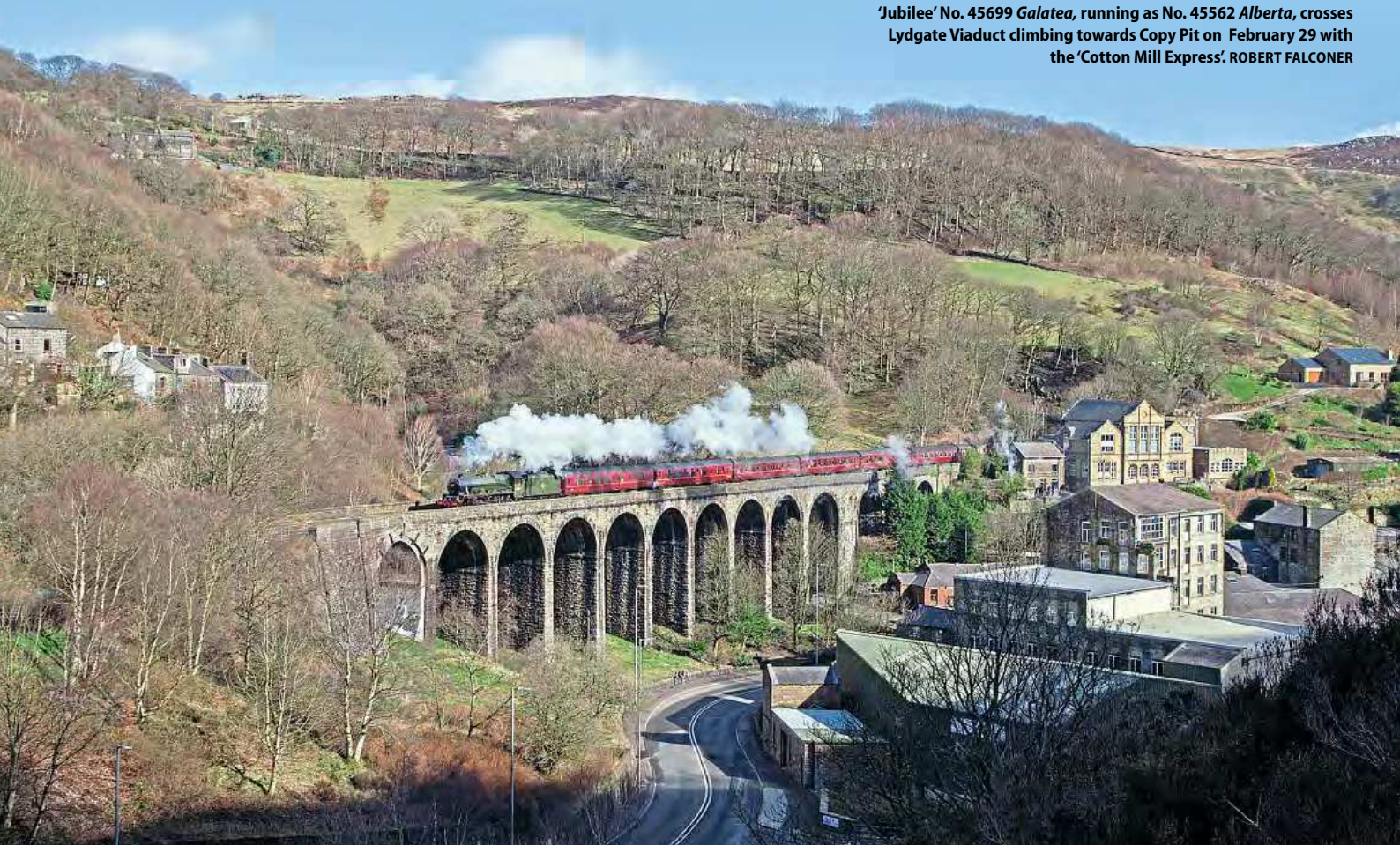
Initially, the significance of choosing *Alberta* as the alter-ego to *Galatea* was lost on me. I have always regarded No. 45562 as a Leeds Holbeck loco associated with the Settle & Carlisle, but its chief claim to fame resulted from being the last of the 188-strong 'Jubilee' class to be withdrawn, on November 4, 1967.

My personal chief recollection of the 'real' No. 45562 *Alberta* stems from one bleak February morning in 1967 when I awoke, as a 16-year-old the first day after my father died, to see *Alberta* on the far distant Huddersfield Viaduct working the 'Border Countryman' railtour, which had been organised by two school friends, Alan Dyson and, future eminent photographer, the late Dave Rodgers.

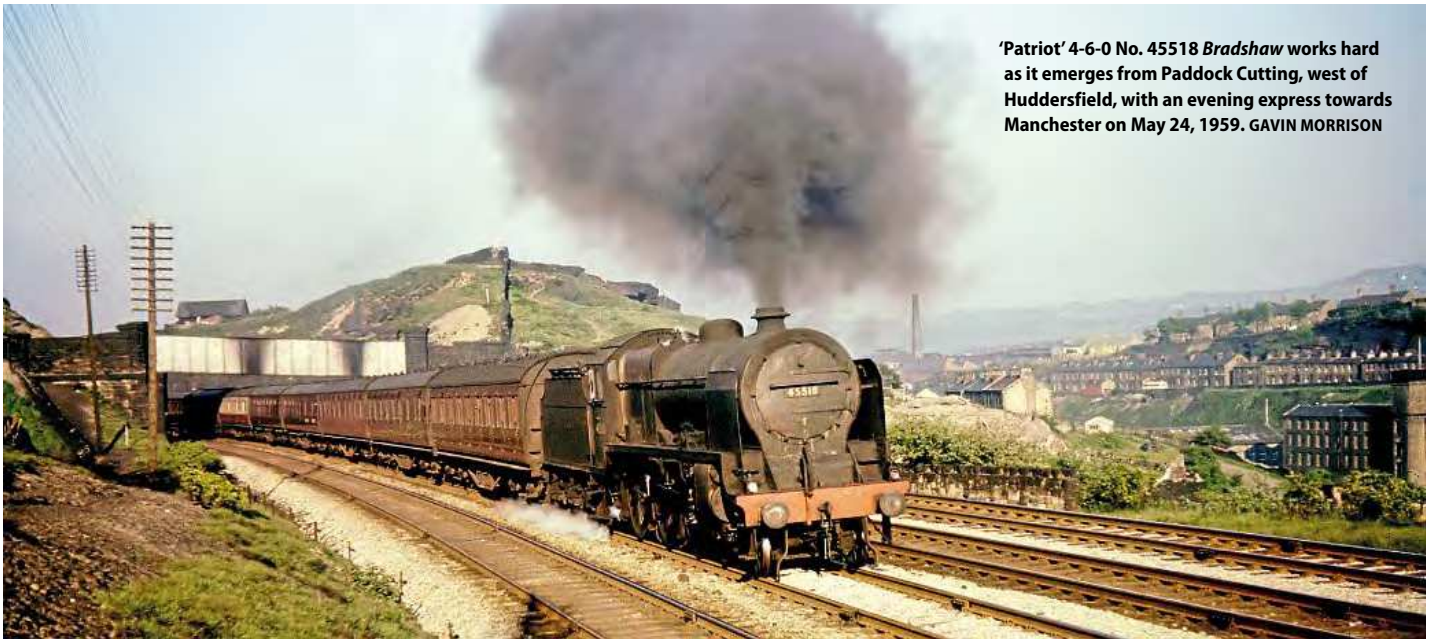
No. 45562's dismal performance that day is lodged in the annals of the RPS archive for posterity. It was one of the first steam-hauled trains to use the new 1-in-50 uphill gradient from Leeds Whitehall Jct towards Farnley, resulting from the remodelling of Leeds City station.

Rushing the steep climb and tight curve, the loco almost stalled, which resulted, it was rumoured, in its tubes becoming blocked. The ascent of the1-in-96/105/112/105 bank from Huddersfield to Marsden was excruciating, with persistent slipping every time the regulator was opened. *Alberta* eventually limped onto the level track inside the refuge of Standedge Tunnel, having taken 36½min for the 7½miles at an average of 12mph.

Having reminded myself that the loco at the head of the Railway Touring Company's February 2020 'Cotton Mill Express' was actually *Galatea*, I considered the ambitious itinerary. We were to start with a dash up the West Coast Main Line to Preston and Wigan,



'Jubilee' No. 45699 *Galatea*, running as No. 45562 *Alberta*, crosses Lydgate Viaduct climbing towards Copy Pit on February 29 with the 'Cotton Mill Express'. ROBERT FALCONER



'Patriot' 4-6-0 No. 45518 *Bradshaw* works hard as it emerges from Paddock Cutting, west of Huddersfield, with an evening express towards Manchester on May 24, 1959. GAVIN MORRISON

turning left at Golborne Jct to run via Chat Moss to Manchester Victoria. Next would come the 1-in-47 Miles Platting Bank and the long climb to Standedge Tunnel. After downhill running to Bradley Jct, the chord line to Bradley Wood Jct would lead to the up Calder Valley line, the 1-in-65 of Copy Pit and a long water stop in Blackburn.

The next leg involved a tangential touch by the West Coast Main Line for just 2¾miles from Farington Jct to Euxton Jct before running via Bolton to Manchester Victoria. Time now for a second bash at Standedge and the Calder Valley, but this time heading back via Rochdale to Manchester Victoria and retracing its steps via Chat Moss and Wigan to Lancaster, scheduled to arrive there 12½hrs after having left.

Ambitious? Certainly, but the attractions to a train timer are obvious. I had unsuccessfully tried a similar trip twice before with '7P' 4-6-0 No. 46115 *Scots Guardsman* but it had failed at Preston the first time.

Gave up

Doing far better on the second occasion it reached Eccles, on the eastern outskirts of Manchester, before it gave up the ghost. How would a '6P' 'Jubilee' fare? It had 10 coaches instead of the 'Royal Scot's' 11 and neither had enjoyed a diesel on the back to act as a 'Get out of Jail Free' card. For the train timer the absence of the diesel complication was especially appreciated.

The chief interest in the run to Preston lay in whether the 'Jubilee' would be pushed to its maximum speed of 75mph so early in the journey, especially as it was shown as 'timed to a maximum speed of 60mph'.

If the latter used to be indeed true then the assumed rate of acceleration to that limit was excessive. The net schedule of 25min for 21miles requires a start to stop average of 50mph. No. 45562 reached 74mph just after Garstang, some 12miles from Lancaster, taking 26min 9sec to Preston. See Table 1.

Leaving Lancaster there was a 10mph speed limit out onto the main line that has now been eased to 30mph making the 1-in-98 climb to the site of the former Lancaster No. 1 signalbox obviously less troublesome – but Up expresses were usually given a banker for this first mile.

Table 1 shows such a run from 1932 when 'larger-boiler' rebuilt 'Claughton' 4-6-0 No. 5910 *J. A. Bright* made a spirited run on an evening express, with a load of 420 tons net, which recorder G J Aston was taking to Liverpool.

To aid comparisons with the other runs in the Table I have suggested probable speeds taken from the averages, such as the 71.6mph from Garstang to Brock. This 23min 50sec run was ▶



Carrying a Nuneaton 2B shed plate, 'Patriot' 4-6-0 No. 45537 *Private E. Sykes V.C.*, on Patricroft shed, is noted in Table 2 for a particularly good performance over the Diggle route. RAILONLINE.CO.UK

TABLE 1: LANCASTER TO PRESTON

Loco		'Jubilee' 4-6-0 45699 *Galatea* Running as 45562 *Alberta*			'Royal Scot' 4-6-0			'Claughton' 4-6-0 5910 *J. A. Bright*			'A2' 4-6-2 60532 *Blue Peter*		
Vehicles/tare/gross tons		10/370/380			11/393/400			14/420-/-			12/437/470		
Train		08.08 Lancaster-Blackburn						19.02 from Carlisle			15.05 Carlisle-Preston		
Date		February 29, 2020			Details suppressed			December 27, 1932			September 13, 1997		
Recorder/Position		J Heaton 8th of 11			N Hill 6th of 12			G J Aston -			A Smeaton 4th of 13		
Miles	**Location**	**Sch**	**M S**	**MPH**	**Sch**	**M S**	**MPH**	**Sch**	**M S**	**MPH**	**Sch**	**M S**	**MPH**
0.00	LANCASTER d	0	0 00	2½L	0	0 00		0	0 00		0	0 00	
3.18	Oubeck		8 06	50		6 46	56					7 03	60
5.73	Bay Horse		10 52	61		9 10	68		8 30	60		9 16	73
8.23	Scorton		13 12	67		11 17	74		10 55	68		11 17	77
11.54	Garstang		16 01	73		13 52	80		13 45	71		13 46	81
13.53	Brock		17 38	74		15 21	81		15 25	72			
16.25	Barton	[2]	19 56	69		17 24	76		17 50	65		17 19	78
19.65	Oxheys		23 14	45		20 36	42		21 05	50		20 11	45
20.98	PRESTON a	27	26 09		26	23 26		25	23 50		30	24 47	

[2]=2min recovery time

also undertaken on a 25min schedule, indicating a routine need for high-class enginemanship. The identity of the assisting locomotive out of Lancaster is unknown to me, but the difference it made compared to our unaided 'Jubilee' is clear.

The name of No. 5910 was not known when this run was selected from the RPS archive, but it is apposite that its *J. A. Bright* appendage should feature in a 'Cotton Mill Express' article.

John Albert Bright's grandfather was a cotton baron and 'J. A.'s father was John Bright, famous for his campaign with Richard Cobden in securing the 1846 repeal of the Corn Laws, enabling food prices for the masses to be reduced. John Albert made his own reputation in the cotton industry before becoming a parliamentarian on the death of his father.

Table 1 also shows a 'Royal Scot' in a hurry with an 11-coach train touching 81mph but beating the 'Claughton' by only 69sec over the 14 miles from Bay Horse to Oxheys.

Rare

While delving through the archive I came across a run timed by Sandy Smeaton with preserved No. 60532 *Blue Peter* in 1997 when 81mph was also reached in the Garstang/Brock area, and which I could not resist adding to Table 1. Higher speeds than this on the Lancaster (depart) to Preston (arrive) stretch are surprisingly rare. Also, there are relatively few runs with 'Coronation' Pacifics, the two facts being related to the tendency of the London Midland & Scottish to use their front line express locos on heavy loads and on trains that did not stop at Lancaster.



The mills of Sowerby Bridge form the backdrop as 'Jubilee' No. 45695 *Minotaur* restarts a Liverpool Exchange to Newcastle train in the 1950s. ERIC TREACY

Returning to 2020, No. 45562 *Alberta* is setting off towards its Wigan North Western stop reaching 49mph at the top of the uphill stretch to Euxton Jct and 61mph on the 1½miles down 1-in-936 to Balshaw Lane Jct but the 20min 36 to Wigan was 2½min shy of schedule.

With the aid of 6min timetable allowances and 61mph, again, at Astley Bank, our watering stop at Eccles was reached early. A punctual departure for our run to Manchester Victoria made this the furthest I had progressed in my three attempts to reach Miles Platting bank.

Between the opening of Manchester Exchange in June 1884 and its May 1969 closure Standedge-bound steam engines had the benefit of an extra quarter-mile run at the 1-in-59/47 of Miles Platting bank compared to starting directly onto the gradient from Victoria's east end. A hotchpotch of superannuated Lancashire & Yorkshire locos was usually waiting to bank freight trains and recalcitrant passenger locomotives in steam days but there was nothing

TABLE 2: MANCHESTER VICTORIA TO HUDDERSFIELD

Loco		'Jubilee' 4-6-0 45699 *Galatea* Running as 45562 *Alberta*			'Jubilee' 4-6-0 45699 *Galatea* Running as 45562 *Alberta*			'Jubilee' 4-6-0 5700 *Britannia* Subsequently re-named *Amethyst*			Unrebuilt Patriot 4-6-0 5537 *Private E. Sykes V.C.*		
Vehicles/tare/gross tons		10/370/400			10/370/400			10/332/-			9/285/-		
Train		08.08 Lancaster-Blackburn			14.10 Blackburn-Lancaster			6.37pm from Manchester Exchange			6.37pm from Manchester Exchange		
Date		February 29, 2020			February 29, 2020			July 16, 1938			April 24, 1936		
Recorder/Position		J Heaton			J Heaton			J Wedgewood -			J Wedgewood -		
Miles	**Location**	**Sch**	**M S**	**MPH**	**Sch**	**M S**	**MPH**	**Sch**	**M S**	**Ave MPH**	**Sch**	**M S**	**Ave MPH**
0.00	MANCHESTER V d	0	0 00	1½L -/21	0	0 00	26½L	0	0 00 *		0	0 00*	
0.74	Rochdale Road OB		3 27	15		3 11	19						
0.83	Osborne Street OB		3 48	15½/13		3 28	18/15						tsr
1.51	Miles Platting	4	6 04	22	5	5 47	16		4 30	20.2		4 40	19.4
2.50	Park		7 58	38		(1)			5 55	41.8		6 10	39.5
3.28	Clayton Bridge		9 07	46½		via Ashburys			7 00	42.9		7 20	39.9
5.39	M60 UB		12 10	38									
6.41	Ashton-u-Lyne		13 47	38/sigs					11 40	40.3		11 20	47.1
7.85	STALYBRIDGE a	pass13	19 20		27	26 14		14	14 00	37.0	14	13 45	35.7
0.00	d	pass 0	39 45	28L	0	29 24		0	0 00		0	0 00	
0.23	Stalybridge TWP		1 39	17		1 40	16						
0.61	Stalybridge TEP		2 49	20		2 43	24						
1.43	Footbridge		4 52	27		4 40	28						
2.09	Scout TWP		6 18	28		5 58	32						
2.60	Mossley		7 23	30		6 55	33		5 20	29.3		5 10	30.2
3.70	OB		9 28	35		8 48	37						
4.05	Footbridge		10 04	36		9 22	37						
4.81	Greenfield	8	11 20	36	10	10 37	37/42		8 45	38.9		8 15	43.1
5.94	Saddleworth	<2>	13 07	40/41		12 21	41/42		10 28	39.3		9 45	45.0
6.84	Diggle Jct	13	14 29	38	13	13 40	40		11 45	42.1		10 48	51.4
	Diggle Dn Pass Loop	14-39											
7.24	Standedge TWP		15 06	38/55?		14 15	42/50?		12 19	42.4		11 17	49.7
10.28	Standedge TEP		18 54	43		18 16	43						
10.76	Marsden	45	19 35	43/63	18	18 57	45/64		16 30	49.6		15 15	52.9
13.34	Slaithwaite		22 27	57/21tsr		21 43	49/23tsr		19 06	59.4		18 15	51.5
14.86	Golcar		25 25	32		24 44	33		20 30	65.4		19 45	61.0
16.09	Longwood & M		27 03	54		26 24	52/56		21 43	60.4		21 05	55.1
16.88	Gledholt Jct		27 58	43		27 18	54						
17.35	Springwood Jct		28 41	25		28 00	35						
17.86	HUDDERSFIELD p/a	pass 54	29 56	24	pass 26	29 03	28	25	24 20	40.7	25	24 05	35.5

Max speeds in Standedge Tunnel are estimates

<2>=2min performance allowance (1)=1min pathing

*Started from Manchester Exchange. Extra mileage 0.21miles.

to help the 'Cotton Mill Express' 'Jubilee'.

The roar from the chimney of No. 45562 must have been heard right across Manchester as *Alberta* accelerated to 21mph and then clung on for grim death. Speed fell almost imperceptibly at first. The summit, only 1.51 miles from Victoria, seemed to be receding as speed dropped to 15mph then 13mph.

The 83-year-old loco sounded as if it was taking a merciless thrashing but remained undaunted and, once onto the easier grades, my seventh coach passed Miles Platting at 22mph; 6min 4sec from Victoria represented an average speed of 15mph. The ruthless schedule had demanded 23mph.

The path for our railtour involved a non-stop run through Stalybridge, now subject to a 40mph restriction as opposed to the 15mph that applied before remodelling. This could have given scope for a record run to Standedge but the frequency of TransPennine Expresses meant that a call at Diggle Jct Down passenger loop was essential. The entrance and exit from the loop are notoriously difficult so an announcement that the loop was out of action was met with general approval from train timers, counter-balanced by disappointment from 'track bashers'.

While sidelined at Stalybridge for 20min the 'Cotton Mill's' passengers watched No. 68023 *Achilles*, DMU No. 185133 and IET No. 802209 all head east before No. 45562 was given the road. The exhaust barked back off the terraced houses as the 'Jubilee' strode through Mossley and embarked upon the 1-in-125 gradient up to Greenfield balancing at 36mph, registering 40mph through Saddleworth on the 1-in-175, easing and entering Standedge tunnel at 38mph. See Table 2.

Maligned

Impressive as the 'Jubilee' run had been, the two pre-Second World War runs I have added to Table 2 show the quality of express running that used to be achieved on this often maligned route. There is no mention of a banker being employed to Miles Platting by either 'Jubilee' No. 5700 or unrebuilt 'Patriot' No. 5537. Both made fast starts from Stalybridge, albeit with lighter trains than 2020's *Alberta*.

No. 5700 was renamed from *Britannia* to *Amethyst*, the latter coincidentally being the name of my Pullman coach on the 'Cotton Mill Express'. The 'Patriot' was named *Private E. Sykes V.C.* to honour the heroism of a Mossley-born railwayman who had made five rescues under machine gun fire at the battle of Arras and returned to be a guard on the London & North Western Railway, based at Huddersfield.

Post-war steam-era downhill speed limits in the Colne Valley were much lower, especially on the viaducts, than the 85mph now permitted. Would the re-created *Alberta* touch 75mph? No — speed reached 63mph before brakes were heftily applied for a 20mph temporary speed restriction (tsr) for a bankslip just above Golcar.

There were many surprised expressions to be seen, as we skirted Huddersfield platform 8, with passengers expecting the 10.24 Liverpool Lime Street-Edinburgh and feeling as if trapped in a time warp. We soon removed ourselves from further harm's way by taking the single line to Bradley Wood Jct. An operational stop at Brighouse was followed by a signal stop at Milner Royd Jct for the 2½min late 11.12 Leeds-Manchester Victoria to precede and a water stop at Sowerby Bridge to replace the one originally planned at Hebden Bridge. ▶

TABLE 5: BRIGHOUSE TO SOWERBY BRIDGE

Loco		Jubilee 4-6-0 45699 *Galatea* Running as 45562 *Alberta*			Stanier 5MT 4-6-0 5337		
Vehicles/tare/gross tons		10/370/400			7/210/-		
Train		14.10 Blackburn-Lancaster			19.00 York-Liverpool Exchange		
Date		February 29, 2020			June 4, 1943		
Recorder/Position		J Heaton			G J Aston		
Miles		**Sch**	**M S**	**MPH**	**Sch**	**M S**	**MPH**
0.00	Brighouse d	0	0 00	1L	0	0 00	3½L
2.84	Elland TEP	3½	5 42	47		5 12	44
3.44	Greetland Jct	4	6 29	48/49		6 01	45
5.11	Milner Royd Jct	7-12	8 40	22		8 09	48
5.76	Sowerby Bridge a	pass13	10 35		10	9 25	



As the setting sun penetrates the smoke-filled streets of Stalybridge, a Stanier '8F' rumbles through the station on an eastbound freight during the 1950s. Compare the view in 2020 as No. 45562 *Alberta* gets the 'Cotton Mill Express' on the move. Gone are the factories and their chimneys and the smog, the pub at the road junction being the surviving building. MANCHESTER LOCOMOTIVE SOCIETY COLLECTION AND TONY MILES



TABLE 3: SOWERBY BRIDGE TO BURNLEY MANCHESTER ROAD

Loco	'Jubilee' 4-6-0 45699 *Galatea* running as 45562 *Alberta*
Vehicles/tare/gross tons	10/370/400
Train	08.08 Lancaster-Blackburn
Date	February 29, 2020
Recorder/Position	J Heaton

Miles	Location	Sch	M S	MPH
0.00	Sowerby Bridge d	pass 0	0 00	14½L
0.88	Sowerby Bridge TWP		3 10	28
3.70	Mytholmroyd		7 29	48/51
5.00	Hebden Bridge	5-15	9 02	47
7.93	Horsfall TEP		12 50	36/ sigs 17
8.88	Hall Royd Jct	21	14 56	23
9.26	Stansfield Hall	22	15 52	29
9.58	Ferney Lee Rd OB		16 31	28
10.01	Cross Lee Rd OB	(3)	17 34	20
10.43	Kitson Wood TEP		18 50	15
10.59	Kitson Wood TWP		19 28	15
10.83	Knott's Rd OB		20 25	13
11.19	Fieldhurst Rd UB		22 05	13
11.61	Pudsey Rd UB		24 03	13
11.71	Cornholme UB		24 30	13
12.16	Portsmouth L C	32	26 09	17
12.55	Dean Farm OB		27 20	20/24
13.16	Burnley Rd OB	(3)	29 05	20
13.36	Copy Pit S B		29 39	21
13.74	Holme TEP		30 29	41/49
16.23	Towneley TEP		33 43	46/45
16.98	Towneley L C		34 40	51/54
17.70	Burnley Man Rd p	45	35 29	45

(3)=3min pathing

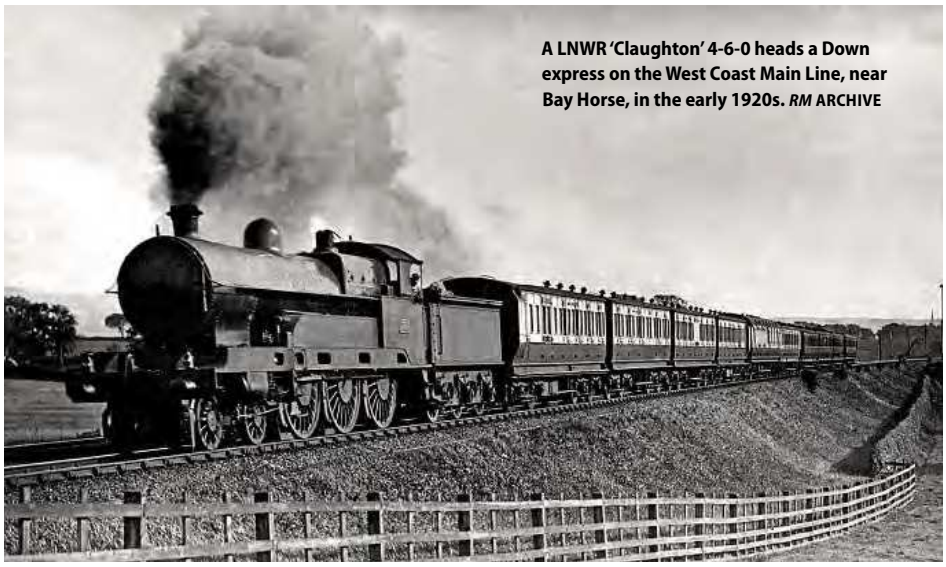
"The run rarely featured in the heyday of steam. Where performance was recorded it was often in the fashion of the time without speeds."

TABLE 4: EUXTON JCT TO MANCHESTER VICTORIA

Locos	'Jubilee' 4-6-0 45699 Galatea running as 45562 Alberta
Vehicles/tare/gross tons	10/370/400
Train	14.10 Blackburn-Lancaster
Date	February 29, 2020
Recorder/Position	J Heaton 8th of 11

Miles	Location	Sch	M S	MPH
0.00	Euxton Jct p	26	37 20	27L 24
3.15	Chorley	32	43 05	38/51
6.16	Adlington (Lancs)	(1)	47 14	49
8.21	Blackrod		49 46	48
9.76	Horwich Parkway		51 42	49
11.74	Lostock	43	53 56	55/59
14.76	Bolton	47	58 12	24
16.31	Moses Gate	[2]	60 47	49
17.00	Farnworth		61 34	55
17.68	Kearsley		62 16	60/69
20.65	Clifton		65 02	67/ sigs 6
23.65	Salford Crescent	59	69 51	10/25
25.39	MANCHESTER V a	64	74 36	

Sch and time is from leaving Blackburn
(1)=1min pathing [2] =2 min pathing



A LNWR 'Claughton' 4-6-0 heads a Down express on the West Coast Main Line, near Bay Horse, in the early 1920s. *RM* ARCHIVE

Table 3 shows the run over Copy Pit. I was asked a few times during the journey what I thought of the run overall. While giving it a glowing reference on nearly all counts I was a little reticent about this stretch. There was very little data against which to compare it. The run rarely featured in the heyday of steam. Where performance was recorded it was often in the fashion of the time without speeds.

Fashionable

Runs over Copy Pit became fashionable for railtours at the end of steam, and during preservation, but locomotives were often double headed, leading to false expectations for single locos. If it comes down to it, anything other than the lightest of trains would have been banked anyway and the speed limit, even now, is only 45mph.

None of this manages to put the steady progress of No. 45562 at 13mph for over 5min on the 1-in-65 into a proper context. Time not to worry and just sit back and enjoy that noise. The equivalent drawbar horse power (edbhp) works out at around 675, a tad more than half that could be expected of a 'Jubilee's' peak performance, but a measure that is not necessarily appropriate in such low speed conditions. The essence of the task was to reach the top without slipping and definitely without stalling.

Mission accomplished, the way was now clear to a watering stop at Blackburn, booked for 71min. Unfortunately, this took longer than planned so the afternoon departure for the second leg started 16min late, albeit with great gusto, to reach a shade more than 65mph on the 70mph stretch down the 1-in-100 to Bamber Bridge. At Farington Jct, the railtour was routed to the slow line for a 12min stand at Euxton Jct. The West Coast Main Line seemed exceptionally quiet for a line where capacity was supposed to be at a premium, but Real Time Trains (RTT) showed an alarming number of cancellations.

We were awaiting an Edinburgh to Manchester Airport TransPennine Express to precede us, which was running 5½min late. In line with my remarks about the difficult task of signallers in regulating railtours, in the Class 20 Practice and Performance article *(RM March)*, the signaller now had to decide when to let the 'Jubilee' cross to the Bolton line.

It is 15.01. A Glasgow-Euston 'Pendolino' has left Preston at 15.00 and is due to pass Euxton Jct at 15.05½. Clear the signal for the railtour and hope it starts immediately. *Alberta* springs into action, the railtour clears the Up main line at 15.03½ and RTT seems to confirm



Emerging from Huddersfield Tunnel at Springwood Jct, No. 45647 *Sturdee* is working a Leeds to Blackpool express on July 16, 1964. D PRESTON/COLOUR RAIL



Above: 'Royal Scot' No. 46136 *The Border Regiment* leaves Preston with the 2.25pm Morecambe (Promenade)-Crewe train on May 27, 1961. NOEL MACHELL/*RM* ARCHIVE



Right: 'Jubilee' No. 45647 *Sturdee* forges towards Marsden with a westbound special on May 31, 1966. GAVIN MORRISON

the 'Pendolino' lost no time as a result. If you are a signaller who gets it right expect no praise. Get it wrong and watch out.

Now running 27min late, the 'Jubilee' heads for its second appearance of the day at Manchester Victoria reaching 69mph at Kearsley. See Table 4. The second attack on Miles Platting Bank is even better than this morning's, with a 15mph minimum compared to 13mph. The time to Miles Platting was 17sec quicker despite having adverse signals for the imaginative routing being employed – across from Philips Park West Jct to Ashburys then Guide Bridge and on to Stalybridge.

To aid comparison with this morning's turn of events we definitely needed the booked signal stop at Stalybridge, but we were 25½min late and anything could happen. We duly came to a stand, an IET nipped through platform 3 and our signal cleared for a departure that was only 14½min late after being stationary for just 190sec.

The loco had been working hard for most of the last eight hours but even more was now to be demanded. Table 2 shows a run that was 28sec faster than the first one to Mossley and 43sec to Greenfield. Sustaining 37mph on the 1-in-125 represented an edbhp of around 1165. The maximum was 42½mph and the speed into the tunnel 40mph. Perhaps this effort had winded the locomotive because the run through Standedge was 15sec slower than the morning run, counterbalanced by a 15sec improvement on the section to passing Huddersfield at a distinctly uneasy 29mph.

A difference of just 15sec from Marsden to Huddersfield, including the negotiation of a 20mph tsr, was remarkably consistent. The opportunity to time the same locomotive and load over the same route twice on the same day had enticed me to travel and the ability to compare results like this were the reward.

As we passed onto the Up Calder Valley main line I was perturbed to see the 16.17 Leeds-Wigan Wallgate being held to follow us. Surely this was wrong? The 'Cotton Mill Express' had to make a brief call at Brighouse and a lengthy water stop at Sowerby Bridge with no opportunity, so far as I was aware, for overtaking to take place.

We duly soldiered on and the formerly punctual Northern stopper was 26min late at Rochdale. It is presumed this was deliberate and, in some way, perhaps related to the cancellation of the 16.42 Leeds-Chester.

Table 5 shows the sprint from Brighouse to Sowerby Bridge compared to a wartime run from June 1943 with Agecroft's 'Black Five' No. 5337, which had taken over the 7pm York to Liverpool Exchange from 'Jubilee' No. 5590 *Travancore* at Wakefield Kirkgate, 3½min late – apparently not all trains were disastrously late during the war. Like *Galatea*, No. 5337 was also destined to make its escape from Woodham's scrapyard into preservation.

Challenge

Table 6 shows the progress of the 'Cotton Mill Express' on towards its Brewery Jct water stop. The 12miles from Sowerby Bridge to Summit Tunnel's entrance is uphill, with the exception of a few yards at Dover Bridge, after which the last 5¼miles to the tunnel mouth are at 1-in-182. This is considerably easier than the westbound approach to Standedge, and the reason why the Calder Valley was chosen as the main freight development TransPennine route under Beeching and his successors, but it is still a challenge to an elderly steam locomotive hauling 400tons.

The first of the two other logs shown in Table 6 demonstrates how *Alberta* matched a 14-coach load double headed by 'Jubilee' Nos. 45596 *Bahamas* (double-chimneyed) and 45654 *Hood*, on a 1965 railtour timed by Bevan Price. The second shows how it beat No. 4472 *Flying Scotsman* on what is just shown as 'load 10' with a 1969 railtour when the Gresley Pacific was 'the only show in town' for main line steam aficionados. How far we have come in that time!

By now the weather had deteriorated and Storm Jorge had set in. The Brewery Jct water stop was reached just 5min late and the arrangements overran their allowance by 13½min. It had now fallen dark and there was a sense inside the train that we were 'heading home' as crockery was collected and litter lifted.

It was different on the footplate though, as the crew of *Alberta* had a final fling, hurtling through the darkness to pass Balshaw Lane Jct at 74mph in an attempt to keep the difficult 19min net booking from Wigan North Western to Preston and managing a creditable 20min 10sec.

The only obstacle remaining to be negotiated was Barton Down loop in the context of late-running main line trains.

The green 'Jubilee' emerged back onto the main line 3½min late, accelerated to 59mph before Garstang and had its fire run down to Oubeck at 51mph, arriving at Lancaster 5min late – critics confounded, doubters dumbfounded and the faithful fulfilled. ■

TABLE 6: SOWERBY BRIDGE TO MILLS HILL

Loco		'Jubilee' 4-6-0 45699 *Galatea* Running as 45562 *Alberta*			'Jubilee' 4-6-0s 45596 *Bahamas*/45654 *Hood*		'A3' 4-6-2 4472 *Flying Scotsman*	
Vehicles/tare/gross tons		10/370/400			14/471/-		10/-/-	
Train		14.10 Blackburn-Lancaster			Railtour		08.15 Doncaster-Newcastle	
Date		February 29, 2020			December 4, 1965		June 1, 1969	
Recorder/Position		J Heaton 8th of 11			B Price 7th of 16		R White -	
Miles	**Location**	**Sch**	**M S**	**MPH**	**M S**	**MPH**	**M S**	**MPH**
0.00	Sowerby Bridge d	pass 0	0 00	14½L	0 00		0 00	-/48
3.70	Mytholmroyd		7 14	52	6 25	49/-	6 38	45
5.00	Hebden Bridge	5-17	8 42	54	7 52	52	8 20	46
6.58	Dover Bridge	(1)	10 27	56				
7.93	Horsfall TEP		12 01	51			44	
9.46	Todmorden	22	13 48	52	13 16	49	14 15	48
10.75	Walsden		15 19	50	14 55	46/37	15 51	50
11.83	Summit TEP		16 37	46				
13.46	Summit TWP		18 31	55			19 00	56
14.83	Littleborough	31	20 00	59	20 01	57/sig stop	20 28	56
15.86	Smithy Bridge	(1)	21 03	61	22 50	25	21 35	54
18.18	Rochdale p/a	37	23 40	44	26 15	50	25 32	
19.76	Castleton (GM) p		25 36	55	28 05	60		
22.70	Mills Hill p	43	28 33	65/67				

(1)= 1min pathing

RAILS OF SHEFFIELD

railsofsheffield.com

HORNBY MODEL RAILWAY Awards 2019 2018
RETAILER OF THE YEAR!

Corporate Partners of
RAILWAY MUSEUM

WE VALUE YOUR

PRE-OWNED & SECOND HAND

MODEL COLLECTION

VERY HIGHLY!!

ALL BRANDS

FOR CASH

CONTACT US
get in touch by email, phone or post with your list of items

STEP 01

BRING, SEND OR COLLECT
either visit the shop, send us your items, or for larger collections we will arrange collection for you

STEP 02

WE MAKE AN OFFER
our friendly, experienced staff review your list and make an honest valuation and offer

STEP 03

STEP 04

PAYMENT MADE!
we confirm the offer and make a fast, secure payment via your choice of payment method

TOP GUARANTEED PRICES PAID

FAMILY BUSINESS FRIENDLY SERVICE

FOR MORE DETAILS see our website: railsofsheffield.com/wanted

Ref: RAILWAYMAGAZINE20

FULL COLLECTIONS PURCHASED
UK & WORLDWIDE COLLECTION AVAILABLE

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436
OR EMAIL: SECONDHAND@RAILSOFSHEFFIELD.COM

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: info@railsofsheffield.com Web: railsofsheffield.com railsofsheffield railsofsheffield railssheffield railsofsheffield

RAIL REOPENING SCHEMES

The reopening of old railway lines that have been closed for more than 50 years is much higher on the public transport agenda. Graeme Pickering looks at more national schemes that would bring benefits to commuters, and in one case, a new freight route.

PART TWO

Exeter-Okehampton-Tavistock-Plymouth

THE damage caused by storms in February 2014 cut off England's South West peninsular from the railway network.

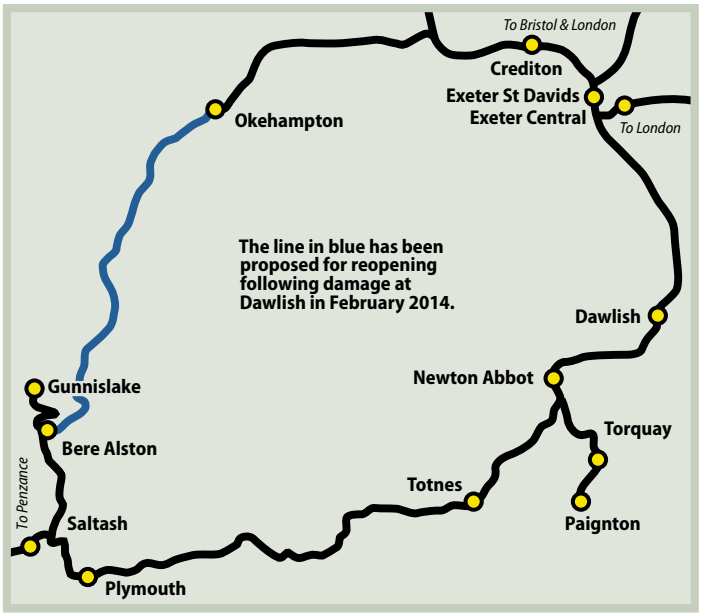
At Dawlish, which is regularly subjected to the ravages of rough seas, 80 metres of track were washed away, severing the main (and only) line linking Cornwall and much of Devon (including Plymouth) with Exeter and London.

A major repair operation succeeded in making the line fit for reopening eight weeks later, but it prompted calls to investigate the resurrection of an alternative route between Exeter and Plymouth, via Okehampton and Tavistock, known as the 'Northern Route'.

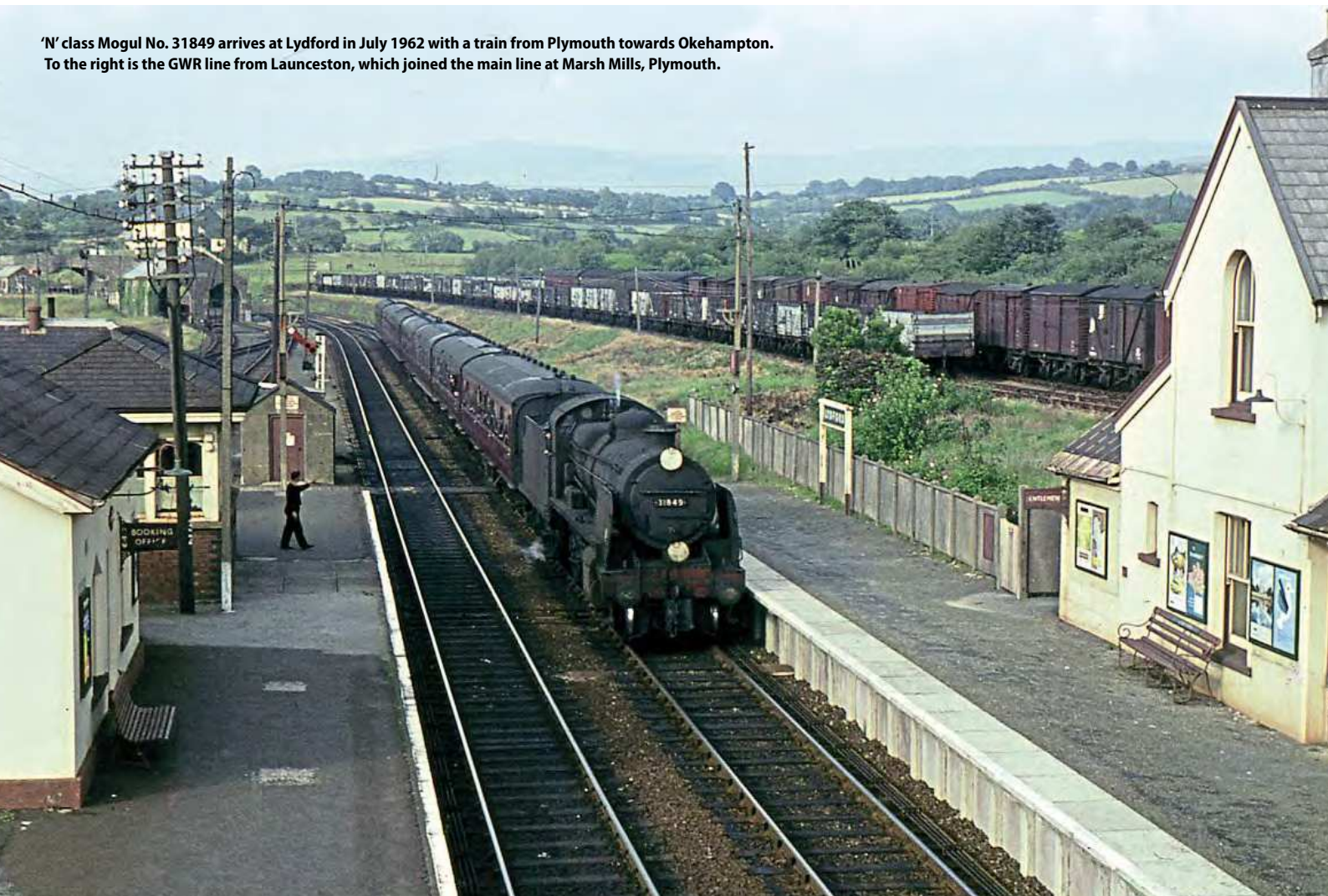
Torridge & West Devon MP Geoffrey Cox, supported by three other local MPs, is sponsoring a bid by the Northern Route Working Group (NRWG) for funding from the Restoring Your Railway scheme to develop a preliminary strategic outline business case.

Devon County Council already has plans to reopen the 5½ miles of line between Tavistock and Bere Alston on the Tamar Valley Line, which would restore the town's rail link with Plymouth. The council is also making a bid to the scheme to advance this project.

"It's really important that we have more connectivity in the west side of Devon and for those people who currently live in Tavistock and that surrounding area who are plagued with a big congestion problem when they go into Plymouth," says Andrea Davis, Devon County Council's cabinet ▶



'N' class Mogul No. 31849 arrives at Lydford in July 1962 with a train from Plymouth towards Okehampton. To the right is the GWR line from Launceston, which joined the main line at Marsh Mills, Plymouth.



member for infrastructure and development. "More than 20 per cent of the Tavistock workforce actually commute into Plymouth and 94 per cent of those are in private motor cars."

She adds that road links are likely to be further constrained with the building of up to 2,000 new homes in the area.

Coun Davis, who also chairs the Peninsula Rail Task Force (a partnership of councils and local enterprise which campaigns for rail investment across the South West), envisages that Tavistock to Bere Alston will be just the first stage towards the overall aim of restoring the entire 'Northern Route'.

She adds: "Plymouth, I understand, is the only larger city in the country with only one main line route going into it.

"Of course, once there is a problem on that Paddington route there are three million people affected in the far South West where they can't get in or out by rail so it is part of the phased development of a Northern Route."

NWRG says it has submitted a serious and credible bid involving rail industry experts and already begun examining options for services. It has engaged with local councils and gained support from Plymouth University, Devon & Plymouth Chamber of Commerce, Visit Cornwall, Heart of South West Local Enterprise Partnership and the Peninsular Rail Task Force.

Matlock to Buxton

A BUSY passenger and freight artery linking Manchester with Derby and London once ran through the middle of the Peak District, but between 1966 and 1968 traffic declined.

The Midland Pullman used the route as part of its 3 hours 15 minutes journey between Manchester Central and St Pancras, but these services were withdrawn in 1966.

Freight too was diverted and local passenger services ceased in March 1967. Withdrawal of the remaining express trains between Manchester and St Pancras came the following year.

The line beyond Matlock, which divided into two routes just past Miller's Dale, one continuing to Buxton and the other forming the main line route via Chinley, was closed, although a section of the latter line and spurs east of Buxton remain open for traffic from local quarries.



It's six years since the only main line to Cornwall was severed after storms, and despite reports into alternative route options, there has been no tangible progress in reopening the former London & South Western line despite local campaigns and questions in Parliament. On July 17, 1962, 'West Country' No. 34011 drifts into Tavistock North from Plymouth. The trackbed was not fully protected and houses have been built where the loco is. COLOUR-RAIL

This important aggregate traffic forms a key part of two competing reopening bids, both of which have applied for support to develop their cases from the Department for Transport's Restoring Your Railway Fund.

For more than three years, the heritage Peak Rail operation has been working on proposals that would see the 12-mile extension of its current heritage services (which run over four miles between Matlock and Rowsley South) to Buxton, thereby offering passengers connections to the national rail network at both ends, as well as reopening the line to freight.

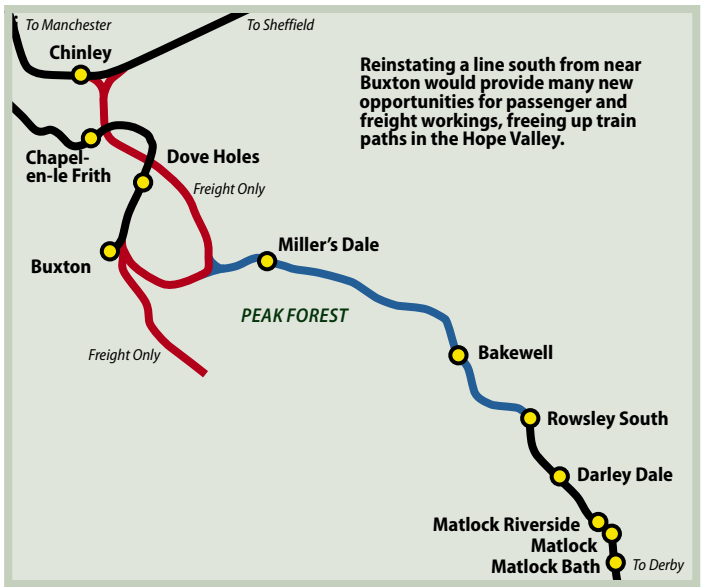
"As things stand at the moment, cars journeying through to the beauty spots of the National



Above: Miller's Dale (for Tideswell) station was an isolated five-platform station, but a busy junction station. It closed on March 6, 1967. This view of the station is looking north. J L LEAF/COLOUR-RAIL



Right: Class 45 'Peak' No. D126 leaves Chee Tor No. 1 Tunnel, near Miller's Dale, with the 12.25pm St Pancras-Manchester Central express in the 1960s. ALAN H BRYANT/ RAIL PHOTOPRINTS





Johnson '2F' 0-6-0 No. 58228 steams through Bakewell station on June 17, 1958, with a northbound mixed goods. The station buildings behind the loco are Grade II listed, and today the trackbed forms part of the Monsal Trail. G H HUNT/COLOUR-RAIL

Park really are committed to having to go straight through," says Peak Rail project director Paul Tomlinson.

"There is no way for a park and ride situation. A reinstated Peak Rail route through the National Park would allow people to forget about using car transportation and they could access places like Miller's Dale and Bakewell in a much more carefree, and shall we say, environmentally friendly manner."

Manchester and East Midlands Rail Action Partnership (MEMRAP), which was established at the beginning of last year, has proposals to return the line to use as a through freight and passenger route.

"We propose a different tack in that it would be a fully fledged double-track railway as it used to be from Matlock to Buxton with a full passenger service," explains MEMRAP director John Harpur.

"The one we would concentrate on would be the slow service from Derby to Buxton and to Manchester. An all-stations service giving a benefit to all the local communities and then a semi-fast which would go from maybe Leicester, Derby, Matlock, Bakewell, Buxton onto Manchester – the main stations."

The promoters of both bids are keen to highlight the potential of the route to remove quarry traffic from the Manchester to Sheffield Hope Valley Line and potentially create capacity for additional passenger services as a result of the diverted freight flows.

The route runs through the Peak District National Park, and 8½ miles of trackbed (including viaducts and tunnels) are now occupied by the Monsal Trail, one of the UK's most popular routes for walking, cycling and horse riding.

Both bidders are satisfied they can suitably accommodate the trail within their plans, although the National Park has warned against an 'over-engineered' diversion, which could detract from the area's scenic beauty.

Regardless of the outcome of its plans or those of MEMRAP, Mr Tomlinson says Peak Rail has "every intention" of continuing its current heritage operations in the future. He says heritage services could work around freight movements on weekdays and would be unaffected at weekends.

"We want to see the line available for heritage as well," adds Mr Harpur.

Stratford-upon-Avon to Honeybourne

THE Stratford-upon-Avon to Cheltenham 'Honeybourne Line' had been reprieved by British Rail and was scheduled to be modernised, but damage caused by the derailment of a coal train at Winchcombe on August 25, 1976, unfortunately coincided with a national financial crisis.

Amid intense scrutiny over spending and a changing economic climate, BR decided to close rather than repair the route.

The Shakespeare Line Promotion Group, Cotswold Line Promotion Group and the Leamington Spa & Solihull Rail Users' Association have jointly submitted an application to the Restoring Your Railway Fund for up to £75,000 for an economic impact assessment of the section of route between Stratford-upon-Avon (which, since 1976, has been the southern terminus for trains from Birmingham and Leamington Spa) and Honeybourne on the Cotswold Line.

The bid is being supported by Mid-Worcestershire MP Nigel Huddleston and has the backing of Warwickshire, Worcestershire and Gloucestershire County Councils, Wychavon, Stratford-on-Avon and Cotswold District Councils, and the West Midlands Rail Executive.

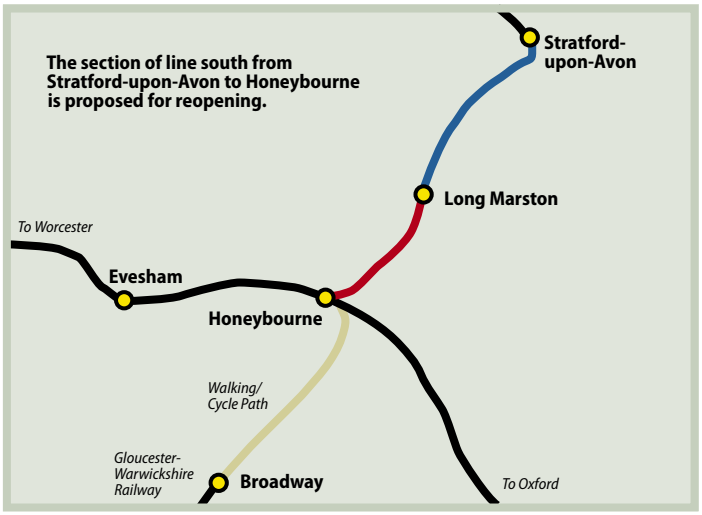
At the Honeybourne end of the line, a section remains in use to serve the rail development and rolling stock storage site at Long Marston. Just under six miles of track would be needed to reconnect it with Stratford on an alignment which has been protected from further redevelopment.

At the nearby former airfield, work on the first phase of a garden village has begun. Ultimately, 3,500 homes are planned for the site with scope for significantly more elsewhere in the area.

The submission to the DfT makes reference to a 2012 study for Stratford-on-Avon District Council, updated last year, which indicated that the reinstatement of the route was feasible by using the protected alignment and the creation of a short cutting south of Stratford station to negotiate a road at Evesham Place.



GWR Prairie No. 4165 is seen emerging from a siding at Long Marston, south of the station. COLOUR-RAIL





Closure of the Stratford to Cheltenham line followed the derailment of a Toton to Severn Tunnel Junction coal train at Winchcombe on August 25, 1976. It was the timing of the accident rather than the cost of repairs that prompted BR to close the line. This view is looking towards Winchcombe station and was taken on August 30, 1976, showing the wrecked train. KIDDERMINSTER RAILWAY MUSEUM TRUST



A northbound DMU passes through Stratford Racecourse platform forming the 17.50 Worcester Shrub Hill-Stratford-upon-Avon service on May 23, 1964. Single-car unit No. 55009 is leading the train. MICHAEL MENSING

The original alignment was double track, but the bid document suggests a new one could be a mixture of single and double track.

Although protected, between Long Marston-Stratford the line is occupied by the Stratford Greenway walking and cycling route, and this would have to be retained alongside the new railway.

Campaigners say the route would offer the possibility of an orbital and bi-directional service connecting the south with the West Midlands and through services from Stratford to Oxford and Worcester, as well as making it easier to reach destinations such as Heathrow Airport and London.

They believe a journey time to Birmingham of 50 minutes from Long Marston and an hour from Evesham would be possible.

South Wales routes

IN SOUTH Wales, there are hopes of further railway reopenings to add to those which have taken place since the 1980s.

Aberdare to Hirwaun, Treherbert to Tynewydd and Pontyclun to Beddau are just three of the possibilities that have been mentioned locally in recent years. Passenger services over the former Taff Vale route to Aberdare ceased in 1964, but resumed between Cardiff and a new station in 1988.

Beyond, the line continues in a north-easterly direction through Hirwaun and was used to serve Tower Colliery until its closure in 2008.

Treherbert is the current terminus of the Rhondda Line, but the Rhondda and Swansea Bay Railway ran north from here through Tynewydd, which was served by Blaenrhondda station.

The station and the section of the R&SBR between here and Cymmer closed in February 1968 after a weakness was found in the Rhondda Tunnel.

Originally part of the Taff Vale Railway's Llantrisant to Pontypridd route, the stretch from the South Wales Main Line (just north of Pontyclun station) to Cwm Colliery saw regular traffic until 1984. Proposals for the South Wales Metro could see the village linked into the system, along with Talbot Green, Llantrisant and Creigiau (the latter of which had a station on the Barry Railway).

"More and more people have become reliant on travelling to the Cardiff area or somewhere along the coastal strip for work in particular," says Railfuture Wales chairman Peter Kingsbury. "There's been quite a lot of growth in jobs in the Cardiff area in the last few years."

He adds: "Pontyclun station is very well-used now by commuters going into Cardiff and if you reopened a branch that went towards Beddau, five or six miles, that would potentially tap into a lot more commuter traffic and, on a weekend, shoppers potentially coming into Cardiff.

"Anything that's able to go in that direction, from Pontyclun toward Pontypridd is potentially a worthwhile scheme."



GWR '8750' 0-6-0PT No. 3730 works upgrade near Blaen Rhondda, on the Treherbert to Neath line, with empty mineral wagons on August 28, 1958. W A C SMITH/*RM* ARCHIVE

Harrogate-Ripon-Northallerton

PART of the Leeds Northern Railway, the line between Northallerton and Harrogate via Ripon, remained relatively busy in terms of number of services until closure to passengers on March 6, 1967.

It had been the usual route for trans-Pennine trains to and from the North East, providing a shorter route to Leeds than today's journey, which uses the East Coast Main Line as far south as York. It relieved the ECML of some slow freight and provided a diversionary route.

Ironically, it served that latter function for the final time, almost five months after passenger closure, when it was used by northbound main line traffic following the crash involving DP2 on July 31, 1967 at Thirsk.

Soon afterwards it was severed as a through route, although freight services lingered on until 1969.

"It was tragic that the Harrogate-Ripon-Northallerton main line was shut in 1967, and it hit the city of Ripon very hard, and made travel north from Harrogate less convenient," says Brian Dunsby, transport spokesman for Harrogate District Chamber of Commerce.

"Since this closure Ripon has lost various sources of employment, such as a college and army barracks, which may well still exist if Ripon enjoyed a rail service."

A preliminary engineering and environmental assessment study carried out by Ove Arup for North Yorkshire County Council (NYCC) in 2005 concluded that reopening 11 miles of the line from Harrogate to Ripon would offer potential for economic regeneration and would increase tourism in the city as well as well as making it possible to commute by rail, thereby reducing road traffic.

Lord Newby, the Liberal Democrat Leader in the House of Lords, is a Ripon resident and believes there's a strong case at least for that partial reinstatement.

He says: "Ripon is about to get quite a large addition to its housing stock with the redevelopment of a Ministry of Defence site, and at the moment there's very little public transport to get people to work. There is in effect one bus route to Harrogate, which is inadequate.

"I think the town, which has a wonderful cathedral and has a terrific atmosphere to it, gets a very low level of tourism because it's so difficult to get to."

NYCC's 2017 strategic



English Electric Type 4 No. D244 leaves Ripon with a Newcastle to Liverpool express on April 3, 1965. GAVIN MORRISON

transport prospectus states: 'A new railway from Leeds to Harrogate, Ripon and then joining the ECML north of Northallerton will bring much needed resilience to the ECML and enable the East Coast ports to expand.

"In the longer term (post 2030) it could also potentially help with plans and aspirations for housing and business growth in the central A1(M)/ECML corridor, and it will help to enable the North East, Tees Valley and Yorkshire & Humber economies to act as a single market'.

"I fear that the coronavirus crisis is going to knock the whole economy sideways. It's going to make any project of any sort more difficult just because there's going to be so much current expenditure," observes Lord Newby, but he adds: "This doesn't affect the underlying case. These projects are long-term anyway.

"If we were going to have a line open by 2031, there would need to be progress fairly soon in terms of getting all the consents.

"Although building a line, certainly from Harrogate to Ripon, isn't going to be a decade-long job, I think beginning to make progress of preliminaries makes a lot of sense because you're never quite sure at what point Government is going to be able to turn the taps on or turn the taps off on infrastructure."

The social distancing measures in place as the UK tries to contain the spread of Covid-19 have already begun to have an impact on the selection process for bids to the Restoring Your Railway Fund.

As *The RM* closed for press, the DfT was preparing to update first round applicants.

Groups bidding for support had originally been expected to pitch their proposals in late March, but were informed in a letter from Rail Minister Chris Heaton-Harris that because of the situation with the coronavirus, he would instead chair a "virtual panel" of "ministerial, local authority and rail industry representatives without direct representation from the promoters".

"This will enable us to identify any bids that are sufficiently advanced and provide funding so that more detailed studies can be progressed," the letter continued.

Concerns have been expressed as to whether the lack of direct representation could hamper bid promoters in making their cases prior to the selection of the winners.

The RM contacted the DfT for clarification and was told that it expected to post an update online at gov.uk during the final week of April. ■





The exterior of Ripon station in 1964. J SPENCER GILKS/COLOUR-RAIL



A Metro-Cammell DMU restarts a local train from Melmerby, between Ripon and Northallerton. D J MITCHELL/COLOUR-RAIL

MAY 9, 1964: *CLUN CASTLE'S* DATE WITH DESTINY

Tyseley's 'Castle' No. 7029 *Clun Castle* has chalked up a number of claims to fame over the years, but its best-known achievement came on May 9, 1964 when, while running between Plymouth and Bristol, it wrote itself into in the record books, as Gary Boyd-Hope recounts.

THE March issue of *The RM* told the story of how GWR 'Castle' No. 4079 *Pendennis Castle* secured its place in preservation, highlighting the role it played on the famous Ian Allan 'Z48' railtour of May 9, 1964 and its influence on the loco's subsequent survival.

Yet No. 4079 was not the only surviving 'Castle' to work on that history-making tour. Its younger classmate No. 7029 *Clun Castle* is now best-known at the flagship of the Tyseley/Vintage Trains operation, but on that May day it propelled itself into the record books, and in doing so virtually guaranteed its continued existence. The story of that journey, and the exploits of *Clun Castle*, is what follows.

As the 1960s approached its mid-point British Railways' Western Region (BR(W)) steam was well into its twilight years. The highly lauded 'King' class 4-6-0s had all disappeared in 1962, and by the start of 1964 it appeared the popular 'Castles' were not far behind.

Of the 171 'Castles' built at Swindon (or converted from other types like the



'Stars') between 1923 and 1959, fewer than one-fifth remained in service.

It was clear the 'Castles', and BR(W) steam in general, did not have long left. Consequently, it was felt by many that this most successful express class should have one final fling before the end came. Fortunately, the team at Ian Allan Publishing and the Western Region's management had just the ticket.

May 9, 1964, marked 60 years to the day since No. 3440 *City of Truro* reputedly touched 102.3mph during its descent of Wellington Bank in Somerset while hauling the 'Ocean Mails' from Plymouth to Paddington.

Even today the authenticity of this claim is still being debated, but for BR(W) in 1964 it provided the perfect excuse to try for something special, and prove once and for all why the 'Castles' deserved their enviable reputation.

The plan drawn up was for a commemorative railtour starting at Paddington and running non-stop to Plymouth via Westbury and Castle Cary, the out-of-use water troughs at Aldermaston and Exminster being refilled



No. 4079 *Pendennis Castle* prepares for departure from Paddington with 'Z48', fully adorned with GWR crest, a reporting number and Ian Allan headboard. The locomotive has been fitted with an 82C (Swindon) shedplate for the occasion. COLOUR-RAIL



The saviour of 'Z48' No. 6999 *Capel Dewi Hall* prepares to take over the railtour for the onward run to Taunton. JOHN HUNT

especially for the trip. The return leg would run via Bristol and include a bid to reach 100mph on the racing stretch at Little Somerford between Bristol and Swindon.

The train would be called the 'Great Western'!

7029 makes the cut

Much was hinging on the tour being a success, especially as the BBC was going to film a special documentary called Steaming Ton for BBC2, which would focus primarily on the 100mph attempt. It was essential, therefore, that the right 'Castles' be selected for the job, and the men given the responsibility for selecting them were Old Oak Common inspector Bill Andress and BR(W)'s senior locomotive inspector Jack ▶

'Z48' – THE ROSTER

Loco:	Duty:
4079 *Pendennis Castle*	Paddington-Plymouth (failed and removed at Westbury)
6999 *Capel Dewi Hall*	Westbury-Taunton (following No. 4079's failure)
7025 *Sudeley Castle*	Standby at Taunton (worked Taunton-Plymouth leg)
7029 *Clun Castle*	Plymouth-Bristol
5054 *Earl of Ducie*	Bristol-Paddington
7023 *Penrice Castle*	Standby at Old Oak Common
7008 *Swansea Castle*	Standby at Plymouth Laira
7032 *Denbigh Castle*	Standby at Bristol Bath Road
7022 *Hereford Castle*	Standby at Swindon



The indisputable star of the May 9, 1964 railtour – No. 7029 *Clun Castle* – awaits departure from Plymouth North Road prior to making its record-breaking run. JOHN HUNT

Hancock. Between them Hancock and Andress arranged to test 10 of the 37 remaining 'Castles' on the Paddington-Worcester-Hereford route, home of the 'Cathedrals Express'.

The locos chosen were those deemed to be in the best condition, including Nos. 5054 *Earl of Ducie*, 5091 *Cleeve Abbey*, 5096 *Bridgwater Castle* and 7022 *Hereford Castle*, which were moved to Worcester shed in April 1964 to join 85A's own Nos. 7023 *Penrice Castle* and 7025 *Sudeley Castle*. These were put through their paces on scheduled Down services with the 1-in-100 decent of Honeybourne Bank from Chipping Camden Tunnel, providing opportunities for the Worcester crews to really let the 4-6-0s fly.

The remaining four were No. 4079 *Pendennis Castle* from Bristol St Philips Marsh, and Old Oak Common's Nos. 7008 *Swansea Castle*, 7032 *Denbigh Castle* and 7029 *Clun Castle*.

Interestingly, only Nos. 7008, 7023 and 7029 were fitted with double-chimneys, while No. 5091 was one of the class rebuilt from a Churchward 'Star' and No. 4079 was one of the earliest examples (dating from 1924) and still largely in original condition.

Jack Hancock ultimately rejected *Cleeve Abbey* and *Bridgwater Castle*, but allocated the remaining eight locos to the railtour according to merit of how they performed during the tests. No. 5054 had been the favourite to get the 100mph sprint, and was even filmed at Honeybourne by the BBC for Steaming Ton, so it came as no surprise when it was indeed chosen for the starring role of the 'Great Western' railtour.

The other train engines chosen were *Pendennis Castle*, which would work the outward leg from Paddington to Plymouth, and *Clun Castle* for the Plymouth to Bristol section. Meanwhile, *Penrice Castle* was allocated as the standby at Old Oak Common, *Sudeley Castle* at Taunton, *Swansea Castle* at Plymouth, *Denbigh Castle* at Bristol Bath Road and *Hereford Castle* would be based at Swindon should its services be required.

All was set for what would go on to be regarded as one of the greatest railtours of the BR steam era, and one in which No. 7029 would carve its place in the annals of railway history.





Above: No. 7025 *Sudeley Castle* hands the e.c.s over to standby 'Castle' No. 7008 *Swansea Castle* at Plymouth North Road, having arrived from Taunton. JOHN HUNT

Right: *Pendennis Castle* stands at Westbury where it was officially failed and removed from the train. The headboards and reporting number have been removed to reveal the non-standard smokebox numberplate. JOHN HUNT

Below: A fine portrait of *Clun Castle* as it negotiates the turning triangle at Plymouth Laira before taking the e.c.s back to North Road. JOHN HUNT



It all goes wrong

Saturday, May 9, dawned bright but breezy as No. 4079 was prepared at Old Oak Common for the first leg of the 'Great Western' – non-stop from Paddington to Plymouth.

Old Oak driver Alf Perfect and firemen Doug Godden and Brian Green had been chosen to crew the loco, ensuring the tender was brimming with specially selected best Ogilvie steam coal, and the copper and brass gleamed as it backed onto the waiting seven-coach Mk1 set at Paddington.

The train, weighing 243 tare tons, was given the reporting number 'Z48' (Z and X being used for special trains), carried in the usual Western manner on the smokebox door. It was billed as a high-speed service, featuring Pullman-style dining at every seat, while roofboards carried the legend 'The Great Western' or 'Paddington to Plymouth'.

This was a train the Western Region had put a lot of effort into organising, so it came as no surprise to find the region's 'top' brass' on board.

Pendennis Castle itself carried the Western Region's coat of arms on the top smokebox bracket above the reporting number and the 'Ian Allan Rail Tour' headboard on the middle bracket above the bufferbeam.

The cabside even carried a small white plate identifying the driver as A I Perfect; a provision available to most 'Top Link' locos but rarely ever adopted.

Sparks flying

The tour started as the Western Region management intended – impressively! *Pendennis Castle* covered the distance to Reading in just 33 minutes, and the run over the Berks & Hants route – a line not known for its racing stretches – saw speeds reach the high 80s and low 90s.

The 'Castle' was still running well at Pewsey, clocking 94mph at Lavington, but concerns started to be raised by those on board when sparks started to be seen flying from beneath the engine. At least one passenger reported being hit by a glowing cinder, and it was evident all was not well with No. 4079's fire grate. It had begun to melt, and there was concern the rear driving axle could be getting hot as a result.

With no way of contacting the loco crew, and fears a sudden brake application could cause the axle to break, the decision was made to pull the communication cord and bring the train to a steady halt at the Edington & Bratton intermediate block signal. Inspection of No. 4079 confirmed the firebars had started to melt; the special coal seemingly the loco's undoing owing to its high combustion temperature. The non-stop run was over, as was



'Pendennis' appears to be in fine fettle as it races along at an unknown location with 'Z48' prior to losing part of its fire grate. C LEIGH-JONES/COLOUR-RAIL

Pendennis Castle's part in it. The signal telephone was used to request a path to Westbury and a change of locomotive; No. 4079 limped the rest of the way. The nearest standby 'Castle' – No. 7025 *Sudeley Castle* – was 47 miles away at Taunton, and there were fears there would be a long wait for it to be summoned if no alternative was available at Westbury.

Fortune, it seemed, was smiling on 'Z48' as 'Modified Hall' 4-6-0 No. 6999 *Capel Dewi Hall* had completed a day's work and was sitting on Westbury's ash pit, its tender half full of a mixture of dusty coal and ovoids, with even a bit of cement thrown in.

No. 4079 was detached from the train and taken to the shed where the two London firemen set about making up the fire and getting the loco ready to take the train on to Taunton, where *Sudeley Castle* could relieve it.

While *Pendennis Castle's* day was in tatters, it is worth noting that even with the delay caused by the brake application and subsequent actions, it had covered the 95.6 miles from Paddington in 92min 17sec. A very impressive performance.

Record performance

When the grimy No. 6999 backed onto the train a 'Festiniog Railway Special' headboard was, for some reason, wedged between the top lamp bracket and the handrail. It didn't really look the part, but what came next was nothing short of miraculous.

In short, the 'Modified Hall' covered the 47 miles to Taunton in just 43min 11sec, reaching a top speed of 86mph at Curry Rivell Junction, 80mph at Athelney, 77mph at Cogload Junction and 75mph at Creech Junction. It was a record performance for a 'Modified Hall', leading some on board the train to request it be kept on all the way to Plymouth.

No. 7025 had been the last of the eight 'Castles' selected and hadn't really been expected to play a role in the day. However, the London crew, by now on their third loco of the day after taking over the loco at Taunton, managed to put in a sterling performance over the challenging sections through Somerset and South Devon, cresting Whiteball Summit at 44mph and hitting 62 through Wellington, then running through Exeter St Davids at 55 despite an earlier signal check.

Impressive feat

Speed restrictions west of Exeter hampered any further higher-speed running through Devon, a t.s.r (temporary speed restriction) at Teignmouth limiting speed to 45mph. Nevertheless, it went over the top at Dainton at 27mph, ran through Totnes at 56 and over Rattery Summit at 37. In all it covered the 82.8 miles from Taunton just 51 seconds outside the 97-minute schedule; an impressive feat given it had done it from a standing start whereas the timetable allowed for a non-stop run.

Driver Perfect and his firemen were now owed a much-deserved rest, and were naturally roundly congratulated by well-wishers at Plymouth. No. 7025 was then taken off the train while No. 7008 *Swansea Castle* took the empty stock to Millbay for servicing.

Passengers, meanwhile, had the opportunity to explore Plymouth or take in a cruise of the Naval Dockyard. Few could imagine they would soon be making history with *Clun Castle*.

At the time of 'Z48' No. 7029 was just 14 years old and one of the few remaining 'Castles' fitted with a double-chimney. It was built as one of the final batch by British Railways (Lot 375) and delivered in May 1950. It is worth noting 26 years separated 'Clun' from its elder sibling ▶

PLYMOUTH (NORTH ROAD) – BRISTOL

Date	May 9, 1964
Engine No	7029
Engine Name	*Clun Castle*
Load, tons full	265

Dist		Sch (min)	Actual (min/sec)	Speeds (mph)
0.0	NORTH ROAD	0	0 00	-
4.0	Plympton		6 45	55
6.7	*Hemerdon*	14½	11 14	23
10.8	Ivybridge		16 36	52
			p.w.s	15
14.1	Wrangaton		21 59	-
16.3	Brent	26	24 38	53*
23.1	Totnes	34	32 21	58
			(max.)	
27.9	*Dainton*		39 08	28
31.8	NEWTON ABBOT	48	44 20	35*
37.0	Teignmouth		52 04	-
			sigs	15
52.0	EXETER	71	70 51	35*
55.5	Stoke Canon		74 57	60/75
64.6	Cullompton		82 59	62*/68
66.9	Tiverton Jct		84 58	75
71.9	*Whiteball*	93	89 10	67
			-	94
75.7	Wellington		91 53	80*
80.8	Norton Fitzwarren		95 19	97
82.8	TAUNTON	100½	96 39	78*
			slack	85/35*
88.6	Durston		101 48	58
94.3	BRIDGWATER	112	106 35	78
100.6	HIGHBRIDGE		111 05	86
115.6	Yatton		121 12	91
121.6	Flax Boughton		125 24	75
			(min.)	
126.5	Bedminster		130 01	-
127.6	BRISTOL	143	133 10	-

* Speed restrictions

Pendennis Castle, which had been built as one of the first batch of 'Castles' (Lot 224) in 1924, a testament to its condition that it was chosen to take part in May 9 roster.

Newton Abbot inspector Harold Cooke had overseen the preparation of *Clun Castle* at Laira shed in the days leading up to the big day. The booked driver for the run to Bristol was Laira's own Harry Roach who, according to reports, arrived at the depot the day before the railtour to find No. 7029's tender brimming with coal known for burning too hot (the same Ogilvie stock used on No. 4079 perhaps?). Apparently, Roach ordered the tender to be emptied and refilled with a hand-sorted selection instead.

The locomotive certainly looked the part, with paintwork and brass gleaming as it brought the empty stock back to Plymouth North Road from Millbay. Firemen Bill Rundle and Bill Watts had boiler pressure sitting right on the line when the whistle blew and No. 7029 stormed away from North Road at 4.30pm.

Challenging climb

Within minutes the train was at Plympton and onto the long, challenging climb up Hemerdon Bank, an almost unbroken gradient of between 1-in-41 and 1-in-42 for 2½ miles to Hemerdon Summit. Driver Roach had the reverser set at 20% cut-off at the bottom of the bank, winding to 45% about halfway up where it remained all the way to the top, cresting the summit at 23mph.

No. 7029 was running well and speed picked on the descent of Rattery Bank, flashing through Totnes at 58mph and making the racing horses at Newton Abbot racecourse look like they were standing still. Progress was then hampered after, to everyone's surprise and annoyance, 'Control' allowed a parcels train to get in front of 'Z48' despite instructions to give the special a clear road. It was not until the 'parcels' was looped at Exminster that No. 7029 was able to get ahead of it.

Roach quickly had the four-cylinder machine back in its stride, passing Tiverton Junction at 75mph ahead of the arduous climb to Whiteball Summit. Through the tunnel and speed began to rise as the train accelerated down Wellington Bank, where *City of Truro* had clocked its famous 'ton' 60 years earlier. A top speed of 96mph was reached before having to brake to get through Wellington, and shutting off again at Norton Fitzwarren in order to run through Taunton.

The line swung north at Cogload Junction, but No. 7029 was still on the pace, passing through Bridgwater at 78mph, Dunball at 82, Highbridge at 86, Brent Knoll at 88 and Yatton at a flying 91mph. However, all good things must come to an end and before long *Clun Castle* was rolling into Bristol Temple Meads at the end of its journey, a whopping 15 minutes up on the booked time.

Those on board knew something special had taken place, and word quickly spread that No. 7029 had taken the record for steam over the 127.4 miles from Plymouth to Bristol.

It covered the distance in 133 mins 9sec, or 128min net, and it was later found out it could have topped 100mph down Wellington Bank. An 80mph restriction had been lifted the day before but nobody had informed the loco crew, not that it applied to diesels only.

Renowned train timer and *Railway Magazine* columnist Cecil J Allen was overjoyed, later describing the run as "a triumph for engine and crew. A real record breaker".

Naturally, such an exhilarating performance prompted many, including those who had requested *Capel Dewi Hall* to stay on the train after Taunton on the outward leg, to call for 'Clun' to remain on the front to London and really go for a 'ton'. Alas it was not to be, but the loco had done enough, and its place in the railway history books, and ultimately preservation, was secure.

To London

There was a tangible sense of high anticipation as No. 5054 *Earl of Ducie* readied itself for departure to London from Bristol. Word had spread this was going to be a high-speed attempt and a large crowd gathered to see the train off. The BBC joined the train at this point, camera crews filming on board while others were at the lineside ready to capture the historic run.

Of the three main 'Castles' of the day No. 5054 sat between Nos. 4079 and 7029, having been built in 1936 as part of Lot 303 – the same batch as Tyseley's preserved No. 5043 *Earl of Mount Edgcumbe*. Like 'Edgcumbe', No. 5054 had originally had a 'Castle' name (*Lamphey Castle*), but was renamed in 1937, assuming the nameplates previously carried by Collett 'Dukedog' 4-4-0 No. 3211 (9011).

Despite being a single-chimney example it had emerged as the top choice of the earlier trials, and was specially prepared at Bristol Bath Road ready for its moment in the limelight.

The goal was to reach 100mph between Badminton and Wootton Bassett, somewhere along the racing stretch at Little Somerford. The pressure was on driver Fred Higby to deliver something special.

The running was good, particularly near Hullavington, in spite of trespass, but the 'ton' would remain elusive. The best speed achieved was 94mph, just shy of the top speed achieved by No. 7029 earlier in the day. However, after Swindon speeds failed to get higher than 90mph.

It was by no means a poor run. No. 5054 had been doing 61mph through Wootton Basset Junction and 78mph through Swindon. By the time it reached Didcot it was romping along at 82, still doing 78mph through the centre road at Reading, and passing Twyford at 72.

Impressive performance

Even the approaches to London were quick, Southall flashing by at 82mph and 80mph maintained as it ran through Acton. Speed had dropped to 34mph at Westbourne Park, but even so by the time the train rolled into platform 8 at Paddington it had taken 4½ minutes off its 100min schedule.

It wasn't what the Western Region management or the BBC camera crews had hoped for, but it was nevertheless an impressive performance.

The 117.6 miles from Bristol had been covered in 95min 33sec, which compared very favourably with the record time of 93min 50sec set by 'Castle' No. 7018 *Drysllwyn Castle* on April 28, 1958.

There have been many theories as to why No. 5054 didn't reach the magic 100mph that day, from the effects of strong crosswinds





Above: No. 7029 brings its empty stock into Plymouth North Road from Millbay. Few could have imagined what lay in store that afternoon. JOHN HUNT

Right: A large crowd fills the platform as *Earl of Ducie* awaits departure from Bristol Temple Meads to the highly anticipated, but ultimately unsuccessful, run to London. JOHN HUNT

to poor quality coal. It is certainly true the crew struggled to maintain full boiler pressure between Stoke Gifford and Badminton, and footage taken on the day does show the exhaust being whipped by the wind.

Yet there are those who maintain that *Earl of Ducie* was the wrong choice, and that *Clun Castle*, with its double chimney, would have been able to reach the desired speed. Who knows what might have happened if 'Clun' had been allowed to stay on the train at Bristol?

It may not have been the first choice loco for the day, but No. 7029 had done enough to ensure its preservation, as had *Pendennis Castle*. The two would again work together on the 'Zulu' and 'Birkenhead Flyer' railtours of March 4, 1967, which were laid on again by Ian Allan to commemorate the last through runs between Paddington and Birkenhead.

60th anniversary

No. 7029 went on to be the last 'Castle' in BR service, hauling the final steam-hauled train out of Paddington in 1965, and the last steam service from Birmingham Snow Hill in 1967. Alas, *Earl of Ducie* was not so fortunate, and was cut up at Swindon in November 1954.

The 60th anniversary of the events of May 9, 1964 will be marked in 2024.

A commemorative railtour of the magnitude of 'Z48' would be very difficult on the modern railway, but as Vintage Trains proved with its epic non-stop 'Bristolian' re-creation of April 17, 2010, anything is possible.

How Tyseley plans to mark the anniversary remains to be seen, but we can be sure *Clun Castle* will get its moment in the spotlight once again. ■

■ *As fate would have it, No. 7029 actually lost its record to Tyseley's other 'Castle' No. 5043 Earl of Mount Edgcumbe during a 'Z48' 50th anniversary commemorative railtour on May 10, 2014. Running between Plymouth and Bristol Temple Meads, No. 5043 slashed more than three minutes off the point-to-point record set by No. 7029, completing the 127.6 miles non-stop in a shade more than 130 minutes, averaging just under 59mph and arriving at Temple Meads 32 minutes early.*





Above and right: Two views of No. 5054 after arrival at Paddington with the returning 'Z48' on May 9, 1964. The 'Castle' had not quite reached the planned 100mph, and unlike No. 7029, failed to secure a place in preservation. BOTH: BRIAN STEPHENSON

Below: No. 5054 *Earl of Ducie* is posed at Bristol Bath Road shed prior to taking over the railtour from *Clun Castle* on May 9, 1964. COLOUR-RAIL



WE BUY FINE WINES & SPIRITS

CONTACT US NOW FOR A FREE VALUATION

NATIONWIDE COLLECTION



+44 (0) 207 377 8097
130-132 PETHERTON RD, LONDON, N5 2RT

THE LONDON WINE CELLAR
A TRADING NAME OF HATTON • EDWARDS

WINE@THELONDONCELLAR.COM
THELONDONWINECELLAR.COM

THE SOUTHERN'S FINEST HOUR

Next month marks the 80th anniversary of 'Operation Dynamo', the evacuation of Allied soldiers from the beaches and harbour of Dunkirk, France. Jim Ballantyne found this fascinating summary account of railway operations, along with some of the images, in documents left to him by close friend Andrew Harris.

The evacuation of the British Army together with many thousands of French soldiers from Dunkirk has rightly been claimed as one of the miracles of the Second World War. The details of the operation, code-named 'Dynamo', were not received by the Southern Railway until 5pm on Sunday, May 26, 1940.

The speed at which this was acted upon will be realised when at 8pm on the same day Mr C J C Latham, divisional superintendent, Redhill, issued Special Notice 715, stating that evacuation trains could be expected at Redhill from dawn the next day, Monday, May 27.

When one considers the amount of printed material normally covered by special traffic notices this was remarkable indeed. The information on this notice (see image) shows how it was expected that the staff would be able to handle such an unusual situation. At the same time with no knowing what in fact would happen, they could only hope their day-to-day skills would be sufficient.



Repatriated troops of varying nationalities on a GWR carriage on one of many 'Operation Dynamo' specials. AUTHOR'S COLLECTION

Taking the document step-by-step it will be seen that the majority of trains expected would be routed via Redhill. Empty trains would travel via Lewes and Hastings to Ashford, including those from Reading to Redhill. These were to run at 15-minute intervals from dawn on Monday. All passenger services between Reading, Redhill and Tonbridge, as well as Coulsdon South and Redhill, would be cancelled.

No ordinary trains would therefore run through Redhill in any direction, with the Quarry Line being used with extra stops at Coulsdon North and Earlswood. (I can remember this system being used in the 1960s in the run-up to Christmas and the very heavy mail traffic at Redhill, travelling from London to Earlswood and picking up a shuttle service to Redhill).

The traffic notice shows bus services would be provided to link the various stations on the services involved.

The notice also instructs that electric stock must not be used for specials, as at that time on the west to east route the third rail only covered the 1¾ miles from Redhill to Reigate. The note regarding engine working of GWR and SR locos probably only highlights what was then common practice.

As to despatch riders, the reference to Dorking Town is perfectly logical because from the start of the war the Waterloo headquarters of the Southern Railway was moved to the Deepdene Hotel at Dorking, only half a mile away, with a maximum of 33 dispatch riders based there.

As to freight trains, one has to assume none were in fact run on the Reading to Tonbridge line ▶



Tired troops returning home from Dunkirk on June 17, 1940, pass children being evacuated from London to the safer confines of the country, away from the bombing.



Above: French soldiers evacuated from Dunkirk, sandwiches in hand, find themselves on Margate station. SOUTHERN RAILWAY



Weary troops rest at Dover Marine before their onward travel. IWM



Stations had their signs painted out in 1940, ahead of a possible invasion, such as this one at Esher (for Sandown Park).

during this period. Locomotive coal was most probably forwarded south from Norwood yard.

So what in fact happened at Redhill? The track layout then, and still the same today, is such that all west-to-east and vice-versa traffic has to run into the Up island platform and reverse.

The single Down platform is signalled for both the Tonbridge and Reading lines. Therefore, all trains had to stop and be re-engined before continuing on their journeys; the record for an engine change was no more than 2 minutes 30 seconds.

Mr Maitland, loco foreman at Nine Elms, was put in charge at Redhill, and with so many locomotives to be handled, some even had to be sent down the line to Three Bridges for servicing. Even so, 300 tons of ash had to be removed from Redhill after the event.

From what Mr Bernard Darwin wrote in the Southern's excellent history War on the Line, published in 1946, when much of this information was still readily available, one can only make a guess as to the number of trains handled at Redhill, and I am indebted to this book for detailed information for this article.

Firstly, there was the provision of empty stock totalling 186, made up of 40 GWR, 44 LMS, 47 LNER and 55 SR coaches. This figure must however cover only the first tranche as to reach the numbers run from the ports each would have made three return journeys.

There were 17 from Sheerness, which probably ran direct via London, 75 from Margate, 82 from Ramsgate, 327 from Dover and 64 from Folkestone, plus 21 ambulance trains, resulting in a total of 586 extra trains over the nine-day period.

The actual proportion through Redhill is more difficult to estimate unless an accurate figure has been published elsewhere. A figure of 80% is mentioned in the book, but is qualified by being referred to those trains going to the south and west of England. It would seem that a considerable number of these ran from Guildford to Woking, then reversing again.

The locos that had come from Redhill had to run to Weybridge



Soldiers back in England pass through Dover Marine station for trains towards London. AUTHOR'S COLLECTION



To feed the hungry and tired troops, volunteers ran feeding stations at many locations between the South Coast and London. AUTHOR'S COLLECTION

then traverse the Addlestone triangle, locomen being told which signals to look out for when pilotmen were not available. There were no fewer than 14 destinations reached down the LSWR main line between Plymouth and Southampton, as well as inland destinations of Blandford Forum, Warminster and Bulford.

If we assume at least half the total run passed through Redhill this would give a figure of about 300, a staggering thought when one also had to add the number of empties going in the opposite direction at the same time.

The number of troops landed in Britain was between 336,000 and 338,000 according to Winston Churchill's History of the Second World War, volume 2, which equates to about 575 per train, an acceptable figure for the numbers run.

At the conclusion of the evacuation the Southern's general manager Eustace Missenden wrote the following letter to all members of staff: "Now that the task of conveying the BEF (British Expeditionary Force) on its homeward journey is over, I want to express to you all my unbounded admiration for the way in which this work has been planned and carried out.

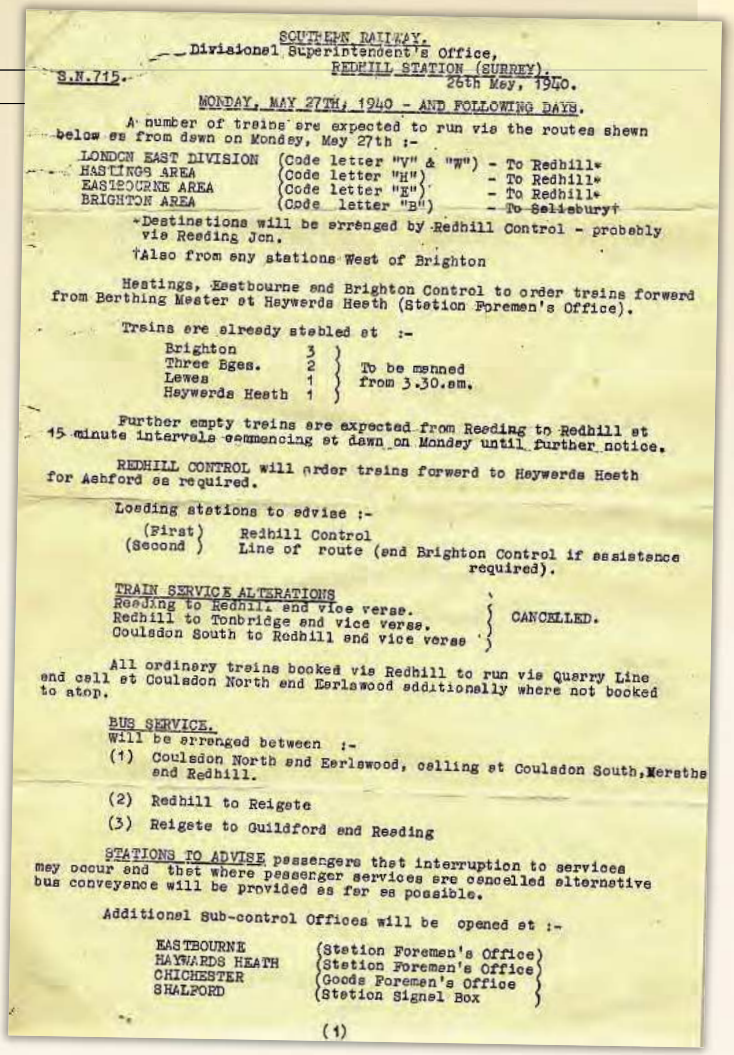
"The long hours and devoted service of thousands of railwaymen and women have enabled this most difficult operation to be brought to a successful conclusion, and I feel sure that everyone of you who has taken part in it will always remember it with pride and thankfulness as I do. THANK YOU".

I have quoted this in full as it should be remembered as a tribute to the staff and all those who gave help at the various stations at that time, including civilians who provided refreshments to the returning troops. At the same time, all other traffic was dealt with as nearly normal as possible, with the carriage of 20 million passengers and six million tons of freight.

The speed with which these special arrangements were implemented and their successful conclusion is truly amazing.

This was an achievement indeed and fully merits the title of 'The Southern's finest hour'. ■

■ *This feature is a tribute to the late Andrew Harris from Worthing, whose account of the operation and some images were discovered in the documents left to the author, and to those servicemen and railwaymen involved in the evacuation trains.*



SOUTHERN RAILWAY.
Divisional Superintendent's Office,
REDHILL STATION (SURREY).
S.N.715. 26th May, 1940.

MONDAY, MAY 27TH, 1940 - AND FOLLOWING DAYS.

A number of trains are expected to run via the routes shewn below as from dawn on Monday, May 27th :-

LONDON EAST DIVISION	(Code letter "V" & "W")	- To Redhill*
HASTINGS AREA	(Code letter "H")	- To Redhill*
EASTBOURNE AREA	(Code letter "E")	- To Redhill*
BRIGHTON AREA	(Code letter "B")	- To Salisbury†

*Destinations will be arranged by Redhill Control - probably via Reading Jcn.

†Also from any stations West of Brighton

Hastings, Eastbourne and Brighton Control to order trains forward from Berthing Master at Haywards Heath (Station Foremen's Office).

Trains are already stabled at :-

Brighton	3	To be manned from 3.30.am.
Three Bges.	2	
Lewes	1	
Haywards Heath	1	

Further empty trains are expected from Reading to Redhill at 15 minute intervals commencing at dawn on Monday until further notice.

REDHILL CONTROL will order trains forward to Haywards Heath for Ashford as required.

Loading stations to advise :-

(First) (Second) Redhill Control Line of route (and Brighton Control if assistance required).

TRAIN SERVICE ALTERATIONS

Reading to Redhill and vice versa. Redhill to Tonbridge and vice versa. Coulsdon South to Redhill and vice versa } CANCELLED.

All ordinary trains booked via Redhill to run via Quarry Line and call at Coulsdon North and Earlswood additionally where not booked to stop.

BUS SERVICE.
Will be arranged between :-
(1) Coulsdon North and Earlswood, calling at Coulsdon South, Merstham and Redhill.
(2) Redhill to Reigate
(3) Reigate to Guildford and Reading

STATIONS TO ADVISE passengers that interruption to services may occur and that where passenger services are cancelled alternative bus conveyance will be provided as far as possible.

Additional Sub-control Offices will be opened at :-

EASTBOURNE	(Station Foremen's Office)
HAYWARDS HEATH	(Station Foremen's Office)
CHICHESTER	(Goods Foremen's Office
SHALFORD	(Station Signal Box

(1)

Southern Railway documents from 1940 outlining some of the plans for train operation during the evacuation. AUTHOR'S COLLECTION

(2)

S.N.715 - continued. 26th May, 1940.

INSPECTORS.
Will be stationed as follows :-

Redhill	-	Inspector Roberts or Morley
Brighton	-	" Trim or Knight
Three Bridges	-	" Akehurst or Andrews
Eastbourne	-	" Suter or Adams
Chichester	-	" Fewell or Screce
Haywards H.	-	" Baldwin or Lemmimen

NOTES:-

LABELLING OF TRAINS - Labels on each side of front and rear vehicles Code letter and consecutive numbers from each area to be used.

READING & SHALFORD to quote engine number on each empty train when advising Redhill Control of departure or passing time.

CLEANING OF STOCK. Will be done off S.R.

ELECTRIC STOCK. Must not be used for any of these specials

ENGINE WORKING. G.W.R. engines may work through to Redhill and S.R. engines to G.W.R.

DESPATCH RIDERS. Will be provided at :-
REDHILL
HAYWARDS HEATH
DORKING TOWN
To convey messages in the event of failure of telephone communications.

INTERCOMMUNICATION. Where necessary, Post Office phones to be used. Loading points' advice to Redhill Control will be given priority by Post Office.

FREIGHT TRAINS. (Reading to Tonbridge & Coulsdon South and vice versa). Must only be run if track occupation permits.

ADVICES OF ORDINARY TRAFFIC MOVEMENTS. To be communicated to Brighton, Haywards Heath and East Croydon Controls as far as possible, except on the route Reading to Tonbridge, which must be sent to Redhill Control.

NOTICE OF THIS MOVEMENT MUST NOT BE DIVULGED TO ANY PERSON NOT CONCERNED WITH SAME.

C.J.C.LATHAM,
Divisional Superintendent.

(HR.8.0.pm.)

THE ARCHITECTURE THE RAILWAYS BUILT

Broadcaster and historian Tim Dunn has recently filmed a new TV series for UKTV's Yesterday Channel, and has chosen 10 highlights from the 40 locations visited.

THE most enduring parts of railway history in day-to-day view are its buildings and civil engineering, yet most of us enthusiasts tend to focus our eyes on locomotives or rolling stock.

Perhaps for good reason: trains are fleeting beasts and we may feel lucky to catch them in a moment; yet buildings, we often pass by. We presume they'll always be there: they are literally part of our landscape.

However, as an enthusiast and hands-on conserver of architecture and design heritage, I find myself increasingly studying the glories, quirks and rationale behind our railways' buildings and structures. They have stories just as fascinating as the mechanical marvels that run beside, inside, on or between them. They are the places where railway principles meet those of the rest of the world.

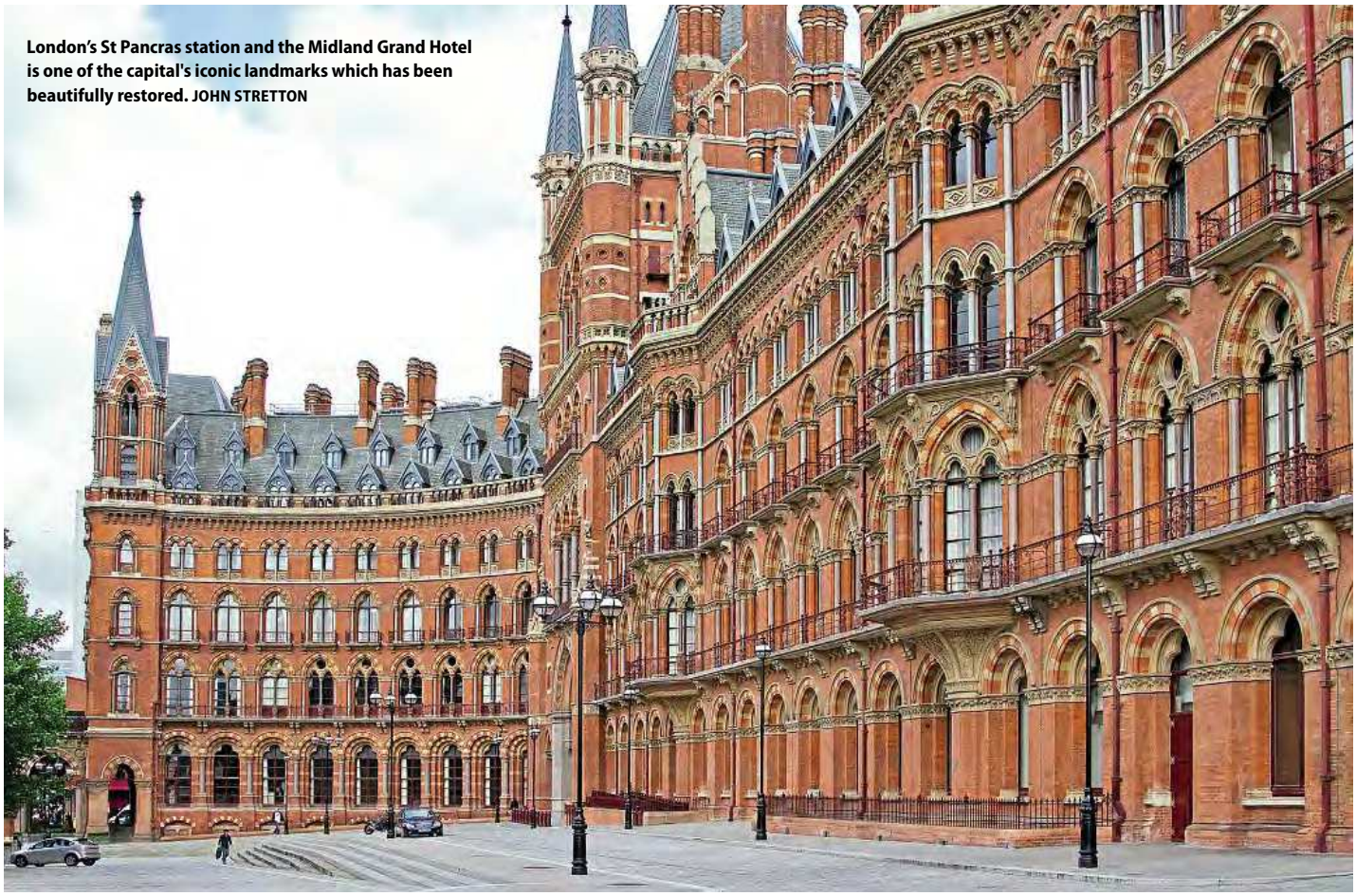
I've always enjoyed historical research and listening to architecture experts give context, so when a TV programme concept I worked on with Brown Bob Productions – The Architecture The Railways Built – was commissioned in 2019, I was, to use a well-worn phrase, chuffed to bits. For here was a chance to tell the stories of lesser-spotted locations to a wider audience – beyond our usual history and railway enthusiast communities – and to work with true experts from very specific fields.

As you read this, episode one will have aired, so, I thought I'd pick 10 of my favourite interesting locations from the 40 we visited across the series. And, like the series, it is not an exhaustive detailed study of building types, but stories I hope encourage people to investigate further.

■ **Great Malvern station** ***(completed 1862):*** With more than 6,000 stations across Britain at our railways' peak extent – and perhaps 10 times that across Europe – it was hard to pick out the gems that we could feature. But Great Malvern station had to be, for its fine ironwork and French Gothic details that mirror the European-inspired architecture of the spa town it serves. Designed by E W Elmslie and with carvings by W Forysth, perhaps the feature I'd draw you to enjoy most is the series of glorious wrought iron canopy decorations: each is a wreath of local flowers and leaves. Also intriguing is 'the worm' – a curious iron-roofed corridor that leads from the platform to the nearby former Imperial Hotel.

■ **Ddaullt spiral** ***(completed 1971)*****:** Not so much architecture here, but civil engineering. We all know its story: the Ffestiniog Railway's route was cut off by the Central Electricity Generating Board's flooding of the route, yet the Deviationists just wouldn't let it lie. Next time you're travelling the route, look out for the concrete bridge with its spiral markings: the columns were cast on the spot and the casts were peeled off like loo roll inners. Ddaullt and its Deviationists are a story of the men (and indeed women) playing the long game, never saying no, and 'sticking one' to faceless authorities who stood in their way.

■ **Swindon Railway Village** ***(1840s)*****:** If we're talking architecture that the railways built, we shouldn't just stop at the boundary fence. So, not only did we visit Shildon, the world's first



London's St Pancras station and the Midland Grand Hotel is one of the capital's iconic landmarks which has been beautifully restored. JOHN STRETTON

The volunteer-led project to build a spiral at Ddualt allowed the Ffestiniog Railway to gain height to a deviation route. On May 1, 2013, No. 4 *Palmerston* pilots No. 2 *Prince* over the spiral with the vintage train. The spiral curves around the small hill behind the locos. ROBIN STEWART-SMITH

true railway town, but toured Swindon 'New Town', too. Model dwellings, facilities and streetscapes: it's well worth a look, even in 2020. Conceived mainly by Brunel, it is of the GWR: even its streets are named after destinations served by the vehicles built by the people who lived there. Its Mechanics Institution is a vast Gothic pile in need of TLC – but the whole area has recently been formally recognised by Historic England and Swindon Council as worthy of extra investment, and there have been ambitious plans put forward for the 'Hyrdo' (the town baths) – so do watch this space.

■ **Rotterdam Centraal *(2014)*:** A striking arrow into the commercial centre on one side with a softer form on the other, facing houses and tree-lined avenues. This metal-clad structure spearheaded the regeneration of the neighbourhood, too. It takes cues from the post-war station formerly on the site (beloved by many but severely outgrown by its traffic), and even reuses that building's sign lettering and clock above the new entrance. ▶





Above: The attractive station and downside buildings at Great Malvern.

Left: The passageway, which gained the nickname 'the worm' curving from the platform to the former hotel. STEVE WIDDOWSON TOP: WIKIPEDIA





Swindon's railway village, built to house its workers, consisted of rows of similarly styled back-to-back houses, this view (left) is Emlyn Square looking down Reading Street. Right: A view down the alley between the rows of terraced houses. WIKIPEDIA

■ **Ribblehead Viaduct** ***(completed 1874)*****:** Monumental in the landscape today, these structures were a shock of the new when they were seen to wreck the wilds, accompanied by thousands of seemingly terrifying navvies. Ribblehead was one of the excuses BR wanted to close the route – but you must visit Settle Museum to see a 3D model from that period, which depicts four alternative concrete viaduct proposals that could have replaced it – but thankfully never did.

■ **Dartmouth station** ***(c.1880)*****:** One of those rare beasts – a station never to actually have had a train draw up at it. I've read urban myths about the timber GWR station-style building being constructed in anticipation of the Dartmouth & Torbay Railway making a river crossing upstream, but these are nonsense – it came well after the railway. It was however classed as a station for ticketing purposes, and shares this honour in the UK along with Hull Corporation Pier station. The rights to the ferry crossing over to the railhead at Kingswear were taken up by the Dartmouth Steam Packet Co Ltd, but today services are run by a subsidiary of Dart Valley Railway plc, which also owns and operates the Paignton and Dartmouth Steam Railway.

■ **St Pancras Station & Midland Grand Hotel detailing:** No programme about railway architecture could leave out either the station, or its accompanying hotel. We all gaze up like the Betjeman statue at Barlow's great roof, but next time you have a chance, take in the finer details around. Historian Royden Stock pointed out features I'd missed on my dozens of visits: Midland Railway Wyvern creatures above the entrance arches, motifs of engineers and telegraph operators high up (and carved wooden flora of the Midlands lower down) on booking office walls – and the crests of cities served by the Midland Railway above the former taxi rank entrance. Oh, and the empty plinths across Gilbert Scott's hotel frontage still awaiting carvings that the company could never quite afford.

■ **Clifton Rocks Railway** ***(1893):*** Little true architecture exists here aside from façades at either end and a grand pump room, but it was an engineering triumph in tricky conditions. The 450ft tunnel – built to accommodate four funicular tracks – was part of newspaper proprietor and publisher George Newnes' plan to further develop Clifton as a spa resort, but it was not a financial success. The line closed in 1908, but it was not until 1941 that a potential new tenant, the BBC, managed to release covenants on the site, which had precluded the tunnel from being used for anything but railway purposes! They used part of the tunnel as a wartime radio transmitter base; another part became an air raid shelter. More recently, Clifton Rocks Railway Trust volunteers have begun to open it up on an occasional basis, and it is very much worth a visit.

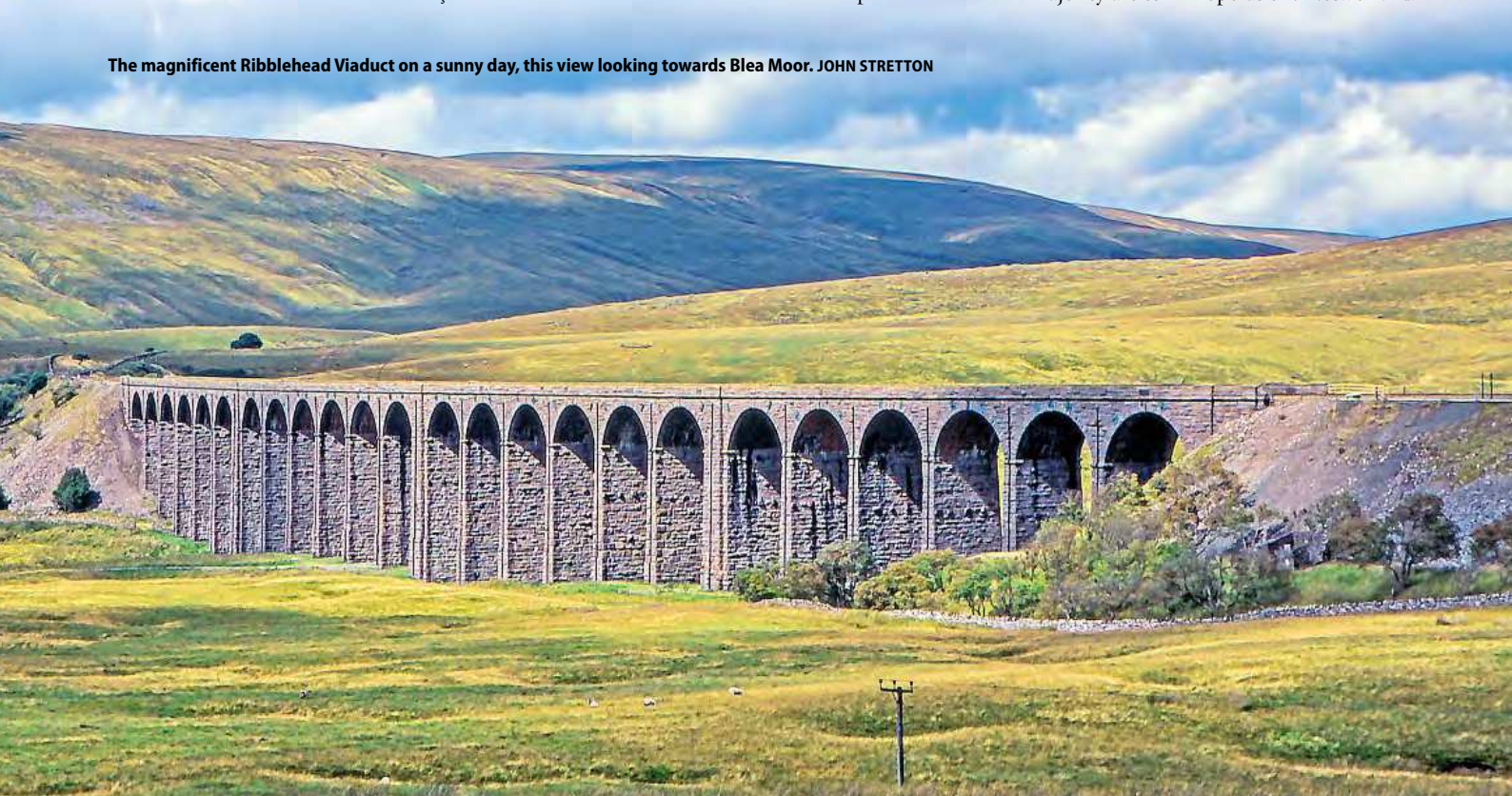
■ **Wolferton Royal station** ***(1876-1898):*** What is possibly one of Britain's best-restored stations still manages to make a very comfortable home in 2020. To provide (appropriately) for royal traffic the Great Eastern enlarged the earliest station on the site, then again in 1898. Much of the main 'Up' building is constructed from Carstone, a soft stone peculiar to the area, and while it is a joy to work with, it requires on-going replacement. A treasure, and the grounds are open to the public.

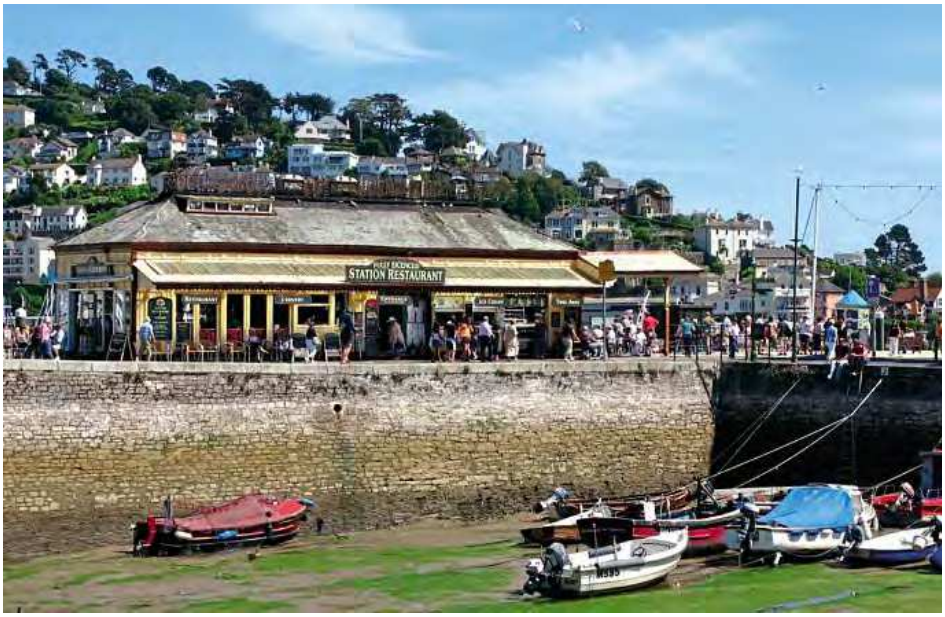
■ **Shrewsbury Severn Bridge Junction signalbox (1903):** It might be a fairly standard LNWR 'box pattern, but it is an extruded example: there is none so large in Britain. Indeed this holds the title of the world's largest operating mechanical signalbox - it pips Melbourne, Australia, as that has relatively recently ceased to work. Sitting as it does within a triangular junction, it demonstrates the importance of a glass-walled cabin for 'bobbies' to see all from. Of its levers, there are many painted white, but a majority are still in operation: Network Rail



The frontage of Rotterdam Centraal station certainly makes an architectural statement! JAN OOSTERHUIS/ WIKIPEDIA

The magnificent Ribblehead Viaduct on a sunny day, this view looking towards Blea Moor. JOHN STRETTON





The quirkiness of the GWR's Dartmouth station; it was served by boats and not trains. Today, the 1864 building is a restaurant. GEOF SHEPPARD/WIKIPEDIA



Inside the Midland Grand Hotel (see opening picture). A wonderful restoration has returned the hotel to its former glory, boasting 244 rooms and 68 apartments.

expects this outpost of semaphore signalling and mechanical interlocking machinery to last quite a while yet.

So – there are 10 stories from our research for The Architecture The Railways Built – a programme that tells some of the stories of structures that many of us know so very well.

I hope it encourages more people to look up, look down, and look for clues of how railways, landscape and people interact.

And for the rest of us, serve as a reminder to look even harder. ■





The exterior of the façade of the Clifton Rocks Railway as it is today. Right: A period postcard of the station, underneath the Clifton Bridge, also served by trams.



Left: Exquisite restoration work has been carried out on the royal waiting room at Wolferton station, Norfolk.

Right: Author and broadcaster Tim Dunn on the platform at Wolferton station.





Above: Shrewsbury's Severn Bridge signalbox is the world's largest manual 'box, dwarfing the trains which pass by.



Right: The interior of the signalbox with its levers and block instruments. BOTH: CHRIS MILNER

YESTERDAY

The Architecture The Railways Built is on Tuesdays from April 28, 20.00 on Yesterday, or catch-up online on UKTV Play.

UK TV

The RAILWAY Magazine

SUBSCRIBE AND SAVE

Enjoy 6 months for just £21



FOUR GREAT OPTIONS TO CHOOSE FROM...

PRINT ONLY

BEST OFFER

6 issues FOR £21
then £21 every six months Direct Debit »

12 issues FOR £45
Credit/debit card »

DIGITAL ONLY

6 issues FOR £15.99
Credit/debit card »

12 issues FOR £28.99
Credit/debit card »

classicmagazines.co.uk/TRMDPS

01507 529529 and quote TRMDPS

Lines are open from 8.30am-5pm Monday to Friday

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/trm-overseas. Subscriptions will start with the next available issue. Offer closes 05/06/20. Direct debit payments will continue at the price you paid (on this offer) every 6 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 12-issue digital subscription when compared to the cost of 12 full-price printed issues.

Panorama

Panorama is brought to you in association with porterbrook



The Talyllyn Railway's Hughes 0-4-2ST No. 3 *Sir Haydn* (ex-Corris Railway) and original Brown, Marshall & Co four-wheelers are reflected in standing water at the line's Nant Gwernol terminus on March 18. GARETH JONES

A different angle on the collection of 'HAA' Merry-Go-Round coal hoppers at the Chasewater Railway on March 8. The yellow roller bearing axleboxes stand out sharply. ALISTAIR GRIEVE





Shadows from Rugby's impressive train shed roof are cast onto Connex South Central Class 319 unit Nos. 319012 and 319001, which form a Gatwick Airport service in March 1999. CHRIS MILNER

Porterbrook – delivering a sustainable and reliable railway



The Bodmin & Wenford Railway's '8750' 0-6-0PT No. 4612, carrying the identity of Wadebridge shed's long-lost No. 4666, passes a patch of wild flowers on the climb to Bodmin General station during a Don Bishop photographic charter on May 9, 2011. ANDREW BELL

Porterbrook – delivering a sustainable and reliable railway

Panorama is brought to you in association with porterbrook



www.porterbrook.co.uk

Readers' Platform

Send your letters to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR. email: railway@mortons.co.uk

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

Northampton has other connection options to MML

OF THE three disused railway lines connecting Northampton with the Midland Main Line (Bedford featured in the April issue), add in Market Harborough plus a connection at Wellingborough, and surely the latter has the greatest potential at the lowest cost?

Not only is it the shortest (13 miles), it would also give Northampton a direct link to Corby and onwards to Manton Junction, where a new chord could connect onto the Peterborough line.

Journeys from Northampton to Midland Main Line destinations would be possible by one simple change at Wellingborough.

Funding constraints mean only one line from Northampton is likely to be reopened.

The Wellingborough route offers the best connectivity over the shortest distance, and deserves to be selected.

Tim Stevens
By email

Peterborough – a missed opportunity for Hull Trains?

THE editor's interview (*RM* April) with Louise Cheeseman of Hull Trains was interesting.

But it is a pity – and maybe a missed opportunity – none of these trains call at in either direction at Peterborough, the only connectional point for the whole of East Anglia and trains to the Home Counties north of London.

The demand is clearly there: an afternoon train from Leeds can drop up to a third of its passengers at Peterborough to connect with other trains.

While this might add five minutes running time, Peterborough could be exchanged for the very much less useful Grantham, which in any event has a minimum of two LNER trains per hour each way.

Robert H Foster
Skipton

Calling at Peterborough would make sense for the reasons Mr Foster says and open up many new journey options, but I suspect there would be objections from other long-distance operators over 'revenue extraction'. When the future of franchising is known, there may be an opening for such a station call – Ed.

'Saint' was nearly preserved back in the 1950s

IN REFERENCE to the feature by Keith Farr about the GWR 'Saint' class locomotives, I'm not sure how well known it is that No. 2937 *Clevedon Court* came close to being preserved – very close in fact.

Clevedon Court (the house) is situated at Clevedon, near Weston-super-Mare, Somerset, and now belongs to the National Trust.

One of the rooms is dedicated to No. 2937 *Clevedon Court* and on display is a *Clevedon Court* nameplate, also a cabside numberplate. The display looked as if it had been there for a long time, and I was surprised to learn when No. 2937 was withdrawn from service in the 1950s, the then owner of Clevedon Court bought the locomotive from GWR Swindon with the intention of putting it on display in the grounds.

With the display is information to that effect, and photographs of the locomotive on a Pickford's Heavy Haulage Transporter.

The information tells how it actually got to Clevedon, but they were unfortunately unable to negotiate the final bit of road, so it was turned round and taken back to Swindon. The sale was cancelled.

It is to their credit the GWS Didcot have gone to the great trouble of making another 'Saint', but it seems we actually came very close to having an original one.

Jeff Lacey
(traction inspector - Gloucs-Warks Rly)
By email

Can any readers recall the circumstances in which other locomotives just missed being preserved? - Ed

PUTTING THE RECORD STRAIGHT (*RM* APRIL)

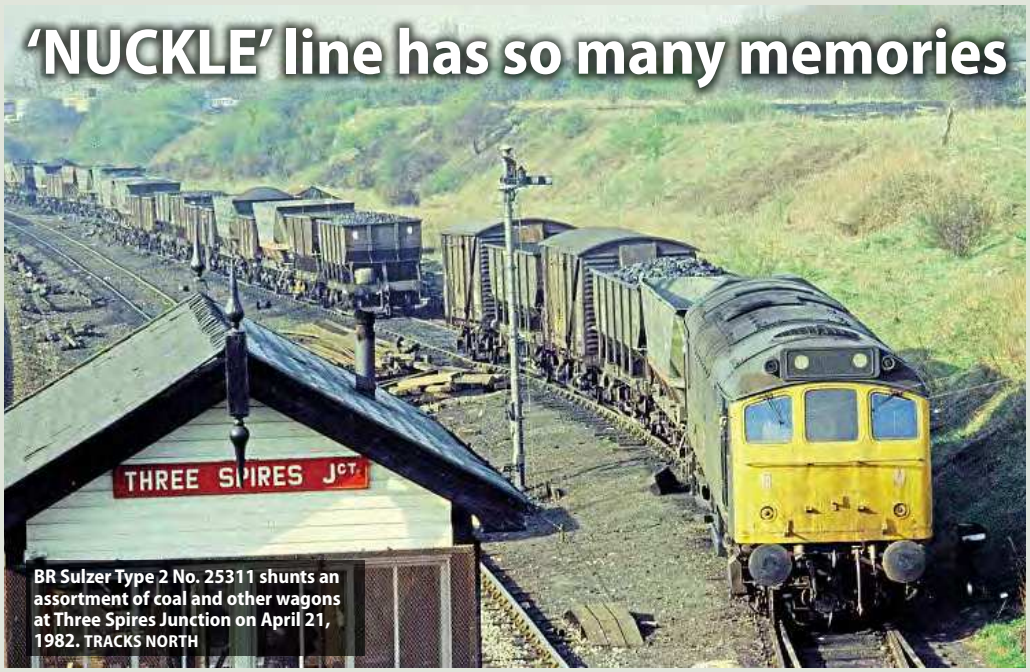
- In the Hull Trains feature *(RM April)* we said Hull was in North Yorkshire when it is of course in the East Riding of Yorkshire.
- Our apologies to readers for using an incorrect version of a county boundary outline map *(RM April, p44)* in connection with an advertising feature.

EDITORS NOTE

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

STAR LETTER

'NUCKLE' line has so many memories



BR Sulzer Type 2 No. 25311 shunts an assortment of coal and other wagons at Three Spires Junction on April 21, 1982. TRACKS NORTH

EXCELLENT and interesting article from Nicola Fox about the line from Nuneaton to Leamington Spa.

This article resonated with me as a huge portion of my life has centred around many areas of the line.

Born in Leamington Spa in 1963 my very earliest memory is of getting off a steam-hauled train at Leamington Spa, having arrived from Coventry.

Fast forward a few years, growing up in Coventry and within cycling distance of the bridge that took Baginton Road over the line, I would spend many hours watching early-generation diesels as they ran alongside the memorial park.

At 14 I got a weekend job with a coal merchant which involved emptying the coal trucks that brought house coal and solid fuels from the various pits and plants to Coundon Road wharf.

After leaving school in 1979 I got a job as a coalman at Coventry Colliery, Keresley, and well remember the empty rakes of 15-ton wagons as they were shunted at the colliery for loading.

Usually hauled by a colliery locomotive, I recall a few occasions where a Class 25 appeared for reasons unbeknown to me at the time.

The job involved delivering miners' allowance coal throughout Warwickshire and as such I would often be in streets and areas that surrounded the line in Nuneaton, always hopeful of seeing a train or two.

In 1992, I got a job with British Rail as a 'guard' (trainman) at Leamington Spa, and for the next year happily went to and from Snow Hill and Stratford-upon-Avon, before promotion to senior conductor at Derby, and I left many happy memories of the area behind.

Fast forward to the current day, and I am on the brink of a return to Leamington Spa, albeit as a driver, and for me, with it comes the chance to drive a train from my birth town, through the village I now live in, via the town I grew up in, to the town I spent many years delivering coal in.

Full circle I guess, and one I am happily looking forward to completing.

Julian Lapworth
Keniwlorth

'Patronising' attitude to preserved lines

IN YOUR Rail Reopening Schemes feature (April), I was a little perturbed to read about the casual way in which proponents of the 'Brighton Main Line 2' plan propose to deal with the two current rail preservation schemes on the route.

While the supposition that 'as long as we can find somewhere for them to relocate their trains we can come to a happy conclusion' is patronising and misses the whole point of why preserved lines exist, even more remarkable is the suggestion 'they really shouldn't have opened a preserved railway on what was a main line'!

Leaving aside the question of what is a 'main line', if we follow that last point, then virtually no preserved line in the country should have been established.

While I wish to see old lines reopened as much as the next person, I'm not sure the way to garner support is to alienate preserved lines which have also now operated for decades, and made significant contributions to the local economy.

Ian Joustra
Worsbrough, Barnsley

Modern carriages

MY VIEW is modern carriages are off-putting to leisure travellers like myself.

I was a commuter to London for years and witnessed the downgrading of comfort to the provision of seats, first hand.

Just a few points from my perspective:

- The lack of table bay seating, where a family of four can actually look at each other rather than airline type rows. I know booking can reserve them but in my experience that doesn't always work, and also discourages spontaneous travel.
- Air conditioning that is either too hot or too cold!
- Unnecessary announcements that are so loud, conversation has to cease until finished; this becomes incredibly irritating after an hour or so.
- The complete removal of corridor carriages. They were wonderful and encouraged conversation between strangers.

The most comfortable trains I travelled on, (I'm 68 now), were the Clacton electric units, which replaced steam and diesel in 1962/63. They were absolutely the best.

I now prefer to take the car for a day out, which is a shame. If only we had the old carriages I'd be back in an instant.

Frederick Knighton
South Woodham Ferrers

Railwayana Auctions UK Ltd

MID-HANTS RAILWAYANA AUCTIONS

35th Auction

2nd Online Auction

The leading UK Railwayana Auction for everyone

Results of our 34th Auction Held Via Telephone - E-mail - Postal

Good Friday 10th April - Easter Sunday 12th April

QUALITY - RARITY - DIVERSITY

FOR IMMEDIATE RESPONSE CALL NEIL TODAY
01242 620020 or 07836 225711

Sellers commission 12% inc VAT will be added to 'hammer price' 18% inc VAT buyers premium will be added to the buyers invoice

Free probate & insurance valuations on single items or whole collections

NOW IS THE TIME TO REALISE THE VALUE OF YOUR COLLECTION(S) WITH A BUOYANT MARKET OUR RATES AT CREWE, VENDORS ARE EACH CHARGED A COMMISSION OF JUST 12% INC VAT AND BUYERS JUST 18% INC VAT OF THE HAMMER PRICE RECORD BREAKING PRICES AT CREWE

Now is the time to consider selling your relics?

WHAT IS YOUR RAILWAYANA WORTH?

We offer a collection service from all corners of the UK

2nd Online Auction Friday 23rd - Sunday 25th May 2020. 35th Auction, **2nd Online Auction.**

Large Modern Traction Offering of Nameplates, Workplates, Depot Plaques and Normal Selection of Steam Items.



ONLINE AUCTION WHICH IS REPLACING THE LIVE CREWE HERITAGE CENTRE AUCTION DUE TO HAVE TAKEN PLACE ON 4TH JULY 2020.

Enquiries please contact Neil on 01242 620020 or 07836 225711 Email: office@railwayana.com or office@gwr1.com. View more online/more choice, look on our website: www.ukrailwayana.com

Railwayana Auctions UK Ltd, Toddington Grange, Burberry Hill, Toddington, Glos GL54 5DN

READ THESE ISSUES AND HUNDREDS MORE IN THE The RAILWAY Magazine DIGITAL ARCHIVE
classicmagazines.co.uk/rmarchive

FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO MAY 1920

First aid equipment on trains

PROVISION of first-aid equipment on trains is recommended by Colonel Pringle in his report to the Ministry of Transport on the collision between a passenger train and goods train near Godley, on the Great Central Railway, on January 31.

Col Pringle said: "The addition of a small box of dressings to the emergency equipment carried on passenger trains, where not now so provided, is therefore desirable."

Margate miniature line

A MINIATURE railway (15-in. gauge) is being laid down in the amusement ground at Hall-by-the-Sea, Margate. The railway has several interesting features, including a five-span Warren truss viaduct, 85ft line as well as several other bridges over and under the line.

50 YEARS AGO MAY 1970

Southampton container traffic

WITH the development of Southampton as the country's major container port it is estimated that within the next ten years the number of such trains moving in and out of the docks will average more than forty a day.



ECML HIGH SPEED: Eurostar set Nos. 3305/6 on hire to GNER passes Balderton, south of Newark, with a King's Cross to Leeds 'White Rose' working. CHRIS MILNER

Minehead branch going

AGREEMENT has been given by the Minister of Transport to the proposal by British Railways Western Region, to withdraw the passenger service between Taunton and Minehead. Subject to the provision of certain additional bus services in the area.

Towers toppled

THE 100 ft. high coaling tower at York motive power depot, Eastern Region, was demolished by low-explosive charges on March 22. Built in 1932 to coincide with the Gresley Pacific era, it had four chutes and a bunker capacity of 500 tons.

20 YEARS AGO MAY 2000

Dinosaur livery

ISLAND Line, operator of the franchise for the Isle of Wight, has adopted the oddest livery so far seen on Britain's privatised railway system.

The TOC is outshopping five of its six Class 483 sets in an extraordinary 'dinosaur' colour scheme, using huge bodyside decals.

Railtrack unveils £52bn enhancement scheme

RAILTRACK'S 2000 Network Management Statement is offering to spend up to £52bn on a 'menu' of projects over 12 years. The main options in addition to already-announced schemes (WCML, ECML and GWML upgrades, 'CrossRail', 'Thameslink 2000') include:

- Possible creation of a low-level station under Birmingham New St
- Creation of split-level GW and CrossCountry routes at Reading
- Platform and gauge extensions for SWT double-deck trains
- Possible electrification of Uckfield and Ashford-Hastings lines
- Flyovers at Didcot, Wootton Bassett, Shortlands and Croydon
- Development of proposal for reopening Matlock-Buxton route

Eurostar on ECML

WHAT is almost certainly the most intensive high-speed train service ever operated on the ECML will see more than 25,000 extra seats added for the summer timetable when ex-Eurostar Class 373/2s enter service.

Nine additional trains on Mondays to Fridays between King's Cross and York will be formed of 14-coach trains, leased from Eurostar UK.

RCTS
Britain's leading Railway Society

The RCTS: then and now

THOSE of you who regularly read this column will have seen frequent references to *The Railway Observer* (*RO*), the house magazine of the RCTS.

It has recorded the railway scene in this country for nearly as long as *The Railway Magazine*, appearing soon after the society itself was founded in 1928. Thus over the years its pages have charted railway events through depressions, boom times and the war years.

It would be very difficult for the young enthusiast of today to understand how different things were even 40 or 50 years ago for the average 'spotter', never mind 90 years. There were no pocket-sized books detailing what engines each railway owned, and as for locomotive withdrawals and reallocations, it was almost 'local knowledge only' even for those having contacts on the railway.

Thus the appearance and growth of the *RO*, which started to carry the information, was a real bonus for the serious enthusiast of the day.

The *RO* continued to appear during the Second World War subject to the deletions imposed by the censors and a shortage of paper on which to produce: but appear it did.

People could still 'observe' trains, taking care not to be too obvious to the authorities, although said censorship prevented much of what was seen appearing in print.

For historians this is unfortunate as we get occasional references to the workings and loans of engines far away from their normal haunts, but books giving comprehensive details of wartime goings on are conspicuous by their absence.

Information is key, and it was of course the appearance of the Ian Allan ABCs after the war, and an eager audience of youngsters looking for something to do, that spawned the great hobby of train spotting.

However, it was still the case that information took two to three months to reach the masses via the magazines of the day. It was a boom time for many enthusiast clubs as both the appetite for spotting and the demise of steam led to a frenzy of shed bashing and, when pocket money allowed, photographing the ever-decreasing stud of locomotives.

Throughout this period the RCTS grew and so did the size of the *RO*.

The end of steam saw many clubs and societies end their activities, but the RCTS moved on, continuing to report what was then the modern traction scene, and things like the coming of TOPS, the split of operations into sectors and ultimately Privatisation.



A last railway photograph – on the day before lock down it was easy to social distance on Barnt Green station as no one was travelling. Colas-liveried No. 67023 *Stella* was making the third of four passes through the station that day, March 16, on a Derby to Toton duty via Henwick and Kings Norton. PAUL CHANCELLOR/COLOUR-RAIL

Then came the age of computers and mobile phones, leading to 'instant information'. Today, the enthusiast is able to find out almost to the minute when a special working will appear around the corner and know which locomotive is working it so they can just 'pop out' to record it or take a picture – well, they could. Suddenly, everything is off limits unless one happens to be outside for work purposes – all the information is there, but we are not able to make any use of it.

Covid-19 has stopped so many things, even the *RO* printing press, but the *RO* lives on as the digital version is continuing to appear, and at the time when life does return to normal all of the back issues will be out in print as well.

Thus long after all of that digital information has been deleted people will still be able to read it in a back issue of the *Railway Observer*.

TRACKRECORD

The Railway Magazine news digest



Boden Rail Class 37 No. 37240 is fresh from overhaul and back on the main line after a 23-year absence. The loco is resplendent in Transrail freight livery from the mid-90s, and is seen passing Attenborough Nature Reserve on April 17 during a return test run from Nottingham Eastcroft depot to Derby RTC, with No. 37099 *Merl Evans 1947-2016* as backup. STEVE DONALD



P56 STEAM
£60,000 push for 14XX



P74 CLASSIC TRACTION
Class 15 project update



P76 TRACTION & STOCK
Anglia 90s move to LSL

ALSO INSIDE:

P60 INDUSTRIAL
P62 IRISH
P64 NARROW GAUGE
P66 NETWORK
P70 WORLD
P72 METRO & FREIGHT
P79 STOCK UPDATE
P80 ROLLING STOCK ORDERS
P84 OPERATIONS

Heritage lines appeal for cash support as lockdown rolls on



COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**



One of the last steam movements prior to the Covid-19 lockdown took place on March 20 when newly arrived '45XX' 2-6-2T No. 4555 underwent a gauging run at the East Somerset Railway. The line's Spring Steam gala, which was scheduled for the following two days, was subsequently cancelled.
PETER NICHOLSON

BRITAIN'S preserved railways have taken measures to try and offset the loss of revenue caused by the coronavirus lockdown by launching 'resilience appeals' to bring in much-needed income.

Revenue from ticket sales and associated visitor spending provides the lifeblood for almost all lines, but the closure of the railways has resulted in the simple equation – no trains = no money.

However, the overheads remain, bills still need paying and, for those lines that employ staff, wages need paying.

This latter issue is particularly true of the larger railways which are significant employers, as they have found their business insurance does not cover them for this type of business interruption.

The Government has put measures in place to help businesses, including a scheme to underwrite 80% of salary costs for employees that are furloughed, but they are insufficient to make up for the loss of income, particularly the lucrative Easter holiday traffic.

The North Yorkshire Moors Railway, for instance, estimates it could lose up to £1million as a result of the lockdown. The fact it is a registered charity does not help as the Government's £70m package to help charities is aimed at those providing services that are helping directly with the Covid-19 fight.

For the Gloucestershire Warwickshire Steam Railway (GWSR) the shutdown has also hit hard, despite the fact the railway only has six employees on its books. It has meant the railway is unable to fully fund the necessary repairs to the embankment slip south of Gotherington station (*RM* March), caused as a result of the heavy rains in February.

Repairs

Preliminary repairs were carried out thanks to a substantial contribution from the railway's supporting charitable group, the Gloucestershire Warwickshire Railway Trust, which enabled the railway to operate during the Cheltenham Festival. However, there is still much to do, and the repairs were to have been funded largely from ticket revenue.

Richard Johnson, voluntary chairman of GWSR Plc, said: "We can't halt work on the slip, which has turned out to be more severe than originally thought.

"If we halt works now to save money, the eventual repair cost will be considerably greater than if work continues.

"We need to raise at least £250,000 as quickly as we can, otherwise the consequences are unthinkable."

An appeal to raise around £500,000 was launched by the GWSR on March 23, which at the time of writing had already seen more than £175,000 donated.

The Severn Valley Railway was already feeling the pinch before the Covid-19 lockdown owing to the recent floods and the fact the line had been closed between Kidderminster and Bewdley to facilitate repairs to Falling Sands Viaduct.

Passenger numbers were about 75% down during the first weeks of the season before the shutdown, and as a consequence it launched a £250,000 appeal to keep the railway 'alive'.

Many of the SVR's paid employees, with the exception of essential staff, have been put on furlough, and the railway will pay no business rates for the next year.

By the time this issue went to press the appeal had raised an impressive £565,000; more than double the original target.

£500,000 loss

Other larger lines, including the Bluebell, Swanage, Llangollen, West Somerset and South Devon, have all started similar appeals. The South Devon Railway believes it faces a potential loss of £500,000 in revenue.

This could not have come at a worse time for the railway which, like the Gloucs-Warks line, suffered infrastructure damage during the winter.

The well-known Nursery Pool Bridge, which takes the railway over the River Dart near Buckfastleigh, received damage to one of its piers during the February storms and now needs urgent repairs.

A video SOS appeal was well received and by the last week of April more than £114,000 had been received.

Smaller, wholly volunteer-run railways have been similarly hit and have launched appeals of their own. While they might not have the wage bills of their larger cousins, the size and scale of their operation means they rely 100% on ticket sales for their continued existence.

The long-term impact of the coronavirus epidemic has yet to be felt, but it seems certain it will be devastating for many lines, and potentially even catastrophic if the situation runs through into the summer.

RAILWAYS CURRENTLY RUNNING RESILIENCE APPEALS

THE following is a list of online appeal pages set up by preserved railways to help see them through the coronavirus pandemic:

- **Amberley Museum:** https://tinyurl.com/to78tef
- **Amerton Railway:** https://tinyurl.com/uy9gjg3
- **Avon Valley Railway:** https://tinyurl.com/v9opqrg
- **Bala Lake Railway:** https://tinyurl.com/vo56z73
- **Battlefield Line:** https://tinyurl.com/wnrs394
- **Beamish Museum:** https://tinyurl.com/vc5hazy
- **Bluebell Railway:** https://tinyurl.com/uguowsu
- **Bodmin & Wenford Railway:** https://tinyurl.com/snls4mw
- **Bressingham Steam Museum:** https://tinyurl.com/s6bqjs8
- **Buckinghamshire Railway Centre:** https://tinyurl.com/t6cmbew
- **Cambrian Heritage Railways:** https://tinyurl.com/r6he4dd
- **Cavan & Leitrim Railway:** https://tinyurl.com/y8jvlebl
- **Chasewater Railway:** https://tinyurl.com/tjjt74j
- **Colne Valley Railway:** https://tinyurl.com/u8wo7g9
- **Dean Forest Railway:** https://tinyurl.com/ray3x3z
- **Didcot Railway Centre:** https://tinyurl.com/s2t3lay
- **East Kent Railway:** https://tinyurl.com/vso2hk4
- **East Lancashire Railway:** https://tinyurl.com/ua79aza
- **East Somerset Railway:** https://tinyurl.com/wdxhuzg
- **Ecclesbourne Valley Railway:** https://tinyurl.com/ut2a5e4
- **Embsay & Bolton Abbey Railway:** https://tinyurl.com/rqtrmcf
- **Fairbourne Railway:** https://tinyurl.com/uwqqwmm
- **Ffestiniog & Welsh Highland Railways:** https://tinyurl.com/qtg3wc8
- **Fife Heritage Railway:** https://tinyurl.com/sjwe57l
- **Foxfield Railway:** https://tinyurl.com/t8f73ma
- **Gloucestershire Warwickshire Railway:** https://tinyurl.com/sw9zwx7
- **Gwili Railway:** https://tinyurl.com/yx4ul8yt
- **Hollycombe Steam in the Country:** https://tinyurl.com/so3435r
- **Keighley & Worth Valley Railway:** https://tinyurl.com/sj2zfvd
- **Kent & East Sussex Railway:** https://tinyurl.com/vmv3vmz
- **Leighton Buzzard Railway:** https://tinyurl.com/upfmo37
- **Llangollen Railway:** https://tinyurl.com/s9onx9y
- **Lynton & Barnstaple Railway:** https://tinyurl.com/ycrpeqxl
- **Mid-Hants Railway:** https://tinyurl.com/wqgn8qr
- **Mid-Norfolk Railway:** https://tinyurl.com/v6ff2eb
- **Nene Valley Railway:** https://tinyurl.com/vv7nr6y
- **North Norfolk Railway:** https://tinyurl.com/thty6cw
- **North Yorkshire Moors Railway:** https://tinyurl.com/r7cf73n
- **Northampton & Lamport Railway:** https://tinyurl.com/wvzrbng
- **Pontypool & Blaenavon Railway:** https://tinyurl.com/v2jlx4h
- **Romney, Hythe & Dymchurch Railway:** https://tinyurl.com/rexpac6
- **Severn Valley Railway:** https://tinyurl.com/w8uwdnk
- **South Devon Railway:** https://tinyurl.com/vvjtusm
- **Spa Valley Railway:** https://tinyurl.com/rwn6w24
- **Swanage Railway:** https://tinyurl.com/r8lx8hd
- **Talyllyn Railway:** https://tinyurl.com/ro27xs6
- **Wells & Walsingham Light Railway:** https://tinyurl.com/yx2agmud
- **Welshpool & Llanfair Light Railway:** https://tinyurl.com/ugozq48
- **Wensleydale Railway:** https://tinyurl.com/rduhgcb
- **West Somerset Railway:** https://tinyurl.com/rebfl7v
- **Yeovil Railway Centre:** https://tinyurl.com/vu56mgg



No trains today: Easter is a time when the Bodmin & Wenford Railway's Bodmin General station would be a hive of activity, but owing to Covid-19 all signals are set at danger, rail tops are rusting, and platforms and tracks are being used for storage of rolling stock. This was the scene on April 3 showing the new platform 2 with no passengers and surrounded by stationary rolling stock. It had been due to be formally opened on April 20.
JIMMY JAMES/B&WR



Hunslet 0-6-0ST *Ring Haw* rolls into Peak Rail's Matlock terminus with an ex-Rowsley service on November 19, 2016, during a period of hire to the Derbyshire line. LES NIXON

M&GN Society buys loco to aid North Norfolk Railway

HUNSLET 0-6-0ST *Ring Haw* has been sold by the North Norfolk Railway (NNR) to the Midland & Great Northern Joint Railway Society (M&GNJRS) as part of a package devised to help the Sheringham to Holt line weather the coronavirus crisis.

The former Nassington Ironstone Quarries loco (1982/1940) was gifted to the railway upon its retirement from the Peterborough system in 1970.

It has enjoyed great popularity as a roving ambassador for the NNR over the years, most recently at the Spa Valley Railway, where it completed an extended hire back in January.

However, *Ring Haw* will shortly be due for overhaul, and by buying the loco from the railway the M&GNJRS has not only provided a substantial boost to the railway's cash flow, but has taken over responsibility for the cost of its next overhaul.

The society now plans to bring this overhaul and other projects involving society locomotives forward in order to provide new business for the railway's Weybourne workshops, helping further to put much-needed cash in the bank.

The M&GNJRS has also agreed to buy the NNR's two-car Eastern Region Metro-Cammell Class 101 DMU (Nos. E51228 and E56062), together with a road-going Allen-Grove crane, which came to the railway when it acquired the Chatham Steam Ltd business.

The unit entered NNR service back in 2004 and worked until 2013 when it was taken out of service for overhaul. It returned to traffic in 2018.

In addition, the NNR will benefit from reduced steaming fees on all M&GNJRS locomotives once passenger services resume after the current crisis passes.

NNR chairman Steve Allen said of the agreement: "I would like to thank the M&GNJRS for this speedy assistance at our time of need. Not only will this help the NNR get through the current crisis it also means *Ring Haw* is assured a safe future on the NNR.

"This will also see the loco overhauled more speedily than had been planned."

Heritage signallers on standby for Network Rail

QUALIFIED signalmen and women from preserved railways across the country have been approached by the Heritage Railway Association (HRA) to come forward as 'reservists' for Network Rail in case of key worker shortages caused by Covid-19.

In response to a request from Network Rail (NR) the HRA has contacted its operating railway members to assess the availability of suitability skilled and qualified people.

The initial requirement is for signalling staff, followed by station staff, many of whom are retired NR people.

However, the appeal covers all skilled personnel, particularly those who work full-time running heritage railways to the same standards of safety and proficiency – and sometimes over the same track – as NR.

"The proposal makes sense," says HRA chief executive Steve Oates.

"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.

"The first step is to identify the staff and volunteers prepared to put themselves forward, establish their availability, and where they are willing to work.

"The second step is to match staff and volunteers to vacancies, and assess to determine appropriate training."

One of the railways to come forward is Didcot Railway Centre, which together with the Swindon Panel Society, have made their facilities available to Network Rail.

Former NR signallers started a series of refresher courses on March 31 using Didcot's preserved Swindon Panel, which was previously used to control trains on the Great Western Main Line from 1968 until 2016.

The high-accuracy simulator equipment was designed and installed by volunteers to ensure the panel's controls and indications work exactly as they did when it was in service.

It means NR trainers can use the panel to simulate scenarios that might occur on track including signal failures, train breakdowns, signals passed at danger and rescuing failed trains.



Network Rail programme director Paul Stanford is seen as he refreshes his signalling skills using the preserved Swindon Panel at Didcot Railway Centre on April 1. JAMIE BROOKER/GWS

'Two-way traffic' as West Somerset helps the community during lockdown

OUR heritage railways may be facing their greatest challenges since the birth of the preservation movement 70 years ago, but that has not stopped the West Somerset Railway (WSR) aiding the communities they serve during the Covid-19 lockdown.

Food from the WSR's temporarily closed Turntable Cafe at Minehead, which would have otherwise gone to waste, has been donated to local food banks via the West Somerset Food Cupboard.

Rubber gloves

Furthermore, 800 pairs of protective rubber gloves from the railway's Personal Protective Equipment (PPE) supplies were delivered to Minehead Community Hospital to support the NHS during the crisis.

"I'm very pleased that we have also been able to give something back to the local community with our donations of food to the local Food Cupboard and some rubber gloves for the NHS," said WSR plc chairman Jonathan Jones-Pratt.

'Solidarity'

"While we know it's only something fairly small in the scheme of things at present, we felt we had to do something positive to show solidarity with the community, and every little helps at present."

The railway was forced to suspend its operations from March 17, and like many others it launched an own urgent appeal for funds to help the 22-mile line get through the coronavirus crisis.

In just two weeks the WSR had received more than £33,500 in donations and share purchases, making it the most successful appeal for funds in the railway's 44-year history.

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P48 FOR DETAILS

£60,000 to complete 1466 overhaul in time for GWS 60th anniversary

THE Great Western Society (GWS) has launched a fresh £60,000 appeal to ensure its flagship locomotive '14XX' 0-4-2T No. 1466 is back in steam for its 60th anniversary next year.

The Collett auto-tank is currently undergoing a £300,000 overhaul at Western Steam Engineering in the Forest of Dean, having last turned a wheel under its own steam 20 years ago.

It was withdrawn owing to the condition of its foundation ring, but as the current overhaul progressed the extent of the work required has been found to far exceed what was originally expected.

The steam brake has been fully overhauled (*RM* April), and the back end of the frames is being rebuilt with new gussets and angles, the cab steps repaired and a new rear bufferbeam is on the way.

The wheelsets are back from South Devon Railway Engineering, compete with new tyres, and No. 1466 is just weeks away from the rolling chassis stage once more.



No. 1466 dwarfs RSH 0-4-0ST *Bonnie Prince Charlie* behind it in the shed at Didcot on November 12, 2013. At this point the 0-4-2T had not run for 13 years. JOHN MITCHEL

Firebox

Most of the outstanding work is centred on the boiler, although re-staying of the firebox is well under way and a new front tubeplate has been manufactured at Buckfastleigh.

However, the troublesome foundation ring still requires replacement, and the inner firebox needs copper welding and the replacement of crown stays. A new smokebox is also needed, and finally a full re-tube will be required before the boiler can steam again.

The GWS says £60,000 will be enough to cover all of this outstanding work, and the society is therefore seeking donations of specific amounts in order to guarantee No. 1466 steams next year. These are:

- £60 to have No. 1466 running for the GWS' 60th anniversary
- £175.92 – equal to £14.66 a month for a year to have No. 1466 running in a year
- £1,131 - the original 1961 estimate to save a '14XX'
- £2,247 – the sum it cost the Great Western Railway to build No. 1466 when new in 1936
- £4,866 – the locomotive's identity (4866) until renumbered in 1946

Alternatively donations of other amounts can be made.

It was back in April 1961 that four school friends – Jon Barlow, Angus Davis, Mike Peart and Graham Perry – wrote to *The Railway Magazine* to see if there would be any interest in forming a group to save a '14XX' for preservation.

Encouraging

The letter, published in the August issue that year, met with such an encouraging response that the new 48XX Preservation Society held its inaugural meeting the following May.

The group soon changed its name to the Great Western Preservation Society, later dropping 'Preservation'.

Negotiations to acquire a '14XX' were concluded with British Railways on March 1964, and No. 1466 was duly bought for £750. The rest, as they say, is history.

If you would like to donate to the appeal to see No. 1466 steam next year visit: https://tinyurl.com/y89ttedn

'PENDENNIS' PREPARED FOR BOILER LIFT AT DIDCOT

GWR 'Castle' No. 4079 *Pendennis Castle* has been moved to the lifting shop at Didcot Railway Centre in preparation for a boiler lift as the overhaul of the Collett 4-6-0 enters the final stages.

The Great Western Society (GWS) loco is no stranger to the Didcot lifting shop, having been housed in the building during the 1960s when No. 4079 was owned by Sir William McAlpine and Lord John Gretton in the days before the GWS adopted the Didcot site as its base.

LEIGH DREW/GWS





No. 1466's steam brake cylinder is machined on Western Steam Engineering's horizontal boring machine last November. GWS

Devon firm to complete chassis of 'Night Owl' 2-8-0 No. 4709

THE project to re-create a GWR Churchward '47XX' 2-8-0 is leaving its long-term home at the Llangollen Railway after the contract to complete the rolling chassis of No. 4709 was awarded to Leaky Finders, at Hele, near Exeter.

The frames of the Great Western Society locomotive had been due to leave Llangollen at the end of March, but the move had to be postponed as part of the wider coronavirus protection measures.

"We're moving to get the next stage of the project started," said project treasurer Richard Croucher.

"The wheelsets, pony truck and many other components are currently at a very busy Tyseley Locomotive Works and will follow the chassis to its new home shortly.

"We have always had a good working relationship with the Llangollen Railway and will be only too happy to return there at some stage in the future, should their facilities be required once more."

Lockdown

A number of components were transported to Devon before the lockdown and work on several aspects of the project has already been started. The GWS hopes the rest of No. 4709 will be able to follow them once restrictions have eased.

The society says the decision to employ Leaky Finders to undertake this phase of the work was based on the company's established competence and capacity to deliver work to the standards the GWS requires for eventual main line running.

With new cylinders for the loco soon to be cast, attention has turned to the provision of the 2-8-0's motion, namely the two connecting and six coupling rods. The forgings for these are expected to cost £5,000 each for the former and £4,000 each for the latter.

Appeal

"I will shortly launch an appeal for the eight coupling and connecting rods and some sundry valve gear items," said Mr Croucher.

"We are looking for supporters to sponsor one or more of the forgings. With these in our possession we can then organise the machining in due course.

"All told the overall cost of the new rods, which were unique for the '47XX' 2–8–0s, is by far the largest sum required."

Work has been progressing elsewhere: the re-metalling of the rocker shafts and the rocker shaft brackets, salvaged from donor 2-6-2T No. 4115, has been progressing, with machining expected to take place at Hele.

The original rocker shaft caps were lost during No. 4115's years at Barry Scrapyard, so two new ones have been cast.

'County' project ready to order 4-4-0's cylinders

THE Churchward County Trust (CCT) is on the cusp of placing an order for two new cylinders for its re-creation of GWR 'County' 4-4-0 No. 3840 *County of Montgomery*.

Design work for the inside steam pipe's 18in x 30in cylinder blocks was completed by Stafford Road Design in early April, and quotes have been received for the two polystyrene patterns and for the casting of the two cylinders.

However, the ongoing lockdown has meant the order cannot currently be placed, but the CCT hopes to complete this as soon as something like normal service resumes.

The CCT has launched a Cylinders Club (*RM* March) to help raise the required £45,000 through 45 supporters, each donating £1,000. This can be made as a one-off donation or through a monthly standing order of £25 per month for 40 months, £50 per month for 20 months or £100 per month for 10 months.

Full details of how to support the appeal can be found at: www.churchwardcounty.org.uk/cylindersclub/



CAD artwork of the new cylinders for No. 3840 showing the inside steam pipes. These will be the first such GWR cylinders to be cast using sacrificial patterns; those cast to date all have outside cylinders. CCT/STAFFORD ROAD DESIGN

Churnet Valley acquisitions increase passenger capacity

THE Churnet Valley Railway (CVR) has continued planning for its eventual reopening to Leek, adding three additional BR Mk1 coaches to its stock list.

The CVR has taken delivery of TSO No. S4046 – the third Mk1 to arrive this year. This followed the news it had been awarded an 80% grant towards the cost of the Leek extension from the European Agriculture Rural Development Fund (*RM* April).

The unrestored coach joins TSO No. E3809 and SO No. M4366, which have all been bought for restoration in order to give the CVR a serviceable fleet of 10 coaches for running into Leek, plus an additional four coaches for the hugely popular dining train.

However, the railway is now asking for support in funding the purchase and transport of the three coaches.

The final bill has come in at £17,200, and supporters of the line have so far raised £9,100.

The appeal is being handled by the CVR's support charity, the North Staffordshire Railway Company (1978) Ltd, in order to allow Gift Aid to be claimed from all eligible donations.

For details on how you can help visit: https://tinyurl.com/yc3yq42d

SIDELINES

Steve Davies is new A1SLT chairman...

THE A1 Steam Locomotive Trust has announced that former National Railway Museum director Steve Davies MBE has been appointed as its new chairman.

In a statement the trust said: "Steve is an internationally recognised and respected leader in the world of heritage railways, whose vast knowledge and experience will help us to continue to transform our organisation as we move towards the completion and operation of our second new main line steam locomotive."

... as 'P2' tender tank is delivered

THE tender tank for the A1 Steam Locomotive Trust's new Gresley 'P2' 2-8-2 No. 2007 *Prince of Wales* was delivered to the trust's Darlington Locomotive Works on March 23.

The tank was built by North View Engineering Solutions – a short distance away in the town – to a design similar to that paired with 'A1' No. 60163 *Tornado*.

The frames for the tender are currently nearing completion at the works of Ian Howitt, which also built *Tornado's* tender frames.

'9F' overhaul at Llangollen

MID-HANTS Railway-based '9F' 2-10-0 No. 92212 is being overhauled at the Llangollen Railway.

The Jeremy Hosking-owned loco came to the end of its boiler certificate on December 30 and has been expected to go on display at the One:One Collection museum in Margate.

However, the departure of 'D49' 4-4-0 No. 246 *Morayshire* from Llangollen (*RM* March) will create a space in the workshop that the '9F' will now take.

Cholsey line pushes ahead with Wallingford redevelopment plans

THE Cholsey & Wallingford Railway (C&WR) has completed the acquisition of land next to Wallingford station to provide space for a run round loop and the erection of the former Maidenhead station canopy, removed as part of the Crossrail project.

Re-aligning of the fence was nearing completion when the call for closure and social-distancing was announced in March.

Green Oak Carpentry, of Liss, has been appointed to erect the structure and was due to be on site from May 4, with completion anticipated in July.

Whether this date slips amid the ongoing Covid-19 lockdown remains to be seen.

The erection of the Victorian canopy is being funded by the Railway Heritage Trust, and is part of a wider redevelopment of the Wallingford station site.

The canopy components have now been fully restored, although some of the ornate supporting spandrels have had to be re-cast using the originals as patterns.

It is not clear when the canopy was first erected at Maidenhead.

It appears on the Ordnance Survey map of 1894 but not on that dated 1872, and features in the background of a photo believed to have been taken on May 20, 1892 when the last broad-gauge train ran through Maidenhead.

When re-erected the canopy will span part of the run-round loop with the five ornate supporting columns located to the rear of the platform.

A horizontal extension will appear to protect a line running to the rear of the platform, on which the C&WR Museum, housed in a former Cambrian Railways coach body, will be sited.

In addition to realigning the fence line, C&WR volunteers have removed the fencing to the rear of the platform and moved the station's Waiting Room.

Architect chosen for NRM's new Central Hall

LONDON-BASED architects Feilden Fowles has won the competition to create the designs for the National Railway Museum's new £16.5million Central Hall building.

The winning design reflects the site's former use as working railway buildings, and features a central two-storey rotunda that is said to have been inspired by steam roundhouses.

The building will be clad in recycled copper, featuring high, glazed ceilings with timber beams (radials).

When completed the 4,500 sq/m Central Hall will be the centrepiece of the museum's transformational masterplan to create what it describes as the 'world's railway museum'.

It will include a spectacular 1,000sq/m gallery to showcase the future of railway technology.

Judith McNicol, director of the National Railway Museum, said: "The winning design centres around a beautifully crafted timber frame rotunda which, through the use of recycled and locally sourced materials, will dramatically reduce the museum's carbon footprint.

"Feilden Fowles demonstrated a real sensitivity to the site's railway heritage and to the historic character of the city of York.

"The building will play a vital role in linking the museum and will provide a focal point for the wider York Central development."



The proposed interior of the new Central Hall rotunda, which is said to have been inspired by a steam roundhouse. FEILDEN FOWLES



COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

SIDELINES

Barclay 'Pug' arrives in Fife as...

FORMER British Aluminium Company (BAC) Andrew Barclay 0-4-0ST No. 3 (2046/1937) arrived at its new home at the Fife Heritage Railway on February 21.

It is the subject of a 10-year loan between the Bo'ness & Kinneil Railway and the Kingdom of Fife Railway Preservation Society, which will cosmetically restore No. 3 at its Kirkland Yard base.

The loco spent its working life at BAC's Burntisland bauxite reduction works.

... another prepares to steam at Embsay

EMBSAY-BASED Andrew Barclay 0-4-0ST No. 22 (2320/1952) is expected to return to steam later this year after more than two decades out of use.

It is expected to be outshopped with the number 54 – the identity it carried during the first 11 years it worked at East Hetton Colliery in County Durham.

The loco is nearing the end of a major overhaul at Embsay, which has involved significant boiler repairs.

These are being completed by Heritage Boiler Steam Services near Liverpool, while the bottom end has been overhauled at Embsay.

Aln Valley line secures purchase of *Richboro*

NORTHUMBERLAND'S Aln Valley Railway (AVR) has been successful in its appeal to raise the £130,000 required to buy Hudswell, Clarke 0-6-0T *Richboro* (1243/1917) from owner Mick Fairnington.

The AVR put up £55,000 towards the total purchase price, and a Friends of Richboro Appeal was launched in late-2018 to raise the remaining £75,000.

Funding gap

By the end of 2019 the appeal was just £16,000 shy of its target, and thanks to a £12,800 donation (plus Gift Aid) the funding gap was closed earlier this year.

The purchase is not quite complete, however, as the 'Friends' appeal was based upon regular £125 monthly standing orders for two years, and most of these have still to run their course.

Once the donations have all been received and the Gift Aid collected from HMRC, the AVR will be able to hand over a cheque to formally sign off the acquisition.

"When we were offered the chance to buy *Richboro*, I thought it may be a struggle to raise the asking price of £130,000," said AVR finance director Robin Mitchell.

"I need not have been concerned, as our members and supporters were so generous.

"We are so grateful to everyone who contributed to this purchase to make the Aln Valley Railway the proud owner of its own steam loco."



Hudswell, Clarke 'PLA' 0-6-0T *Richboro* at the Aln Valley Railway's Alnwick Lionheart headquarters on May 5, 2018. MATTHEW DITCH

Ribble plans post-Covid-19 September steam gala

THE Ribble Steam Railway's (RSR) is pushing ahead with plans for an Autumn Steam Gala later in the year despite the current coronavirus lockdown.

This positive news comes after the RSR's March 28-29 Spring Steam Gala and the visit by ex-Kiveton Park Colliery Hudswell, Clarke 0-4-0ST *Waleswood* (750/1906) from the Chasewater Railway was scuppered because of the Covid-19 outbreak.

The September 26-27 event will feature up to four locomotives in action, including Preston Docks lookalike Bagnall 0-6-0ST *Courageous* (2680/1942), ex-British Steel Corporation Hawthorn Leslie 0-6-0ST *Linda* (3931/1938), and former Kinglassie Colliery Grant, Ritchie 0-4-0ST No. 21 (272/1894).

Timetable

The gala timetable will see the locos working individually, double-headed, or top-and-tailed on passenger services between Preston Riverside and Strand Road. An early morning goods train is also expected to run each day, featuring at least two of the RSR's restored five-plank wagons.

The railway hopes to have a rake of six available eventually, including four ex-GWR five-plank wagons, a Midland three-plank wagon and an original Preston City Council (PCC) wagon.

All six will carry PCC livery on one side, while the other will be painted to represent typical private-owner wagons found in the Dock area.

At the time of writing the RSR was unable to say what the fourth loco might be, largely owing to the on-going uncertainty surrounding Covid-19 and when the railway might be able to reopen.

One possibility is a gala debut by Peckett 'W6 Special' 0-4-0ST *Hornet* (1935/1937), the restoration of which is nearing completion in the RSR's Preston workshop.

The former Black Park Colliery loco's rebuilt boiler underwent an initial hydraulic test shortly before the railway closed in March, and a question mark remains over whether the rebuild can be completed in time for the September event.

Boiler leaks

"As anticipated, there were a few leaks from the boiler, although ironically none from the recently repaired areas," said RSR chairman Dave Watkins.

"Then came the lockdown and all play has obviously stopped, so we cannot predict whether *Hornet* will be ready for September."

North Tyneside Bagnall reunion gala postponed because of coronavirus

THE North Tyneside Steam Railway (NTSR) announced the postponement of its May 8-10 *Victor* & *Vulcan* Reunion gala on the day after the April issue of *The RM* went to press.

The gala was set to bring together the two surviving Steel Company of Wales (SCOW) Bagnall 'New Standard 18' 0-6-0STs Nos. 401 and 403 (better known as *Vulcan* and the Lakeside & Haverthwaite Railway's *Victor*) for the first time since the mid-1980s. It will now be held during 2021.

The closure of the Stephenson Railway Museum in March has resulted in work on the repaint of No. 401 (2994/1951) into SCOW maroon livery coming to a halt.

The work will resume once the museum reopens, and No. 401 will re-enter service in its new livery soon afterwards.

The RAILWAY Magazine
Britain's Best-Selling Rail Title
www.railwaymagazine.co.uk

Mardy Monster moves on to the market

FORMER Maerdy Colliery Peckett 'OQ' 0-6-0ST *Mardy Monster* (2150/1954) has been put up for sale through Advanced Engineering Services (AES) South Yorkshire Ltd.

The 18in-cylindered loco – often reputed to be the most powerful preserved industrial locomotive – last ran in 2014.

It has subsequently been the subject of a 10-yearly overhaul at the Elsecar Heritage Railway, which is reported to be nearly complete.

Much of the work on the bottom end has been completed, including tyre turning, axle boxes re-brassed, new crank pins and a new ash pan. The horn guides, coupling and connecting rods and brasses, brake gear, have also been fully overhauled.

The boiler has been the subject of an extensive overhaul by Locomotive Maintenance Services at Loughborough, with this returning to Elsecar in 2017.

The outstanding work required to complete the overhaul includes fitting the connecting and coupling rods, oil and steam pipework to be installed, brick arch built in the firebox, a final steam test and some cosmetic work.

Serious enquiries should be made to Stuart Palmer at AES South Yorkshire on 07738 981326 or by emailing smpalmer248@gmail.com



Peckett 'OQ' No. 2150 *Mardy Monster* stands on display at the National Railway Museum on June 5, 2012. YORKTOWN MEDIA

TVP IMPORTANT PRODUCT INFO TVP

THE LATEST DVD, BLU-RAY & DOWNLOADS

DUE TO COVID 19 WE ARE CHANGING THE PUBLICATION DATES OF OUR MAGAZINE PROGRAMMES. THESE WILL NOW BE AS FOLLOWS;

STEAM VIDEO 170 publication date 26th May 2020 will be released on the 26th June 2020 and will become the Spring 2020 Issue

STEAM VIDEO 171 publication date 26th July 2020 will be released in late September 2020 and will become the Summer 2020 Issue

VIDEO TRACK 196 publication date 26th May 2020 will be released on the 26th June 2020 and will become the Spring 2020 Issue

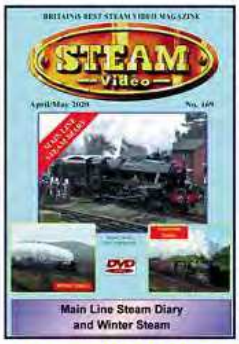
STEAM VIDEO 197 publication date 26th July 2020 will be released in late September 2020 and will become the Summer 2020 Issue

MAGAZINE PROGRAMMES CURRENTLY AVAILABLE



Main Line Steam Diary Mid Oct 2019 to Mid Dec 2019 with all the main line performers from Clun Castle to Tornado. News & Events. Jubilees on Tour. Gala action, Steam over the Central Wales Line.

Steam Video 168 1 Hour 50 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
Download High Def £14.95



Main Line Steam Diary Mid Dec 2019 to Mid Feb 2020 with all the main line including 'Flying Scotsman, Duchess of Sutherland, Scots Guardsman and Clan Line. News & Events. Main Line Steam Gala. 30 Years Ago.

Steam Video 169 1 Hour 50 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
Download High Def £14.95



Featuring News & Events from the main line and heritage network during Autumn 2019. Plus the Midlands otspots, RHTT duties, All Change at York & the last East Coast HST

Video Track 194 1 Hour 50 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
Download High Def £14.95



Featuring News & Events from the main line and heritage network during Winter 2020. Plus the last East Coast HSTs, the Class, Anglian Survivors

Video Track 195 1 Hour 50 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
Download High Def £14.95

SUBSCRIPTION OFFERS FOR STEAM VIDEO/VIDEO TRACK
3 Issues STEAM VIDEO/VIDEO TRACK DVD £33 (£8.85 saving)
3 Issues STEAM VIDEO/VIDEO TRACK Blu-ray £42 (£11.85 saving)
6 Issues STEAM VIDEO/VIDEO TRACK DVD £63 (£20.79 saving)
6 Issues STEAM VIDEO/VIDEO TRACK Blu-ray £78 (£29.70 saving)
Applies to any Issues Past, Present & Future.

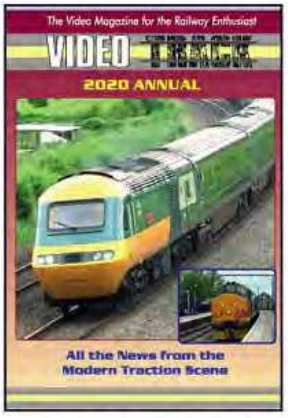
Please add £1 postage for all orders up to £30. Postage free for orders above £30

DOWNLOADS

AN EXTENSIVE RANGE OF DOWNLOADS ARE AVAILABLE FROM OUR WEBSITE

www.transportvideo.com

PRICES RANGE FROM £1.95 TO £17.95
WHILE SOME ARE *COMPLETELY FREE OF CHARGE*
THESE ARE BEING ADDED TO ON A REGULAR BASIS.
THEY COVER EVERYTHING FROM ARCHIVE STEAM, MODERN TRACTION ARCHIVE, MOTIVE POWER PROFILES, CAB RIDES PLUS OUR MAGAZINE PROGRAMMES VIDEO TRACK AND STEAM VIDEO



VIDEO TRACK ANNUAL 2020

A comprensive range of the major events and motive power news from the last year, including Special Trains, Locomotive Convoys, Freight News and Locomotive Haulage throughout the Network. Its available post free if ordered before the 10th January.

VT Annual 2020 1 Hour 35 mins
DVD £10.95 Blu-ray £12.95
Download Standard Def £8.95
Download High Def £9.95

Telephone 01 582 833807
Or order via our website: www.transportvideo.com

TRANSPORT VIDEO PUBLISHING LTD, PO Box 1279, Wheathampstead, Herts

Please send cheque or postal order with order. Most credit cards accepted.



COMPILED BY
GARY BOYD-HOPE
Call: 01507 529589
email: gboyd-hope@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Service reductions as IÉ and NIR tighten operations amid Covid-19

IARNRÓD Éireann-Irish Rail (IÉ) introduced further revisions to its timetables on March 30 as the Republic of Ireland's coronavirus lockdown continued.

The new timetables will be in force until further notice and see a marked reduction in services on all routes, including the Intercity, Commuter and DART operations, as well as revisions to the cross-border 'Enterprise' service.

The changes have also seen the withdrawal of services on some routes such as Waterford to Limerick Junction and Limerick to Ballybrophy (via Nenagh), while M3 Parkway to Clonsilla services will not operate on Saturdays and Sundays.

An idea of the scale of the cuts can be gained when looking at arrivals at Dublin's Connolly and Heuston station before 09.15, during what would normally be one of the busiest times of the day.

Connolly arrivals have dropped from 62 to 41, while Heuston's have fallen from 15 to 11.

IÉ says it has been monitoring passenger loadings on services across the network throughout the Covid-19 crisis, using the information gleaned, together with guidance from the health authorities, to draw up the new timetables.

However, the operator says it will be maximising train lengths wherever possible to ensure social distancing can be maintained on board.

To help facilitate this an unallocated seating policy was introduced, and 'no sitting' labels placed on strategic seats to ensure passengers sit the requisite distance apart.

"To support the country's efforts in tackling Covid-19, our team of almost 4,000 people is working with the National Transport Authority and other public transport operators, and will be guided at all times by the advice of our healthcare professionals," said IÉ chief executive Jim Meade.

"Rail services will continue to operate subject to the alterations detailed above and will continue to do so unless public policy or the advice of health professionals changes, or unless our workforce is impacted to an extent which makes further service reduction unavoidable.

"We are cleaning stations and trains in line with advice received by our health authorities, and we are focusing on areas like door buttons, grab handles, tables, ticket machines etc with which customers and staff come into most regular contact.

"We are also planning contingency measures to ensure service continuity, and diverting people and resources to supporting this."

■ Similar measures have been taken by Northern Ireland Railways, which also introduced an enhanced Sunday timetable on most routes Monday to Saturday.



Measures taken by Irish Rail to ensure social distancing is maintained on its trains include the use of 'no sitting' labels placed on strategic seats on its trains to ensure passengers remain the requisite distance apart. IRISH RAIL

'ENTERPRISE' TIMETABLE CUT

THE cross-border 'Enterprise' service linking Belfast with Dublin and operated jointly by Irish Rail and Northern Ireland Railways has had its daily train total cut by six services each day, Sundays excepted.

The 06.45, 16.05 and 20.05 departures from Belfast Lanyon Place to Dublin Connolly (Monday to Saturday) were cancelled from March 23, while the 09.30, 13.20 and 20.50 services in the opposite direction have also been temporarily withdrawn.

The Sunday timetable has seen the 11.05 Belfast-Dublin and the 14.00 Dublin-Belfast trains dropped until further notice.

Coronavirus hits RPSI railtours

THE Railway Preservation Society of Ireland cancelled or postponed all of its booked railtours during March, April and May as the nation took preventative action against the spread of the coronavirus.

The two 'Midlander' tours on March 15, scheduled to feature GNR(I) 'V' 4-4-0 No. 85 *Merlin* on out-and-back runs from Dublin Connolly to Maynooth, were postponed, as was April 4's 'East-West' diesel railtour from Dublin to Galway.

The multi-day 'Lough Foyle Railtour' on May 9-11, together with the associated 'Ormond' diesel tour on May 8, also fell victim to the measures; as with the other charters the RPSI has described the tour as postponed rather than cancelled.

Unfortunately, the popular Dublin to Wicklow Easter trains had to be cancelled.

Dublin tram derailed in lorry collision

LUAS Red Line tram No. 3001 was derailed and suffered significant front-end damage after colliding with a lorry in north Dublin on March 30.

The incident occurred at about 08.45 at the junction of Queen Street and Benburb Street in Smithfield.

Firefighters and paramedics attended the scene, with the driver of the tram taken to the Mater Hospital in Phibsborough with non-life threatening injuries.

None of the three passengers on board were injured.

As a result traffic had to be diverted via Blackhall Place, and Red Line services were suspended between Blackhorse and The Point.

This section of the line was closed completely from 16.30 to facilitate the tram's removal.

As a result, LUAS tickets were being accepted by Dublin Bus during the disruption.

Right: The collision caused damage to traffic lights and the façade of McGettigan's Bar on Queen Street as the rear end of the leading car left the rails. BOTH: DUBLIN FIRE BRIGADE





The damaged front end of LUAS tram No. 3001 is buried in the side of the lorry at the Queen Street/Benburb Street junction on March 30. The extent of the derailment is apparent.

SIDELINES

Downpatrick line gives Easter eggs to ambulance service

THE Downpatrick & County Down Railway turned the loss of its Easter trains to an advantage for frontline workers when it donated the Easter eggs it bought for the specials to the Northern Ireland Ambulance Service.

Like us facebook.com/TheRailwayMagazine

Tara Mines traffic continues after two-week closure

RAIL traffic to and from Tara Mines near Navan, Co Meath, is continuing to run during the coronavirus lockdown despite the mine closing for a two-week shutdown.

Swedish mining group Boliden suspended zinc production for 14 days in response to the country-wide restrictions put in place to stop the spread of Covid-19.

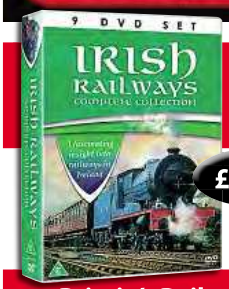
However, mining resumed on April 1 after Boliden determined its operation was an essential service on the grounds the zinc and lead it extracts from the Knockumber site are used for healthcare products and other applications.

Rail traffic was largely unaffected by the shutdown as there was still a need to transport stockpiled ore.

On March 25, 071 Class No. 076 climbs the bank out of Church Road with an Alexandra Road to Tara Mines train. STEPHEN WHITE

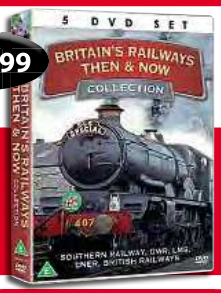


becks dvds 01948 770033



Irish Railways - The Complete 9 Disc Collection: A Fascinating insight into Railways in Ireland

£19.99



£15.99

Britain's Railways Then and Now - The Complete 5 Disk Collection:
Featuring Southern Railway, GWR, LMS, LNER and British Railways



Preserved Lines of Great Britain - 5 Disc Collection:
Features Didcot, The Avon Valley Railway, Swanage, Bluebell Line, Warwickshire Railway and more

£15.99

FREE POSTAGE IN THE UK

ORDER NOW AT

www.becksdvds.co.uk
01948 770033 • sales@becksdvds.co.uk

Ribble Steam Railway Limited,
Chain Caul Road,
Preston, Lancashire. PR2 2PD.
01772 728800

RIBBLE STEAM
RAILWAY AND MUSEUM

Permanent Full-Time Staff Vacancy

Rail Foreman
Ribble Rail Ltd

Salary: £29,000 pa (when fully cleared),
36 hrs over 4 days per week
(involves shift work)

Application deadline: 15th May 2020.

For an informal chat please contact;
Michael Rigg Tel: 07904 952505.

To apply, https://ribblesteam.org.uk
and click on 'Work with Us'

Please email your CV and Application Form (downloadable from website) to;
vacancy@ribblerail.co.uk

EAST LANCASHIRE RAILWAY

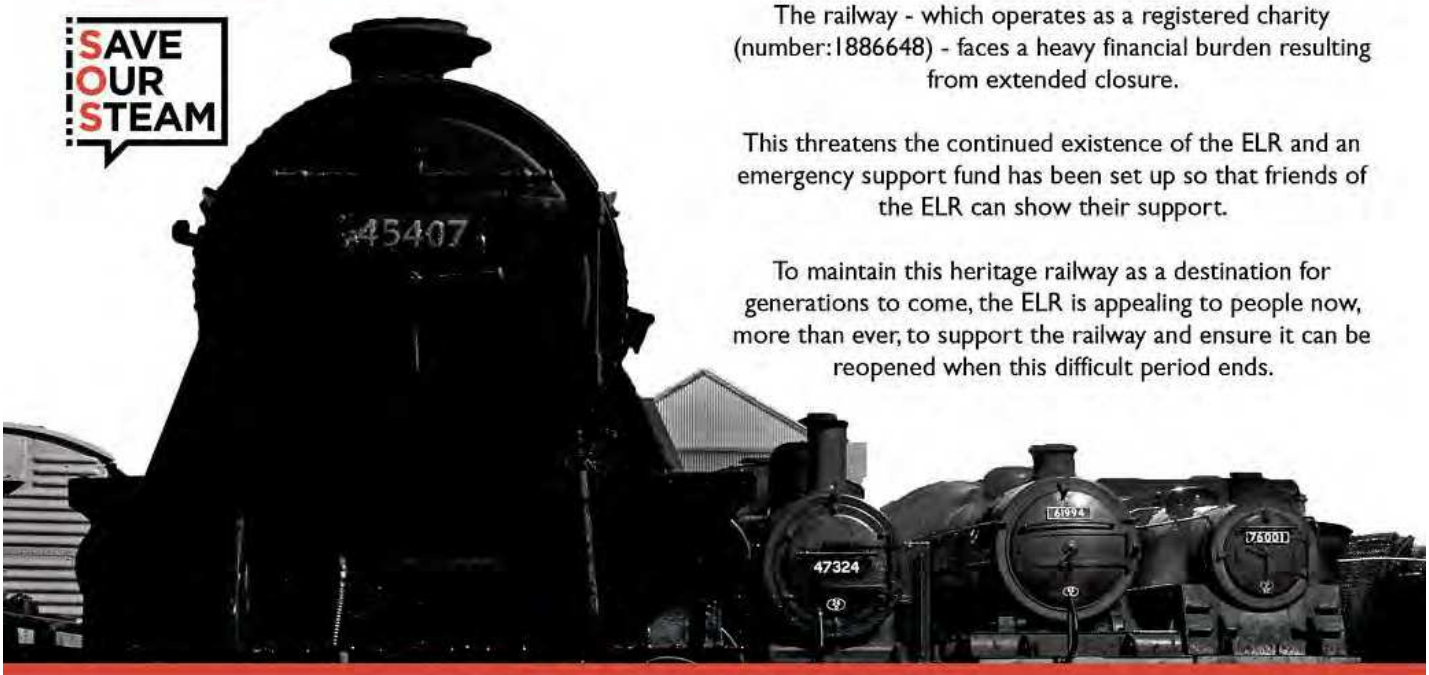
SAVE OUR STEAM

Like every other events organisation, COVID-19 is having a dramatic effect on ELR operations.

The railway - which operates as a registered charity (number:1886648) - faces a heavy financial burden resulting from extended closure.

This threatens the continued existence of the ELR and an emergency support fund has been set up so that friends of the ELR can show their support.

To maintain this heritage railway as a destination for generations to come, the ELR is appealing to people now, more than ever, to support the railway and ensure it can be reopened when this difficult period ends.



DONATE NOW
WWW.EASTLANCSRAILWAY.ORG.UK



COMPILED BY
CLIFF THOMAS
Call: 01507 529589
email: railway@mortons.co.uk

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

Initial stage lottery success for Talyllyn developments

THE Talyllyn Railway (TR) has been successful in its initial application to the National Lottery Heritage Fund (NLHF) for support towards developments at Tywyn Wharf and Pendre.

A full application will now be prepared for developments, including a heritage facility at Wharf to house and display the TR's original carriages and wagons (*RM* Dec 2019).

The application will also encompass construction of new carriages to enable withdrawal of historic stock from daily use as well as increased volunteer accommodation.

Developments at Pendre, for which funding is being sought, include a new engineering works, replacement of the north carriage shed and conversion of the current (original) works into a heritage display area. The total project cost is expected to be in the order of seven figures.

The TR has for some time been looking at potential developments connected with its Pendre site. The options increased following the purchase early last year of two cottages in Frankwell Street, Tywyn, and associated land known as 'The Orchard' next to Pendre works site, followed by acquisition of the house known as 'Trefri', which adjoins the railway's Tywyn Wharf terminus.

The two cottages are now being sold, with the TR retaining the 'Orchard' land. Pending development of its plans for the future, the TR has let 'Trefri' for a two-year term. The sale of the cottages will replenish funds to some degree.

Further fundraising efforts will centre on the tag Preserving our Past, Building a Future, the title of the NLHF application.



The Talyllyn Railway managed to complete most planned trains chartered by David Williams between March 16-18 before deciding against public opening because of the coronavirus outbreak. The railway's 0-4-2T No. 7 *Tom Rolt* pulls a mixed train into Rhydyronen, where the vista has been opened up following removal of some trees. The image also shows work in progress by the line's hedge-laying team. BARBARA FULLER

Welsh lines promote discount scheme to generate cash flow

THE Great Little Trains of Wales (GLToW) has organised a scheme for pre-ordering of gold and discount cards, with income to be shared between all the Welsh member railways.

This follows the closure of all narrow-gauge railways in Wales because of Covid-19.

The objective is to generate income to support staff, volunteers and the future of the railways, in advance of welcoming visitors back when the coronavirus crisis subsides.

A discount card costing £15 offers a 20% reduction in the price normally paid at each individual railway.

A gold card costing £150 provides a pre-paid return journey on 10 of the railways, the Snowdon Mountain Railway not being included in this element of the scheme.

Both cards become valid from their first use, so when visitors return to Wales and use the cards they are then valid for 12 months.

More details see: www.greatlittletrainsofwales.co.uk

Engine shed at Steamworks

THE structure of the timber-built engine shed at the Southwold Railway Trust's Steamworks site has been completed by contractors.

Volunteers will finish the building by fitting the main doors and wall vent.

The building incorporates what will become a metal-working shop.

Restoration of ex-Manx Northern Railway Cleminson six-wheel coach N. 42 is progressing at Steamworks, with the distinctive diagonal-boarded floor refurbished and glazing of the vehicle, including leather drop window straps and fittings, completed.

The trust hopes two of the compartments will be completed sufficiently to be displayed to visitors this year.

Coronavirus halts new operating season

MOST narrow-gauge lines open their new season as Easter approaches, but Covid-19 has produced an unprecedented situation.

A few lines had started running with precautions in place, but around March 20 narrow-gauge lines throughout the country suspended public opening until further notice following Government restrictions concerning non-essential business operation and unnecessary travel.

Staff have been furloughed, seasonal staff expecting to start jobs (40 people in the case of the Ffestiniog & Welsh Highland Railways) are unable to do so, volunteers have been told not to come to railways, visitors asked to stay away, events cancelled, and projects put on hold.

Many railways have launched appeals to help tide them over what is going to be a very difficult period, but the health of staff, volunteers and visitors is the overriding concern.

With the start of a new narrow-gauge season in effect not happening, there are inevitable difficulties reporting news. Examples include not being able to record the return to operation following a major overhaul of Kerr, Stuart 0-4-0ST 'Wren' *Peter Pan* (due to be relaunched at the Leighton Buzzard Railway on April 19), planned visits (e.g. Ffestiniog Railway-based Hunslet 0-4-0STs *Britomart* and *Hugh Napier* to Beamish's April 2-5 Great North Steam Fair), and cancellation of early season special events.

The RM will try to continue narrow-gauge reporting as comprehensively as possible, although this may not constitute normal service amid the current 'lockdown' situation.



Right: Krauss 4-6-2 *Whillan Beck* pictured at Dalegarth station on March 20. In view of the Covid-19 situation the Ravenglass & Eskdale Railway ceased operations that evening after this train had returned to Ravenglass. The line's It's Still a Lot of Fun gala, celebrating 60 years of preservation of the railway, which was due to feature visiting locos over May 8-10, has been postponed until 2021. ANDREW DENNISON

Welsh Pony overhaul project approaches completion

THE Ffestiniog Railway (FR) anticipated debuting England 0-4-0ST *Welsh Pony* back in steam during a June 20-21 *Welsh Pony* launch event.

In early March the cab and saddle tank were back in position, and fittings, including an original displacement lubricator from *Prince*, were being added to the rebuilt loco, which last steamed in 1940.

The *Welsh Pony* launch event replaced the previously publicised June 19-21 Fairlie Eventful event, which has been postponed for a year, the new dates being June 18-20, 2021.

The June 2020 dates were to mark the 150th anniversary of the 1870 locomotive trials, which demonstrated the capability of the first FR Double-Fairlie, *Little Wonder*.

Significantly, the then-new Double Fairlie was matched against *Welsh Pony* in those trials.

With the FR closed and all work at Boston Lodge suspended at the time *The RM* went to press it remains to be seen whether the launch of a competed *Welsh Pony* in June will remain possible.

Pioneer Garratt 'K1' steams at Statfold

THE star of the Statfold Barn Railway's first 2020 enthusiast day on March 28 was set to be 'back-in-steam' Ffestiniog & Welsh Highland Railway's (Ff&WHR) Beyer, Peacock 0-4-0+0-4-0 Garratt 'K1', which last steamed in 2014.

The main attraction was ready but the open day was cancelled amid the coronavirus crisis.

A start was made on its 10-year overhaul, but progress at Ff&WHR's Dinas works stalled amid other priorities. An initial agreement was made for the loco to be moved to Statfold, where it would be reassembled and placed on static display.

It arrived on December 9, and following assessment Statfold opened talks aimed at their workforce undertaking a full overhaul and returning it to steam.

Agreement for the enhanced project was rapidly reached (*RM* March) and work similarly rapidly started, resulting in 'K1' being steam tested, including undertaking a trial gauging run on March 17.

Other enhancements due to be unveiled on March 28 include a new facility providing Statfold Narrow Gauge Museum Trust with its own workshop – separate from the works operated by Statfold Engineering Ltd – in which to maintain the Statfold collection.

Statfold Museum Trust chairman Graham Lee, commenting on the coronavirus situation and its potential impact on heritage railways, said: "Grand expensive projects will have to be scrutinised thoroughly when our supporters are suffering.

"When I look back in hindsight to the recent £60,000 costs incurred on 'K1' perhaps this should have gone to the NHS, after all we could have done it another day."



Beyer, Peacock 0-4-0+0-4-0 Garratt 'K1' pictured on March 17 running on the upper Field Line, the first time it had moved under its own power since its boiler ticket expired on November 5, 2014. GRAHAM LIGHTFOOT

Mountaineer replica boiler complete

THE last of 83 tubes was expanded into position in the newly constructed boiler for replica Ffestiniog Railway George England 0-4-0TT replica *Mountaineer* at North Bay Railway Engineering Services (NBRES) on March 23.

The following day NBRES management shut down following newly introduced Government guidelines relating to Covid-19.

The decision was based on the business not being an essential service and being conducted in an environment of large, potentially dangerous machinery, where it was unwise to risk any serious injury which could add pressure on stretched NHS resources.

With the boiler complete, 1863 Mountaineer Locomotive Ltd, which is having *Mountaineer* constructed, is working on costing the next two phases of the build. These comprise parts such as the front frames, wheelsets and axleboxes to achieve a rolling chassis, followed by casting the cylinders.

The latter will be assisted by availability of patterns from Ffestiniog Railway.

NBRES temporarily closing has been endorsed by Llanberis Lake Railway, whose Hunslet 0-4-0ST *Thomas Bach* is at NBRES for completion of an overhaul.



Siân Project Group's Guest Engineering-built 2-4-2 *Siân* approaches Skelmanthorpe foot crossing on March 8 during the 15in-gauge line's Katie & Sian Weekend. It is currently based at Kirklees Light Railway. NICK WARREN



Talyllyn overhaul progress

THE frames of the Talyllyn Railway's (TR) Fletcher, Jennings 0-4-2ST No. 1 *Talyllyn*, the boiler of which is being overhauled at Ropley, have been moved from Pendre works to a unit on the nearby industrial estate, where work will continue.

The rear brake rigging is being redesigned while the cylinders have been sent away for fitting of replacement liners and skimming of the valve faces. The boiler is pictured in the Mid-Hants Railway's Ropley boiler shop on March 7.

Work on the boiler is being undertaken by TR volunteers employed at Ropley. It offers a significant contrast in size with the boiler from standard gauge 'Merchant Navy' Pacific No. 35005 *Canadian Pacific* to the right of the frame! KEITH FENDER

Conservation of original Southwold Railway building

HALESWORTH to Southwold Narrow Gauge Railway Society started work at the end of February to conserve the 'coal shed' at Blythburgh, the sole-surviving original Southwold Railway building.

It is known as the 'coal shed' but its actual use is unclear, there being no evidence it was actually used to store coal.

Since Southwold Railway closed in 1929 the building has become derelict with extensive ivy growth over the walls and roof threatening to collapse the structure.

The society secured sponsorship for 70 sleepers to relay track at Bird's Folly, Halesworth, and is now seeking sponsors to finance laying a point and a short length of track at Bird's Quarry Junction.

SIDELINES

■ WELSH Highland Railway Heritage Group (WHRHG) has decided the Covid-19 situation means it is unlikely to be able to progress its Glan-yr-Afon weighbridge project, or any Welsh Highland projects, so is donating £2,500 to the Ffestiniog & Welsh Highland Railway Covid-19 appeal to help the company make up for lost revenue during the national 'lockdown'. WHRHG is also supporting Welsh Highland Heritage Railway's Resilience Fund Appeal.

■ THE Talyllyn Railway and Corris Railway will jointly celebrate the centenary of Kerr, Stuart 0-4-2ST 4047/1921 next year. The loco was originally Corris No. 4, and following its sale in 1951 became Tallylyn No. 4 *Edward Thomas*. Details are still being finalised, but options include exchanges of stock, implying No. 4 may visit Corris, with Corris No. 7 – a near-replica of No. 4, completed in 2005 – visiting the Talyllyn.

■ WORK at Isle of Man Steam Railway's Douglas workshops in late-March included removing the driving wheels and side tanks from Beyer, Peacock 2-4-0T No. 10 *G H Wood*. The wheels were sent off-island to be fitted with new tyres and crank pins, and skimming the journals, machining work which cannot be undertaken in the workshops. The frames and motion will be overhauled in Douglas. The boiler for Peacock 2-4-0T No. 4 *Loch* was lowered into the frames on March 25.

■ CONSTRUCTION of a stone portal at the southern end of Ffestiniog Railway's Moelwyn Tunnel was completed in March. Removal of scaffolding, plant and tools from the site were the final safety task undertaken as the railway was closed down because of the Covid-19 crisis. The stone portal at the north end was completed in March 2019.

■ LAWSON Little, membership secretary of the Narrow Gauge Railway Society for 25 years and a significant contributor to the society's news magazines, died on March 19. He was 85.

■ CROWLE Peatland Railway has acquired six 3ft-gauge wheelsets from the Golden Valley Light Railway. They will be used to construct future replica peat wagons or permanent way wagons.

■ SCARBOROUGH'S 20in-gauge North Bay Railway is now known as North Bay Heritage Railway, Scarborough.

■ HAMPSHIRE Narrow Gauge Railway Trust has continued the dispersal of its assets by making an £800 donation to Westonzoyland Pumping Station Museum's Locomotive & Rolling Stock Shed Project.

■ THE Welshpool & Llanfair Light Railway (W&LLR) signed a twinning agreement with Sierra Leone National Railway Museum on March 12, the date on which the museum celebrated its 15th anniversary. W&LLR is home to ex-Sierra Leone Railway Hunslet 2-6-2T No. 85 and two ex-Sierra Leone carriages.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine



COMPILED BY
BEN JONES
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

SIDELINES

Improvements in West Cornwall

MID-FEBRUARY saw Network Rail undertake engineering work at several locations in West Cornwall.

Viaduct waterproofing and track work took place between Redruth and Hayle on February 15-23 and bridge refurbishment work was also carried out on the St Ives line between between February 15 and 20.

Brighter and cleaner subway for Barrow

BARROW-IN-FURNESS station has a new £2.4million passenger subway, providing a cleaner and brighter route between platforms for passengers.

The station was closed between February 28 and March 2 and overnight on March 7-8 to allow engineers to replace the old subway.

Level crossing upgrades in Midlands

FOUR level crossings in the Midlands have been improved by Network Rail to ensure continued safe operation.

Crossings on the Derby to Crewe route at Tutbury in Derbyshire and Caverswall in Stoke-on-Trent have received new barriers, and improvements have also been carried out at Hockley level crossing in Uttoxeter and Alrewas level crossing in Lichfield.

Better platform access at Littleport

PASSENGERS at Littleport on the Cambridge to King's Lynn line now have a much-improved route to and from the recently extended platform 1.

A new access ramp and staircase has been constructed to allow direct access to the platform from road level together with a dedicated route via an underpass at the south end of the station.

The new route eliminates the need for passengers to use a barrow crossing to reach platform 1.

New waiting room at Harlow Town

GREATER Anglia has converted an open seating area on the overbridge at Harlow Town into an enclosed waiting room with new seating, automatic doors and charging points for mobile devices.

The new facility also has a departure screen, new flooring and energy-efficient heating.

East Grinstead line reopens after major landslip repairs

EAST Grinstead regained its link to the rest of the rail network on March 30 when the busy commuter line reopened after a six-week closure for landslip repairs.

The line between Lingfield and East Grinstead was closed on February 12 when an embankment near Cookspond Viaduct in Dormansland, near Lingfield, began to slide.

Five further sites also suffered landslips on the route as a result of the extremely wet winter weather.

Three slips took place on the same stretch of embankment, which is constructed of Wealden clay and poorly repaired with ash waste from steam locomotives at various times in the past.



This view from a drone gives some sense of the massive scale of the repairs required before the East Grinstead line could reopen. It shows Freightliner's magenta Class 66 No. 66587 *AS ONE, WE CAN* in charge of a spoil train on the damaged embankment in March. NETWORK RAIL

Backfilled

Repairs included building a wall of sheet piles sunk 13m into the ground and backfilled with ballast. Two other landslips took place in a cutting, where the sides were built too steeply to withstand the extreme weather. In those locations the slope has been regraded to make it less steep.

Over recent months, Network Rail has been battling to keep numerous lines across southern England open after heavy rain and storms caused Victorian-built clay embankments to give way.

Repairs costing millions of pounds have been necessary at numerous locations in Surrey, Sussex and Kent (*RM* April).

Nine upgrades delivered in Somerset blockade

NO FEWER than nine civil engineering projects were delivered on one of the main routes between London and the West of England during a two-week line closure in late-March.

The route between Taunton and Castle Cary in Somerset reopened as planned on March 30 after work to replace seven bridges, improve drainage in Somerton Tunnel, and reinforce embankments.

All nine projects were scheduled together to avoid months of shorter closures, reducing the impact on passengers.

Many Great Western Railway long-distance trains continued to be diverted via Yeovil and Honiton until April 4, although a limited service was reintroduced between Taunton and Castle Cary on March 30.

Airport footbridge work underway



THE early hours of March 19 saw the first sections of a new footbridge installed at Luton Airport Parkway, *writes Jack Pallister.* The structure will provide a pedestrian link to the new DART automated people-mover line connecting the Midland Main Line station with the airport terminal. The 1.4-mile line is due to open in 2021. JACK PALLISTER

Regional transport hub for Motherwell

WORK on a new £14.5million regional transport hub at Motherwell station is set to begin this summer.

The project will see the redevelopment of the station building, concourse and forecourt area, improving links between bus and train services as well as reducing congestion.

Other improvements will include better ticket and catering facilities, refurbished toilets and waiting facilities, better pedestrian and cycling access and new facilities for taxis, car drop-offs and disabled parking.

The project will be delivered in two phases, with work on the station redevelopment due to start this summer, and the transport integration works following in 2021.

A computer-generated image of the new station building at Motherwell. SCOTRAIL



HiTrans presses for Highland Main Line electrification

HITRANS, the regional transport partnership for the Highlands and Islands of Scotland, is recommending that a task force be set up to press for much-needed investment on the Perth to Inverness main line.

Electrification is seen as key to improving journey times, delivering greater reliability and resilience while contributing to the Scottish Government's objective to reduce transport carbon emissions to zero.

However, a report by consultants Systra acknowledges full electrification of the route would be a major challenge, both in terms of cost and engineering.

Instead it suggests a discontinuous electrification programme, including the use of battery or hydrogen trains, should be considered as an interim solution.

While the parallel A9 road is in line for a £3billion package of upgrades, the 118-mile Highland Main Line has seen only limited investment over recent decades.

Average journey times between Inverness and Edinburgh and Glasgow have not improved significantly since 2006 when aspirations were announced to cut journey times to less than three hours.

Train frequency has improved between Perth and Inverness and better quality Inter7City HSTs are now replacing Class 158/170 DMUs, but the two-hour average journey time promised in 2011 has not been achieved.

Repair team discovers 14th century cave at Guildford

NETWORK Rail staff repairing landslip damage near Guildford in early-April uncovered a small man-made cave, thought to date from the 14th century.

Archaeologists believe the sandstone cave may once have been part of a much larger network, possibly a medieval shrine or hermitage associated with the early 14th century chapel of St Catherine, the ruins of which are situated on a hill nearby.

It may even have earlier origins as a site of cult activity, because of its pre-14th century name of Drakehill – 'Hill of the Dragon'.

However, the rest of the cave is likely to have been lost when the railway cutting was excavated in the 1840s.

Experts have also found evidence of writing and other markings across the cave ceiling as well as deposits of black dust, believed to be soot from lamps, and the remains of two suspected fire-pits in the cave floor.

Mark Killick, Network Rail Wessex route director, said: "This is an unexpected and fascinating discovery that helps to visualise and understand the rich history of the area.

"A full and detailed record of the cave has been made and every effort will be made to preserve elements where possible during the regrading of the delicate and vulnerable sandstone cutting."



NR engineers have discovered a 14th-century cave during work to repair a landslip above St Catherine's Tunnel, south of Guildford station. NETWORK RAIL

■ Between April 10 and 19, NR undertook the most extensive programme of improvements in the Guildford area since the early-1980s. More than a mile of new track and new conductor rail and 41 track circuits were installed to replace life-expired equipment and increase reliability.

New look for York station forecourt

LEEDS City Region has secured £14million in funding to help remodel the area around York's station forecourt.

The scheme is part of the wider £650m York Central redevelopment of the area around the station, and will see the demolition of the Queen Street Bridge, better provision for bus services and the relocation of a short-stay car park and taxi rank to provide a more fitting gateway to the city.

Arches in the city walls opposite the station, originally knocked through to provide access to York's first railway station, which later became a parcels depot, will also be opened up creating new routes for pedestrians and cyclists.

City of York Council secured £77.1m in Government funding in the budget to unlock the scheme and begin work, which will include the redevelopment of land around the station and National Railway Museum for housing and offices as well as a new central hall and entrance for the museum.

East Anglian stations win access funding

THE latest tranche of Government Access for All funding will see £20million invested to improve accessibility at 124 stations across Britain, including a number on the Greater Anglia (GA) network.

At Colchester, the money will help to fund a new passenger lift linking the platforms and subway to the main booking hall and car park, completing step-free access throughout the station.

GA was also successful in gaining funding for accessibility improvements at Bury St Edmunds and Needham Market stations in Suffolk.

Needham Market will receive a long-awaited upgrade to improve access to the Ipswich-bound platform 2 at the station, while at Bury St Edmunds, a new accessible entrance will be built on the north side of the station, linking the new car park with the station concourse.

BESSACARR UNDERPASS INSTALLED: **Network Rail engineers took advantage of the long Easter weekend to install a new £3.5million underpass at Bessacarr on the Doncaster to Gainsborough line. When it opens in July, the underpass will replace a busy foot crossing used by pedestrians, cyclists and horse riders. An East Midlands Railway Class 156 passes the site on April 7, with the new concrete structure visible lower right.** GEOFF GRIFFITHS



Track renewals continuing in south-east London – Hither Green resignalling deferred

DESPITE restrictions on how engineering staff can operate under social distancing rules, Network Rail has completed heavy maintenance work and track renewals at Hither Green, New Cross, Westcombe Park and Bickley in south-east London.

However, the planned commissioning of new signalling around Hither Green over the Easter weekend had to be postponed to comply with Public Health England advice on working during the Covid-19 pandemic.

Between April 10 and 13, train services were suspended between Lewisham, Orpington, Bromley North and Sidcup as planned station improvements, track renewals, signalling resilience work and electrical upgrades took place.

However, as many of the tasks required to commission the new signalling system require staff to work in close proximity, NR chose to postpone it rather than extend the closure to accommodate new working methods.

Earlier work in March included laying almost 1.3 miles of new track and lowering track at an overbridge to provide greater clearance for freight trains at Westcombe Park, near Greenwich.

The latter required the removal of the old track by crane and excavation of the trackbed before new ballast and track was laid. During the project, 26 engineering trains operated, carrying more than 8,000 tonnes of ballast.

At New Cross Gate, switches and crossings were renewed, ballast was repacked and tamped to provide a smoother ride, and rails were reprofiled to eliminate microscopic cracks caused by rolling contact fatigue.

Finally, at Bickley, 527 yards of track was renewed over two weekends in March.



Work to commission new signalling installed last year around Hither Green in south-east London has had to be postponed because of the Covid-19 outbreak. NETWORK RAIL

First look at Siemens' £200m Goole factory

SIEMENS has released a computer-generated image showing how its new £200m factory in Goole will look when it is completed.

Phase 1 will provide facilities for the production of new trains for London Underground's Piccadilly Line, as part of a £1.6billion contract.

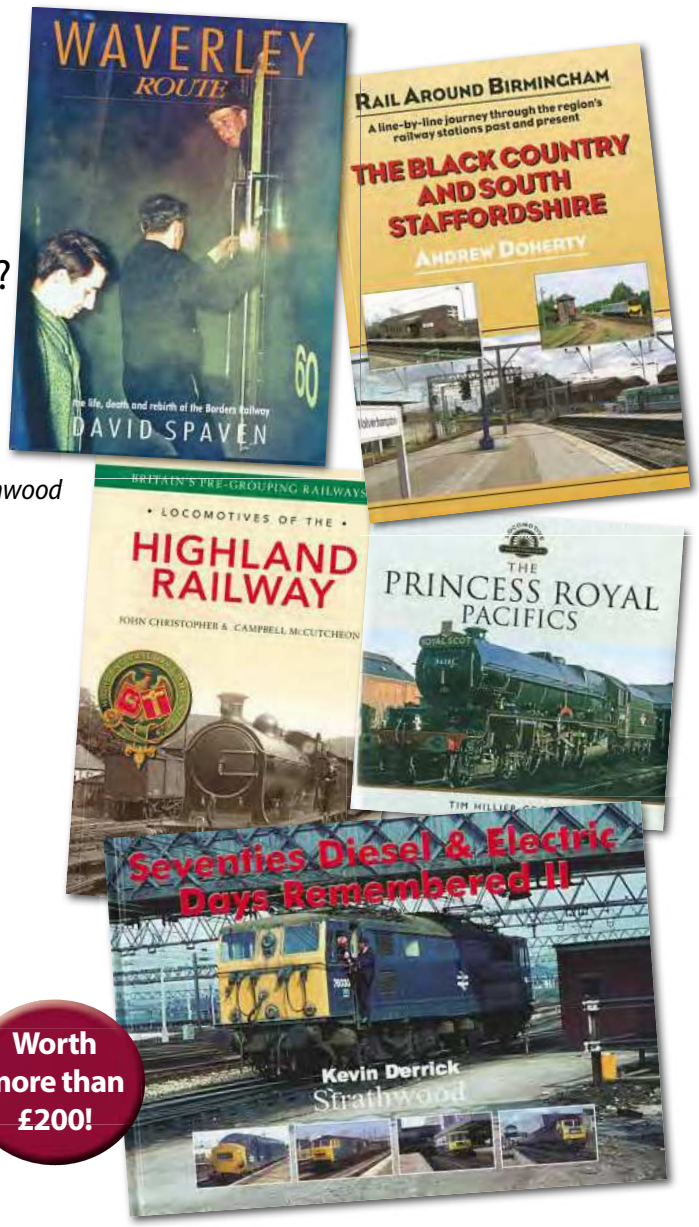
Pending approval, construction is expected to begin by early summer, with the first phase of manufacturing facilities scheduled to become operational in 2023, creating up to 700 permanent jobs, 250 construction jobs and up to 1,700 additional jobs in the UK supply chain.

SIEMENS MOBILITY



Beat those lockdown blues... these great books must be won

Running out of things to read during lockdown? Fear not, *The Railway Magazine* is giving you the chance to win some great books.



Here are the prizes you could win:

1st place – Seventies Diesel & Electric Days Remembered II – *Strathwood*
The Princess Royal Pacifics – *Pen & Sword*
Waverley Route – *Argyll*
Rail Around Birmingham – *The Nostalgia Collection*
Locomotives of the Highland Railway – *Amberley*

2nd place – The Turbomotive – *Pen & Sword*
Branch & Minor Lines – *Haynes Publishing*
Railway Hotels – *Amberley Books*

3rd place – The English Railway Station – *Midas Public Relations*
Chester to Holyhead – *Amberley*

4th place – Caley 828 – *Caledonian Railway Association*
Ferrymead 50 – *Canterbury Railway Society (NZ)*

5th place – Railways of the Isle of Wight – *Amberley*

Worth more than £200!

To be in with a chance of winning, simply look through the adverts on page 69 (opposite) and find the underlined words... then mark them in the wordsearch grid (below right).

Once completed, send the wordsearch (photocopies accepted) to *The Railway Magazine,* Wordsearch Competition, Mortons Media Group Ltd, PO Box 99, Horncastle, Lincs LN9 6JZ.

Closing date is June 30, with winners announced in our August issue.

For full terms and conditions, visit www.mortons.co.uk/privacy

The winners will be chosen at random and contacted.

U	Y	L	X	Q	U	R	R	O	D	B	N	Z	S	T
S	I	A	I	L	T	N	E	I	J	U	J	S	W	C
W	S	Y	M	M	R	B	K	F	M	Y	E	A	C	O
B	B	O	U	F	O	D	L	B	F	R	A	S	G	U
Z	K	U	Q	M	P	O	E	I	G	O	X	R	U	F
E	X	T	N	K	S	R	I	O	N	B	V	U	H	P
Q	G	S	Y	Q	N	V	R	N	A	C	L	P	F	Y
D	H	N	N	X	A	P	B	E	Y	S	O	S	V	U
S	S	Y	E	Z	R	Q	P	L	L	B	N	L	P	O
W	R	O	V	L	T	B	H	L	E	F	O	M	N	P
N	B	U	H	W	L	H	T	Q	D	M	M	Y	A	R
P	W	V	R	B	H	A	L	O	E	N	O	H	P	R
L	L	O	K	Y	J	P	H	I	C	K	M	Z	F	Y
K	O	W	Z	T	P	O	M	C	O	O	R	F	P	C
D	K	K	W	V	Y	C	H	E	C	K	I	N	G	U

Name .....

Address .....

.....

.....

Postcode .....

Tel .....

Email .....

■ **There are no cash alternatives available. The winners will be the first names with correct answers drawn at random.**

To view the privacy policy of MMG Ltd (publisher of *The Railway Magazine*) please visit www.mortons.co.uk/privacy

A2B MODEL RAILWAYS
Approved Bachmann stockist
FREE POSTAGE ON ALL ITEMS
Shop from home via Skype **kingston129@hotmail.co.uk** for 'face to face' service. *As seen on The Great Model Railway Challenge.*
Unit 3, North Parade, Matlock Bath DE4 3NS
T: 07711 318489 www.a2bmodelrailways.co.uk
Open Tues-Sun 10.30am-5pm.
Closed Monday & Wednesday

For Your Collectable Storage and Presentation Solutions
Special Reader Offer
10% OFF Quote RMX0520
arrowfile.com

Railways Buses Aviation Canals
DEREK'S TRANSPORT BOOKS
All Transport Subjects Covered
www.derekstransportbooks.com
Over 10,500 Books in Stock on-line
Based in the New Forest
Est. 1995
Shipping Commercial Motoring Vehicles

FRIZINGHALL
MODELS & RAILWAYS
OPEN FOR WEB & PHONE ORDERS
WWW.MODELRAILSHOP.CO.UK 01274 747447

EVERYTHING YOU NEED FOR YOUR DIGITAL RAILWAY
DIGITRAINS
We regularly attend railway shows countrywide. Please check website for details
15 Clifton Street, LINCOLN LN5 8LQ
01522 527731
www.digitrains.co.uk
enquiries@digitrains.co.uk

HERITAGE RAILWAY ASSOCIATION
THE 'CLAN' PROJECT
building 72010 'HENGIST'
seal CTL
Despite the difficulties caused by Covid-19, progress is still ongoing as members of the engineering team work from home. Please see our website https://www.theclanproject.org/ for the very latest news.
We look forward to being able to return very soon to CTL Seal to get 'hands on' again with construction.

Handmade in the UK. Gifts inspired by our steam heritage, safely delivered to your DOOR.
www.therailwaystation.shop

www.YorkModelrail.com
Unique range of precision laser-cut detailing; helping you enjoy building your model railway layouts
York Modelmaking 01904 400358

Crafty Hobbies
South Cumbria's number one shop for model railways, crafts and doll's houses
www.crafty-hobbies.co.uk
54 Cavendish Street, Barrow-in-Furness. T: 01229 820759

Murray Eckett
Are you an author with a manuscript or a member of an organisation that produces leaflets which require checking?
I am a qualified proofreader and can help you.
For further details please contact me on
01442 251540 or email *murray.eckett@sky.com*

To advertise here please contact
Craig on 01507 529537
or email camess@mortons.co.uk
The RAILWAY Magazine



COMPILED BY
KEITH FENDER
Call: 01507 529589
email: railway@mortons.co.uk

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

Stadler EMUs to replace Swiss rack-equipped locos

SWISS metre-gauge operator Matterhorn Gotthard Bahn (MGB) has ordered 12 three-car 11 kV 16·7 Hz AC EMUs from Stadler in an order worth CHF 149million (£124m).

The new trains, equipped to work on the line's Abt rack system, will replace loco-hauled stock operating regional trains on routes from Disentis/Mustér to Zermatt and Andermatt to Göschenen.

As a result, some of the current MGB loco fleet will be withdrawn in 2022/2023.

An option for 15 more units has been agreed, with these not likely to be ordered before 2028.

Five two-car Abt rack EMUs – each 34.6m-long, using the unique 725V 50 Hz AC two-wire traction current – have also been ordered from Stadler, costing CHF45 million (£38m) for use on the 9·4km Gornergrat mountain railway, operated by MGB partner company Gornergratbahn from 2021.

Thanks to regenerative braking the new trains will create enough power in three descents (from 3,089m above sea level to 1605m in Zermatt) to power two trips up the mountain line.



MGB rack-equipped HGe4/4 II loco No. 108 *Channel Tunnel* arrives at Oberalppass with an Andermatt to Disentis/Mustér service on August 4, 2017. KEITH FENDER

Cross-city line being built in Auckland

THE New Zealand government has committed to a $NZ 1.1billion (£535million) rail investment plan, most of which will benefit the country's biggest cities, Auckland and Wellington.

Construction of a cross-city tunnel under Auckland has begun, but was paused because of the coronavirus epidemic.

The new 3.4km line will connect the Britomart terminus with Mount Eden, south of the city; two new underground stations will be built in the city centre.

A tunnel-boring machine made by German specialist Herrenknecht in its Chinese factory will dig the main running tunnels. The electrified line is likely to open in 2024.

Coronavirus track renewals

DUTCH rail infrastructure management took advantage of the huge reduction in passenger traffic in late-March to bring forward track renewals at Schiphol Airport.

Seven kilometres of track in a tunnel was renewed in slightly more than a week in early April.

NZ line damaged by landslips reopens after eight years

NEW ZEALAND rail operator Kiwi Rail has reopened the Napier to Wairoa section of the line from Napier to Gisborne, which had been mothballed since March 2012 when major landslips blocked the track.

An official reopening train ran with invited guests in June 2019, but the first revenue freight did not run until January 26.

Trains conveying timber now run, unusually, only at weekends. The reopening was funded by a NZ $5million grant from the Provincial Development Fund

The reopened section of line includes the Mohaka Viaduct, which at 276.8 metres (980ft) long and a height of 95m (312ft) is the tallest viaduct in Australasia.

The viaduct is fitted with wind breaks to protect trains crossing it.

Right: Kiwirail EMD Class DFB diesel locos Nos. 7199 and 7282 pass Putorino, midway between Wairoa and Napier, with a loaded timber train on February 1, 2020. ROBERT SWEET



Motive power for the trains on the reopened line is normally pairs of Class DFB diesel locos, each rated at 2,400HP.

The DFBs were built by EMD in Canada from 1979-81 and entered service as Class DF; they were rebuilt to turbo-charged Class DFT in the 1990s.

These now-in-demand locos were modernised with the Brightstar engine management system this century and reclassified as Class DFB.

Kiwirail is converting more locos to Class DFB, including two that had previously been written off.

Class DFB is used for all passenger trains as well as some freight services.

■ *Our thanks to Robert Sweet for the information in this report.*

Wolsztyn gets a steam reprieve

AGAINST the odds – but not unusual in Poland – political agreement to finance steam-hauled passenger trains in 2020 was given at the 11th hour in January.

Trains will run from Wolsztyn to Zbąszynek – three pairs on weekdays, but likely to switch to Wolsztyn to Leszno after June – and two pairs to Poznan on Saturdays.

The trains will be operated by a 2-6-2 Class 'Ol49' loco or 2-8-2 Pt47-65 and two coaches.

The new funding arrangement lasts until November 28 when DMUs will replace steam for the extended Christmas break.

Whether steam-hauled passenger trains will return in 2021 is currently unknown.

Steam services are likely to be worked by 'O149' locos during 2020. On April 11, 2019, Ol49-69 was unusually used to move 2-6-2T Tkt48 147 to Stefanowo, where it will be plinthed. The train is seen after arrival at Stefanowo. JOHN WADDINGTON





Three new Calgary C-Train S200 LRVs seen at the Downtown West Kerby stop on September 7, 2019. KEITH FENDER

Calgary orders more Siemens LRVs

FIFTEEN more type S200 light rail vehicles have been ordered for the Canadian city of Calgary's C-Train light rail network.

The new vehicles, similar to 69 delivered between 2016-2019, will replace German-built (Siemens Duewag) 'U2' LRVs, based on those originally built for U-Bahn line U2 in Frankfurt.

Calgary still has 44 of the 'U2' units in service (83 were built for the opening of the Calgary C-Train system in 1979-85), but there are plans to replace them all in the next few years.

Siemens will build the new vehicles at its Sacramento factory in the USA

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 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).



New GE C20EMP loco No. 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 No. 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

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 130kph.

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

Restructure sees introduction of privately operated trains 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 Kolkota.

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.



Freight Track Record



COMPILED BY
BEN JONES
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Freight sector steps up to strengthen supply chain



To supplement the output of new rail from British Steel's Scunthorpe plant, Network Rail also buys continuously rolled rail from Spain. This is currently being imported via Marchwood Military Port, which is diversifying into commercial freight as well as MoD traffic. On March 23, Colas Railfreight No. 70803 passes Eastleigh with empty continuous welded rail (CWR) wagons, forming a special from Eastleigh Yard to Marchwood. STEVE STUBBS

BRITAIN'S railfreight operators have risen to the challenge of keeping the country's supply chains working during the Covid-19 crisis.

From household goods to biomass for electricity generation, more than two million tonnes of freight per week is being transported across the country by rail.

On the West Coast Main Line (WCML), 188,000 tonnes of critical supplies are being moved every 24 hours (1.13m tonnes a week), including food, fuel and medicine. Of that total, 18,500 tonnes is destined for Scotland, which relies on rail to keep supermarkets stocked with essential products.

Diverted

Over the Easter weekend, around 34,000 tonnes of supplies were diverted away from the WCML because of major engineering work at Euxton Junction, near Preston. Trains from Daventry International Rail Freight Terminal (DIRFT) to Mossend, near Glasgow, ran via Derby, Sheffield and Doncaster, where they joined the East Coast Main Line, continuing to Glasgow via Edinburgh and Carstairs.

Tim Shoveller, managing director for NR's North West & Central Region, said: "Our job is to continue moving critical supplies where they're needed – keeping supermarket shelves stocked, hospital medicine cupboards full, power stations fuelled.

"Our frontline 'key workers', including signallers, control room staff and track engineers are the hidden heroes in this national team effort."

Maggie Simpson, director general of Rail Freight Group, added: "The rail freight industry is working flat out to make sure essential supplies are available on supermarket shelves, that the lights stay on and the warehouses have all the goods we need."

Food and medicine

Elsewhere in the country, around 370,000 tonnes of freight a week is being moved between London, the West Country and Wales, including 1,200 tonnes of food and medicine each day for shops.

The amount of food being moved on the railway by freight across Wales and between west London and Cornwall increased by 20% immediately after the lockdown started.

In Yorkshire, the railway is moving more than 400,000 tonnes of freight per week, including around 100,000 tonnes of supplies for supermarkets, 12,000 tonnes of petroleum destined for filling stations, 150,000 tonnes of biomass for Drax power station and 50,000 tonnes of materials and finished products for the steel industry.

Up to 72 intermodal trains are operating in and out of Felixstowe and 20 trains every week are running to and from London Gateway in Essex, carrying up to 500,000 tonnes of imported products each week, including food, drinks, consumer goods and vital medical supplies.

Runaway tank wagon at Clitheroe

THE Rail Accident Investigation Branch (RAIB) is investigating a runaway wagon incident at the Hanson cement plant in Clitheroe on March 9.

A tank wagon loaded with cement powder ran away from a siding within the cement works in Clitheroe, leaving the works area and descending towards Horrocksford Junction, where the cement works branch joins the Blackburn to Hellifield line.

The wagon broke through the gates at the exit of the cement works, ran over an open level crossing on a public road, causing two cars to stop and passed over an open crossing on a private road.

Neither level crossing had its manual warning equipment activated before the wagon passed through.

After around three-quarters of a mile, the wagon derailed on trap points at Horrocksford Junction, which worked as intended.

The derailed wagon stopped clear of the main line and no other trains were affected.

Metro Track Record



COMPILED BY
PAUL BICKERDYKE
Call: 01507 529589
email: railway@mortons.co.uk

Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Fewest Tube passengers since Victorian times

THE number of passengers using London Underground is now at a level not seen since the early days of the network in the late-1800s.

Easter Sunday (April 22) saw 64,000 trips made across all lines, down 97% on the same day in 2019.

As a result, Transport for London began furloughing staff as a 'temporary and essential' measure, but with TfL topping up the Government's job retention scheme so that employees still receive all of their pay.

The reduction in usage across all forms of public transport in London means there is massive strain on TfL's finances, which were already suffering from the planned withdrawal of central government support.

By late-April at least 26 TfL workers had died after contracting Covid-19, although it is not clear how or where they might have caught the disease.

Subway goes one way only

TRAMWAYS and metro systems are seeing reduced service levels in line with the drop in demand for public transport during the coronavirus crisis.

In Glasgow, the Subway is now running a one-way system only, as opposed to its normal two-track circular route around the city.

From March 28 only clockwise 'Outer Circle' trains were in use, with trains running at an eight-minute frequency from 06.30-21.00 on Mondays-Saturdays and 10.00-18.00 on Sundays.



DOUBLING UP: Manchester Metrolink (MM) has been using double-trams on the airport line, despite low passenger numbers since the Covid-19 outbreak. It is something MM has rarely done since the line was commissioned in 2014. Nos. 3114+3066 are seen between the Airport and Shadowmoss stops on April 16. GREG MAPE

Environmental report 'overlooks' role of trams

TRAMFORWARD, the campaigning arm of the Light Rail Transit Association, says it is disappointed with a Department for Transport study into decarbonising transport as it glosses over the important role played by tram and metro systems.

Trams have very low carbon emissions, while the low rolling resistance of steel wheels on steel rails uses less energy than rubber tyres on roads.

Trams are also reported to have a better track record of encouraging modal shift from private to public transport than buses, which is one of the DfT's main aims in reducing emissions.

TramForward says it would not suggest trams can replace buses everywhere, but their use on the most heavily used urban routes would go a long way to reducing roadside pollution.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

INTRODUCTORY OFFER FOR **RAILWAY MAGAZINE** READERS

Revolutionary & Tasty Meals Delivered to You

for just £1.99 a meal

NO FRIDGE. NO FREEZER.

Our innovative vacuum seal keeps the freshness, nutrients and flavour locked in, which means you can store our meals in your cupboard for 6 months. Just pop them in the microwave and your delicious meal is ready in a few minutes!

SAVE 47%

Includes 2 servings of wine (Limited offer)

Serving suggestion

Over 1,000 online reviews
Trustpilot
Our customers love us!

★★★★★

"What a godsend these meals have been to my life, THANK YOU so so much to all of you at Parsley Box"
Mrs Smith

Quality Fresh Ingredients

We always source fresh, quality ingredients and our innovative vacuum seal keeps them that way. No unnecessary preservatives. **Made in the UK.**

No subscription required

Just order meals when you want them and get them delivered next working day.*

FREE Delivery

Next working day

*Order before 3pm Monday-Thursday for Next Day Delivery, excluding UK Highlands and Islands.

Prefer another dish? Call our lovely operators and choose from our full range of 60+ dishes.

WHAT YOU GET

10 MEALS
+ 2 Wines + FREE P&P

Only
£19.99
Was ~~£37.86~~



2 x Cottage Pie



2 x Beef Stew



2 x Lamb Hotpot



2 x Sweet & Sour Chicken with Rice



2 x Lasagne

PLUS 2 WINES
LIMITED TIME ONLY



ORDER NOW and we'll add 1 x Sauvignon Blanc (187ml), 1 x Merlot (187ml) to your order

ORDER NOW AND SAVE 47%

With our amazing introductory 10 meal offer

ParsleyBox

Visit **www.parsleybox.com/RLG4** | Or use our **FREEPOST** coupon *(below)*

Call FREE 7 days a week on **0800 612 7225** and quote **RLG4**

FREEPOST coupon (offer code RLG4)

☐ Please send me 10 meals & 2 wines plus FREE Delivery for £19.99

CUSTOMER DETAILS: Please use BLOCK CAPITALS throughout.

Title ☐ Name ☐

Address ☐

Postcode ☐

Mob: ☐ E-mail: ☐

*Providing your mobile number will allow us to send you delivery updates.

PAYMENT METHOD: ☐ ☐ ☐ ☐ ☐ ☐ ☐ (I enclose a cheque payable to ParsleyBox)

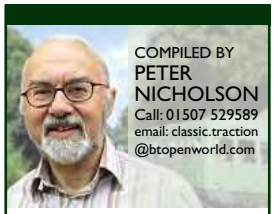
Card No. ☐

Valid from ☐ / ☐ Expiry ☐ / ☐

Signature ☐

Send to:
FREEPOST Parsley Box
(no stamp required)

☐ Please tick here if you do not wish to receive special offers by email.



COMPILED BY
PETER NICHOLSON
Call: 01507 529589
email: classic.traction@btopenworld.com

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

WSR diesels in YouTube action during lockdown

THE West Somerset Railway TV YouTube channel features short videos showing all aspects of the WSR, with the number of videos available growing daily.

It was initiated by the West Somerset Railway Association to coincide with the start of the national lockdown and closure of the railway to volunteers and visitors.

The Diesel & Electric Preservation Group (DEPG) has pledged its support, and in the first instance is producing video compilations featuring the group's heritage loco fleet at work on the WSR.

These are to be followed by more detailed studies of the individual locos and their histories, starting with the 'Hymeks'.

To date, videos of interest to diesel enthusiasts include the near 50-year story of the DEPG – June 16, 1990 – the first through train to the WSR, 'Westerns' on the WSR, and DMU cab rides.

The DEPG is also launching its own online channel.

Exodus of Finmere site continues

REMOVAL of rolling stock at the private Coulsdon & Old Vehicle Engineering Society site at Finmere, Oxfordshire (the former Great Central station site), has continued.

This follows the recent departure of Network SouthEast Railway Society's 4-CIG EMU No. 1753 to Nemesis Rail, Burton-upon-Trent (*RM* March).

Items known to have gone into store at Ministry of Defence, Bicester, include Class 73 No. 73130 and Ruston & Hornsby 4wDMs No. 46 *Heather* (242868 of 1946) and 458961 of 1946.

Also moved to Bicester are EMUs Class 501 Nos. 61183 and 75186, and four two-EPB DMBS cars.

Former 4-SUB car No. S10400S (977364) from set No. 4349, which was in poor condition, has been broken up, having failed to find a buyer.

Not yet accounted for are five LT tube stock cars, Nord France corridor coach No. 7122 and four Geismar rail trollies.

Poulton & Wyre DMU arrival beats lockdown

MARCH 16 was a momentous day for the embryonic Poulton & Wyre Railway project when its long-awaited Class 108 DMU arrived from the Midland Railway–Butterley.

DMBS No. M51937 and DTCL No. M54484 were bought by the Poulton & Wyre Railway Society (PWRS) in 2015, but have been kept at Butterley, where restoration has been ongoing.

The vehicles have now arrived at the society's headquarters site at NPL Hillhouse, Thornton.

Work will continue as soon as coronavirus restrictions are lifted.

The MR-B was partway through an M-examination with a few items requiring attention.

These will be attended to by members, along with internal refurbishment and exterior painting.

A DMU sub-committee has been formed and has drawn up a schedule of work for the next couple of years or so.

New skills

Many active members have not had the opportunity to work on restoring a train before, but look forward to working alongside those with railway experience, and learning new skills while contributing to the success of the project.

Further finance is required to undertake this work, with the current situation providing an opportunity to raise funds and recruit new volunteer members.

Various items of equipment need to be sourced, such as scaffolding towers, boards and steps, to ensure safe access such as for working on the roofs.

There are several ways donations can be made, as detailed on website: www.pwrs.org.



Class 108 DTCL No. M54484 is seen on March 16 following off-loading to a temporary track panel at the Poulton & Wyre Railway's Hillhouse, Thornton site, Lancashire. This was the moment the railway has waited to see for more than four years. DAVID COX



The power car for the PWRS's Class 108 set – DMBS No. M51937 – arrives at Thornton on March 16. It has been receiving attention at the Midland Railway-Butterley in recent years, including the stripping down of paintwork to bare metal prior to repainting in Regional Railways white and blue, as applied to this side only at present. NIGEL KIRKPATRICK

Avon Valley 'Gronk' displayed at last pre-lockdown event

THE Avon Railway was due to hold the RSH 7151 Fundraising Day on March 21 for one of its steam locos.

Although restrictions on the movement of those aged 70 and over, or vulnerable, had already been introduced, the running day was not cancelled until late the day before.

However, a preview day was held at Bitton station and yard on March 20, albeit with very few visitors.

Two visiting steam locos – *Jennifer* and *Rosyth No. 1* – and the 0-6-0T under restoration were displayed in the car park along with smartly turned-out resident Class 08 No. 08202, as seen here.

This was possibly the last occasion a heritage diesel loco appeared at an advertised event prior to the full coronavirus lockdown started on Monday 23rd.

PETER NICHOLSON



'Deltic' returned home following cancellation of galas

THE Deltic Preservation Society's No. 55019 *Royal Highland Fusilier* was booked for a series of gala appearances, but with the cancellation of all these events the loco was returned to its Barrow Hill base on March 21.

The roundhouse was closed two days later until further notice.

No. 55019 visited Freightliner's Midland Road depot Leeds for tyre turning, prior to its planned visits to the Chinnor & Princes Risborough, Swanage, Gloucestershire Warwickshire, Keighley & Worth Valley, and Severn Valley railways.

The Class 55 is seen on its return home behind Nemesis Rail's Class 31 No. 31128 *Charybdis*, as 0Z31, the 14.10 Midland Road-Barrow Hill passing Stourton, Leeds.

CHRIS GEE







Above: The only surviving Class 15 – No. D8233 – is seen on the jacks in the works at Bury, East Lancashire Railway, ready to be lifted from its bogies. BOTH: ROB MASON

Right: The Class 15 bogie frames after shot-blasting and with a fresh coat of paint applied. They await completion of the various components removed, including wheels and axles.

Class 15 restoration project passes point of no return

THE Class 15 Preservation Society's project to restore the sole-surviving member of the class to working order has come so far the loco must now be completed and returned to service.

This has been a major task as No. D8233 was one of four locos of the type converted for static carriage heating.

It was renumbered as Departmental No. ADB968001 and had many items removed not required for these duties, including the traction motors.

A total of 44 of these Type 1 Bo-BoDEs, powered by an 800hp Paxman 16YHXL engine, were supplied to BR by British Thomson-Houston.

Construction of the first 10 Pilot Scheme locos was sub-contracted to the Yorkshire Engine Co, with the 34 production locos completed by the Clayton Equipment Co.

Restoration is being undertaken at Bury on the East Lancashire Railway. The loco was lifted in February 2019 and a temporary bogie swap was completed.

The original bogies have since been stripped down to the frames and shot-blasted back to bare metal. The axles were removed and many layers of paint applied and brake linkages overhauled.

Replacement traction motors sourced from the Irish Traction Group are being sent off for overhaul.

New pinions with 15 rather than 16 teeth will be reverse-engineered for them as drawings are not available because of copyright/ownership restrictions.

Original drawings

Having lost its traction motors it also lacks the linkages that hold them in place. These are to be manufactured from the original drawings, and an engineering firm is being sought to help with this work.

The axle journals will be polished where the traction motor sits on the axle. The axle box roller bearings need to be inspected, cleaned or replaced if necessary.

Following this the bogies can be reassembled, with the axles, traction motors, linkages and brake rigging installed.

When the loco has been reunited with its bogies, attention will then return to the above-solebar sections, replacing air tanks, some of which were removed when the loco was converted to an ETH generator.

Wiring the loco will then take place and the cab will be fitted out.

The society was established in 2005, and is a charity run by volunteers who also help out on the East Lancs Railway, mainly in the operations department.

Funds are required to complete the bogie work and a member has agreed to match-fund any donations given by June 30.

For every £1 received this will be equalled, up to £15,000. Donations can be made by bank transfer to account No. 4234109 sort code 09-06-66; via PayPal to treasurer@d8233.org.uk (Friends & Family option), or by cheque to The Treasurer, 14 Adur Avenue, Shoreham-by-Sea, BN43 5NN.

To sign for gift aid visit website d8233.org.uk/giftaid2019.pdf.

The society website is at: www.d8233.org.uk

750 Supply scheme launched to save 4-SUB

THE Heritage Electric Trains Trust (HETT) has set up the 750 Supply scheme in an urgent attempt to generate the income needed to fund the restoration of the last surviving Southern 4-SUB EMU – No. 4732.

It was moved in 2018 to the shed at Margate now housing the One:One Collection. This followed nearly two decades of open storage at the now closed Electric Railway Museum, Coventry.

Once under cover at the old Hornby site, it could be dried, stabilised and plans drawn up for its long-awaited restoration.

To facilitate this, a registered charity (HETT) was set up to take ownership of the four cars and manage fundraising.

Great expense

This has been achieved at great expense, with more than £25,000 spent in just under two years to move No. 4732 to Kent and to keep it there. This was not unexpected, but it was hoped the popularity of the 4-SUB and the number of people who said they wanted to see this unit return to its former glory would make sufficient contributions to maintain the momentum.

Having set up the charity, the supporters' association, complete with fundraising sales stand, recruited a good team of people running this project, and it was ready to be moved forward.

However, funds are running out, with regular costs outstripping income. There is no bail-out or Government assistance available for such a project, and the current situation cannot continue.

The restriction on attending events for fundraising means the only income is from the immediate support network.

Magical figure

If it is fully subscribed it would be possible to realise the ambition so many share, which is to keep the only 4-SUB unit safe, and get restoration work completed.

The requirement is for 40 subscribers to join the 750 Supply scheme. To reach the magical figure of £750 per month 40 people are needed to sign up for one of four supporters' packages.

These are five gold subscribers at £50 per month, 10 silver subscribers at £25 per month, and 25 bronze subscribers at £10 per month.

Each subscriber will receive an annual package of exclusive goodies for their contributions, including a 2020 calendar as soon as they sign up. If you are a UK taxpayer don't forget to gift-aid your payments as HETT can claim the tax back to make the value of contributions even greater.

Details of how to support this project are at: http://www.hett.org.uk



The 4-SUB (later Class 405) four-car EMU was once a common sight on the Southern Railway and the later BR Southern Region third-rail system. This is now the last one, currently in safe storage at the One:One Collection, Margate. Funds are urgently needed to ensure its continued survival and restoration. HETT

'Wizzer' Type 4 still destined for North York Moors

THE move of Class 47 No. 47077 *North Star* to the North Yorkshire Moors Railway (*RM* April, p80) is still on in principle, but it had not departed Williton when the Covid-19 'lockdown' was introduced on March 23.

A date for the move cannot be set until the Government gives some indication of when heritage railways can reopen.

The Brush Type 4 is seen being brought out of the paint shop at Williton on October 22.

MARTIN HOWARD



■ Our thanks to contributors: Josh Brinsford; Matt Cambourne (DEPG); David Cox (PWRS); Deltic Preservation Society; David Evans (PWRS); Graeme Gleaves (HETT); Martin Howard (DEPG); Nigel Kirkpatrick (PWRS), and Rob Mason (Class 15 Preservation Society).

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Follow us therailwaymagazine



COMPILED BY
CHRIS
MILNER
Call: 01507 529589
email: cmilner
@mortons.co.uk

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

Tesla batteries to power Hybrid Class 08 shunter

By Phil Marsh

METEOR Power Limited has created a 'First in Class' hybrid Class 08 shunter in an innovation competition to convert a diesel shunting locomotive to a modern hybrid electric system.

The competition was run by the Department for Transport (DfT).

When the company was awarded the contract, it took six weeks to find a suitable Class 08 loco as the most suitable test bed – a task assisted by the NRM associate curator Bob Gwynne, who claimed Wolverton Works had several of the class.

After Gemini Rail Services took over operations at Wolverton Works in November 2018, they inherited two Class 08 shunters – Nos. 08629 and 08649 – which were surplus to requirements.

Both locomotives had tripped the Royal Train between the Works and Wolverton Centre Sidings for more than 25 years.

No longer registered for use on Network Rail, it was decided No. 08649 would be the donor, having been stored unserviceable after suffering a damaged crankshaft.

Heavy corrosion

Leaving Wolverton on January 7 it went the short distance to Silverstone to a small workshop with one track panel inside. The other shunter was relocated to the Chinnor & Princes Risborough Railway.

Component removal on No. 08649 began on January 9, with the team discovering a number of key parts missing plus heavy corrosion around the battery boxes, the cab roof, walls and floor.

Meteor had no prior knowledge of the class and sought rail industry advice, together with buying several original BR and English Electric training books to assist them.



Above: The John Deere diesel engine, cooling assembly and alternator. MIKE EDWARDS



Right: Rob Bruerton working on No. 08649 inside the Meteor Power workshop at Silverstone. PHIL MARSH

Mike Edwards, of Meteor, said: "We've had to rely on the experience and advice of others to guide us, and our task has been made significantly harder as we had to work out which pieces of the jigsaw we had to remove and in what order to gain access to the parts we needed.

"As such, the advice from industry experts has been invaluable in understanding what the different components are and how they interact."

Colleague Rob Bruerton added: "Since taking delivery of the loco we were working flat out stripping things down in preparation for removing the damaged 92-litre engine and preparing the build and testing of the first phase of our electronics."

This testing took place on February 3 when No. 08649 moved backwards and forwards under electrical power for the first time powered by an external fixed shore supply. It was controlled by a Meteor-designed electronic controller.

Mr Edwards added: "Removing the engine took a bit longer, with far too many nuts, bolts, pipes and so on that hadn't seen a spanner for 60 years so it was definitely harder work than expected.

"Eventually we had to resort to cutting a few of the larger nuts as no amount of heat or leverage was doing the job. The end result was that on February 21 the old engine and generator was removed and a start could be made installing the new alternator and battery pack parts before finalising the wiring."

Railway history

Bob Gwynne is following and documenting progress.

He explained: "Given this project had the potential to create railway history and is one of the ways the railway could reduce its carbon footprint, we thought it worthwhile to try and record the development of this interesting prototype."

The hybrid system comprises of a Euro stage 3A compliant John Deere 6.8-litre diesel engine connected to an alternator to recharge the battery pack, which has a combined storage capacity of 300 kWh.

The battery pack consists of modules taken from Tesla Model 3 cars. Each of the four batteries can, in theory, be recharged in under an hour. The engine will be improved to be better than Euro Stage 5 standards using technology from sister company Motive Zero.

Meteor Power's bespoke control systems will drive the auxiliary systems such as compressors, vacuum pumps and drive the original traction motors.

Regenerative braking is included in the new design allowing it to help recharge the batteries while coasting or slowing down during braking.

The driving controls remain unaltered, but with only 24 volts under the control desk rather than the current design of 400 volts, it is safer, and approvals should be easier to achieve.

Mr Edwards' family has history with engineering innovation going back more than 200 years, and in 1886 supplied the steam engine for the Turkish Ottoman Navy's Nordenfelt steam submarine.

The hybrid locomotive was completed by the end of March, and was due to move to the Chinnor & Princes Risborough Railway in April for comparative testing to establish the battery range and other performance statistics.

Tests postponed

Sister engine No. 08629 would undergo similar tests using diesel power to establish a direct duty cycle comparison. However, these tests have been postponed because of the Covid-19 outbreak.

Both the ex-Wolverton shunters will feature in the postponed diesel gala in the autumn, and subject to a relaxing of Covid-19 restrictions, details will be announced in May.

This type of hybrid shunter may be ideal for use on heritage railways where houses have been built near to engineering and servicing bases, and where reduced emissions and noise will be welcomed by neighbours.

Greater Anglia's Class 720 breaks new ground on test

TESTING of Greater Anglia's initial Class 720 'Aventra' set No. 720509 has now seen the unit visit Norwich and London Liverpool Street.

GA has ordered 22 10-car and 89 five-car sets, a total of 665 vehicles, which make them the most number of EMUs in the region, and will replace Classes 317, 321, 360 and 379 which work on the suburban routes.

The EMUs testing is extensive because of their widespread use across many of GA's electrified routes, and will continue for several weeks before driver training begins.

Testing includes signalling immunisation and platform clearance checks.

Bombardier has built around half the sets on order, but software problems have delayed their entry to service by more than 15 months.

A phased introduction is planned for later this year.



'Aventra' set No. 720509 on Belstead Bank, Ipswich, working 5Q05, the 11.30 Norwich-Liverpool Street test run on April 8. KEITH PARTLOW

Ex-Anglia Class 90s transfer to LSL Crewe

THE substantial reduction in passenger traffic as part of the Government's 'stay at home' message has allowed Greater Anglia (GA) to stand down its Class 90 and Mk3 fleet and release two sets to Locomotive Services Limited (LSL) at Crewe.

GA had been increasing the number of Stadler Class 745/0 sets it was using on Norwich to London services and by early April had accepted seven of the 10 10-car sets on order, but with a vastly reduced timetable in operation, needed only five sets.

In effect, the locos have been eased out of service quietly.

The first of LSL's Class 90s – No. 90002 – moved from Norwich to Crewe on April 6 hauling Mk3 trailers Nos. 10411, 10416, 11076, 12171, 12111, 11077, 10415 and DVT Nos. 82139 and 82143.

From this batch, vehicle Nos. 10415 and 82143 are understood to be destined for Greater Manchester Fire and Rescue Service.

The next day, No. 90001 was transferred, moving a rake of Mk3s with a higher number of First Class carriages in the formation, which consisted of vehicle Nos. 11068, 11091, 11075, 11070, 11098, 11087, 12114 and DVT Nos. 82127 and 82118. Of this consist, Mk3 No. 12114 and DVT No. 82118 will transfer to Crewe Heritage Centre

A third movement of stock from Norwich on April 8 saw redundant Mk3 Nos. 12027 12041 12151 11094 12019 12115 12026 & 12012 hauled to Eastleigh Depot by DC Rail's Class 60 No. 60055. There have been unconfirmed indications these vehicles will be refurbished for Chiltern Railways.

Seven ex-GA Mk3s were moved by DRS Class 37 No. 37402 from Norwich to Booths Rotherham on April 1 for scrap.

The vehicles for disposal were Nos. 12170 12103 12016 12120 12099 12024 & 12141.

Another move in April saw six Mk3s move from Norwich to the Midland Railway, Butterley.

However, a substantial number of Mk3s are destined for scrap over the next few months.

The remainder of GA's fleet of Class 90s – 13 locos – will transfer to Freightliner and are likely spell the end for the Class 86s.



Left: Ex-Greater Anglia Class 90 No. 90001 with its Crown Point nameplate, but devoid of branding, passes Heamies Farm, between Stafford and Crewe, with 5Z90 from Norwich Crown Point to Crewe on April 7. BRAD JOYCE



Right: Class 33 No. 33202 moves three decommissioned Mk3s from Dereham to Kimberley sidings on the Mid-Norfolk Railway on April 2. At Dereham, the branding was removed from the carriages and the air-conditioning refrigerant removed. MATT HULL



DC Rail Class 60 No. 60055 *Thomas Barnado* climbs Belstead Bank, Ipswich, working 5Z56, the 09.33 Norwich Crown Point-Eastleigh, hauling eight surplus Mk3 carriages for reuse with Chiltern on March 8. KEITH PARTLOW

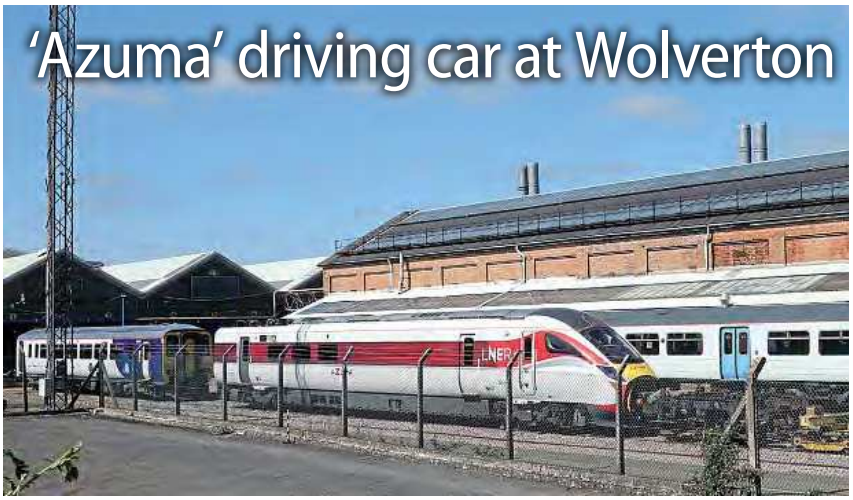
First Class 387 ETCS tests successful

CROSS-INDUSTRY collaboration involving teams from GWR, Bombardier, DB Cargo, DfT, Heathrow Airport and Porterbrook successfully completed ETCS testing on Class 387 Heathrow Express units during March.

Over the weekend of March 21-22 more than 10 return trips successfully proved the functionality of the on-train hardware and software as well as related infrastructure. The runs were carried out on the GWR mainline between Reading and Heathrow Airport.

GWR is converting 12 of its Class 387s (Nos. 387130-141) as a dedicated airport express fleet to replace the Class 332s, which are likely to be scrapped as they are not fitted with Train Protection & Warning System (TPWS), and cannot run anywhere else on the UK network.

'Azuma' driving car at Wolverton



LNER 'Azuma' First Class kitchen driving car (code PDTRBF) No. 819109, from set 800109, was noted in the sunshine at Wolverton Works on April 14. Accident damage sustained in the collision with HST power car No. 43300 *Craigentinny* has now been repaired. The vehicle's panelling below the windscreen and the coupling cover doors were badly damaged in the accident on November 13, 2019, on the approach to Neville Hill depot. JAMES ALLEN

First run for Midland Main Line OLE test train

A NEW overhead line equipment (OLE) test train for use in connection with the electrification of the Midland Main Line from Bedford to Market Harborough and Corby has undergone a number of outings in April.

The train has been top-and-tailed by Rail Operations Group Class 47s, usually Nos. 47813/185, with several Mk3 carriages – Nos. 12138, 11074, 12133, 12078 and 11018 – and Class 90 No. 90035 marshalled behind one of the 47s.

Further trips are expected over the coming months before electric trains to Corby begin.

GBRf moves Class 317s to Wembley

SURPLUS London Overground Class 317 EMUs are being moved by GB Railfreight from Ilford depot to storage at Wembley yard.

Angel Trains has asked GB to move the sets in pairs as they become redundant following the introduction of Class 710/1 'Aventra' trains on TfL's Liverpool Street to West Anglia routes.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine



SIDELINES

First four-car WMT Class 196 arrives

THE first of 14 four-car CAF Class 196 DMUs for West Midlands Trains arrived in the UK from Spain in mid-April. No. 196101 was previously on test at Velim in the Czech Republic, and will be based at Tyseley for driver and fitter training purposes.

WMT also has on order for 12 two-car sets from CAF, with some of the order being built at CAF's Newport factory.

Greater Anglia improves wi-fi

GREATER Anglia has been working with its partners to increase the wi-fi bandwidth on its new Stadler trains. There had been an increase in use by passengers before the coronavirus outbreak, and the bandwidth increase will ensure demand can be matched with download capacity.

Ivatt diesel group gets Mk3 buffet

THE Ivatt Diesel Recreation Society, which is re-creating Ivatt LMS diesel No. 10000, has been given Mk3 No. 10412 (ex-40506) from Porterbrook.

It's the group's second carriage (a Mk3 sleeper No. 10597 was the first) and has moved from Dereham to Northamptonshire for initial use by the Northampton & Lamport Railway as a buffet car.

The group say by accepting this coach, its long-term intention is to use it as a support coach or swap it for a vehicle that can be used for storage and displays. More information at: www.LMS10000.co.uk

SUBSCRIBE TODAY!
FROM ONLY £20
SEE P48 FOR DETAILS

LNER stands down Class 91s – some to be spares donors

LNER has taken a number of Class 91s out of service following the dramatic decline in rail travel as a result of the Covid-19 situation.

No. 91116 was sidelined on April 10, and was hauled by GBRf No. 66779 for storage at the Doncaster Rail Mail terminal with classmates Nos. 91104, 91112, 91113 and 91129.

The '66' then moved the Mk4 set to Worksop for storage.

Record holder No. 91131, which as No. 91031 *Sir Henry Royce* attained 154.1mph with a specially shortened Mk4 rake, was added to the stored line at Doncaster on April 18.

At Bounds Green, several other Class 91s are in a siding awaiting either spare parts or workshop attention, and it is expected some of the stored locos could become spares donors.

LNER is retaining a fleet of 12 Class 91 locos for its East Coast routes until 2023.



GBRf No. 66779 brought No. 91116 and a Mk4 rake to Doncaster on April 10 and then took the carriages via the South Yorkshire Joint Line to Worksop for storage. The train is seen passing Tickhill. CHRIS BOOTH



POWER CARS TO STORE : Class 50 No. 50007, but numbered 50014 *Warspite* on one side, leads HST power car Nos 43075 and 43061 with 50049 *Defiance* at the rear past Skelton Junction near York on a Tyne Yard to Chaddesden Yard move on March 26. Both power cars were en route for eventual storage at Long Marston. RICHARD LILLIE

DB Cargo Class 66 named Rail Riders

Rail Riders Express

THE relaunched Rail Riders Club has a Class 66 named after it.

A public ceremony for March 21 had to be cancelled because of the coronavirus 'lockdown', but the revitalised club's founder Simon Buxton named the loco in private at Toton on March 20, something he described as a surreal experience.

There are plans for a public dedication and launch event once public gatherings are permitted again. SIMON BUXTON



WAGON REPORT

by S F Lappage

THE 50th anniversary of the opening of Merehead rail terminal will take place in May.

This replaced sidings is owned and operated by Foster Yeoman and served an older quarry at Dulcote. Early services were often formed of British Rail MSO/MSV ironstone tipplers. This type of wagon originated with Stewarts & Lloyds, Corby, in 1939/40, although only limited numbers were built before Nationalisation.

Post-war, the concept was promoted by the British Iron & Steel Federation, with 9,590 wagons built between 1951-60, the majority by British Railways at Derby works.

The final thousand wagons – Nos. B 388090-B 389089 – had vacuum brakes and roller bearings.

Initially, they were used to form block trains moving ironstone from Oxford and Northamptonshire quarries to steelworks in the North East and Wales. As the industry changed to high-grade imported iron ore the wagons were transferred to stone traffic.

As new private owner stock was introduced to aggregates movements during the late 1970s the wagons were once again redundant.

Further use was found for them by the civil engineers, carrying spent ballast and spoil, making use of their 27-ton capacity.

New Touax JNA box wagons for current-day Mendip Rail traffic are arriving from the Astra Rail factory at Turnu Severin in Romania – Nos. 81 70 5500 804-4 to 859-8. Wagon type is Ealnos. Overall length is 13.97 metres and gross weight 101.6 tonnes.

This company has supplied more than 2,000 new wagons to the UK in the last 20 years.

By contrast the Czech Republic has exported few wagons to the UK. Most numerous are the 100 IZA close-coupled twin vans built in 1999/2000 by Waggon Union for GE Rail Services – Nos. 23 80 2829 200-7 to 299-9.

Gross weight is 90 tonnes with a 63-tonne payload to design code IZE 869.

They were intended for the transport of automotive components from Germany to a BMW engine plant at Hams Hall and a Volkswagen parts distribution centre at Birch Coppice, but were quickly made redundant when both flows were switched to road transport.

W H Davis workshops at Langwith Junction has continued to rebuild redundant IIA coal hoppers for the movement of aggregates – Nos. 37 70 6955 200-0/202-6/205-9/206-7/210-9/215-8/220-8/221-6/244-8/251-3/252-1/255-4/258-8/259-6/270-3/275-2/276-0.

Another contract being undertaken by W H Davis is the conversion of 100 HHA bogie coal hoppers for VTG Rail UK.



VTG Petroleum Tank No. 83 70 7792 007-7 at Bescot Yard on March 19. S F LAPPAGE

Known donor wagons are Nos. 370252/254/ 263/267/268/273/274/277/280/282/285/300/303/304/ 369/373/379/398/402/ 404/412 to design code HH 003A.

Alterations to make the wagons more suitable for the carriage of aggregates include removal of two of the original four hopper bays.

Private-owner wagons sent to Long Marston for storage are JNA box opens No. VTG 3256, Nos. VTG 3403/429/432/446/468/481/485/486/488/496, Nos. VTG 3504/506/510/516/518, JGA aggregate hoppers Nos. BHQ 17101/102/104-107/109-119/121-126/128.

Recent disposals have been OBA 'Bass' open No. 110212, OCA open No. 112027, MEA box opens Nos. 391215/384/632/652, SPA steel flats Nos. 460281/293/345/619/738/854/863, FNA nuclear flask carriers Nos. 550032/043, FJA 'Tench' dropside equipment carriers Nos. 621900/902/910/914, BNA bogie plate flat No. 965038.

Stock Update Track Record



COMPILED BY
ASHLEY
BUTLIN
Call: 01507 529589
email: railway
@mortons.co.uk

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

DEPOT CODES

WFMS DB Cargo Fleet Management - Stored

LOCOMOTIVES

Allocations
08375 MRSO-MBDL
08410 PZ/EFSH-HQ/MBDL
08483 LA/EFSH-CD/LSLS
37240 re-registered HQ/BREL
50021 CFOL-MBDL
50026 CFOL-MBDL
60010 WQ/WQAA-TO/WCBT
60050 off registration
60086 off registration
66006 TO/WBAR-WQ/WFMS
66011 TO/WBAE-WQ/WFMS
66061 TO/WBAE-WQ/WFMS-TO/WBAE-WQ/WFMS
66068 TO/WBAR-WQ/WFMS
66070 WBAT-WBAE
66085 TO/WBAR-WQ/WFMS
66092 TO/WBAE-WQ/WFMS
66099 TO/WBBE-WQ/WFMS
66111 TO/WBAE-WQ/WFMS
66113 TO/WBBE-WQ/WFMS
66114 TO/WBBT-WQ/WFMS
66143 TO/WBAE-WQ/WFMS
66144 TO/WBAR-WQ/WFMS
66147 TO/WBAE-WQ/WFMS
66151 TO/WBAE-WQ/WFMS
66183 TO/WBAE-WQ/WFMS
66198 TO/WBAR-WQ/WFMS
66418 LD/DFIN-FD/DHLT
66419 LD/DFIN-FD/DHLT
66420 LD/DMIN-FD/DHLT
66502 LD/DMIM-FD/DHLT
66508 LD/DMIM-FD/DHLT
66510 LD/DMIM-FD/DHLT
66512 LD/DMIM-FD/DHLT
66514 LD/DMIM-FD/DHLT
66518 LD/DMIM-FD/DHLT
66528 LD/DMIM-FD/DHLT
66533 LD/DMIM-FD/DHLT
66536 LD/DMIM-FD/DHLT
66538 LD/DMIM-FD/DHLT
66540 LD/DMIM-FD/DHLT
66562 LD/DMIM-FD/DHLT
66593 LD/DFIN-FD/DHLT
66598 LD/DFIN-FD/DHLT
66602 LD/DFHH-FD/DHLT
66617 LD/DFHH-FD/DHLT
66621 LD/DFHH-FD/DHLT
67015 WAAC-WAWC
67016 CE/WAAC-WQ/WFMS-CE/WAAC
67017 WQ/WQAA-CE/WACC
67020 WAWC-WAAC
67024 CE/WAAC-WQ/WFMS
70001 LD/DFGI-FD/DHLT
70002 LD/DFGI-FD/DHLT
70003 LD/DFGI-FD/DHLT
70004 LD/DFGI-FD/DHLT
70005 LD/DFGI-FD/DHLT
70006 LD/DFGI-FD/DHLT
70007 LD/DFGI-FD/DHLT
70008 LD/DFGI-FD/DHLT
70010 LD/DFGI-FD/DHLT
70011 LD/DFGI-FD/DHLT
70014 LD/DFGI-FD/DHLT
70015 LD/DFGI-FD/DHLT
70016 LD/DFGI-FD/DHLT
70020 LD/DFGI-FD/DHLT
90037 CE/WEDC-WQ/WFMS
90039 CE/WEDC-WQ/WFMS
91104 BN/IECA-HQ/SAXL
91122 BN-LR
91128 BN-LR

Liveries
Grand Central black and yellow: 90029
ROG: 47812
+ Thank you NHS vinyls: 47813/15

Named
43094 *St. Mawes Castle*
57313 *Scarborough Castle*

Stored/stopped locations
■ *Please note that this was the situation mid-April. Locomotives may be rotated in and out of store as required.*
Cardiff Canton: 56087/90/96, 56105
Crewe Basford Hall: 66419, 66502/08/10/12/18/28/33/36/40/62/93, 66602/17/21, 70001/04/06/08/10/11/14
Crewe ETD: 67016/24, 90039
Crewe TMD: 90001/02
Doncaster Mail Terminal: 91104/12/13/16/29/31
Doncaster Roberts Road: 66718/77
Eastleigh Yard: 66779
Ely: 43313
Laira: 43091
Leeds Midland Road: 66418, 66514/38/98, 70002/03/05/07/15/16/20
Long Marston: 43052/61/66/75/86
March: 66774
Merehead: 66420
Norwich Crown Point: 90003-13/15
Nottingham Eastcroft: 56051/78
Peterborough: 66770
Tonbridge: 66750
Toton: 66006/11/61/68/85/92/99, 66111/13/14/43/44/47/51/83/98
Tyne Dock: 66776
Wembley: 90037

Operational
60010, 67017

MULTIPLE UNITS

Allocations
62573 off registration scrapped
62629 off registration scrapped
142003/05/07/27-29/31/32/34/37-40/42/44/46/48-50/52-54/56/57/ 60/62 NH/EDHQ-HQ/SCXH
142009/12/14/15/17/19-22/26/30/63/64/67/79/84/86/88/89/91-93 HT/EDHQ-HQ/SCXH
142016/24/25/66 off registration - scrapped
170416/17 HA/HAHQ-DY/EMHQ
315804/14/16 IL/EKHQ-HQ/SAXU
315821/42 IL/EXHQ-HQ/SAXU
321901/02 HQ/SAXU-IL/EBHQ
350402/03/06/07/08/09 AK/EAHQ-NN/EJHQ
397002/06/08-10/12 HQ/EAHQ-MA/TPEC
710112 newly delivered HQ/EKHQ
710119/20/23/29 HQ-WN
710276 newly delivered HQ/EKHQ
720524/28/32 newly delivered HQ/EBHQ
745003/04 HQ-NC
745105/06/07 HQ-NC
800101 HQ-DR



GBRf Class 47 No. 47727 *Edinburgh Castle* heads a rake of redundant Greater Anglia Mk3 coaches past Sutton Bonington on April 16 with the 10.19 Norwich-Butterley Midland Railway Centre. No. 47739 is at the rear. PAUL A BIGGS

801216 newly delivered DR/HBHQ
801225/26 HQ-DR
802305 newly delivered HQ/PFHQ

Liveries
East Midlands Railway: 156912
GWR green: 319428/30
Northern: 150105
South Western Railway: 444018/21, 450006, 450101/07
TransPennine Express: 802218
Transport for Wales: 153329/69, 158831, 175004
+ NHS WE THANK YOU vinyls: 377111, 700111, 717011
Correction: 158853 remains Northern livery

Named
800314 *Odette Hallowes GC MBE LdH*

Now in passenger traffic
345021/58/60
397009
710119/20/23/29
745003/04/05
745105/06/07
800101
801216/25/26

Stored/stopped locations
■ *Note that the comment above stored locos also applies to units.*
Barrow Hill: 153302/08/11/18/19/57/72/74/79/81-85
Blackburn King Street: 142004/58/78/90
Bradford Forster Square: 321903
Clacton: 321901/02
Eastleigh Works: 142003/07/14/32/56/89, 442401
Ely: 317722, 317887/89/91/92
Exeter: 143601/03/11/12/18/19/21
Heaton: 142018/68/70/87/94/95, 144015/18/21/23, 322481/82/85
Ilford: 315833/59, 317723/32
KWVR: 144001-07/09-14/16/17/19/20/22
Landore: 142002/80/81, 143601/02/04-10/14/24
Neville Hill: 142023
New Brighton: 507015, 508131
Northampton: 317708/09/10/19
Southport: 508108/36/39
West Kirby: 507010, 508103/14
Worksop: 710112, 710272, 720501/06/24/28/32

Disposals
C F Booth, Rotherham: Arrival date: April 16: 315816

HAULED COACHING STOCK

Allocations
10401-6/11-17 NC/EBHQ-HQ/SBXH
11066-70/72/73/78/80-82/85/88/90/92-96/99 NC/EBHQ-HQ/SBXH
11075-77/87/91/98 HQ/SBXH-CD/LSCO
11100/01 NC/EBHQ-HQ/SBXH
12009/12/13/15/16/19/21/24/26/27/30-32/34/35/40/41/46/49/51/56/57/60-62/64/66/67/73/79/81/84/90/91/93/97-99 NC/EBHQ-HQ/SBXH
12103/05/07-11/14-16/18/20/25/26/29/30/32/37/39/41/46-48/50/51/53/ 54/59/64/66/67/70/71 NC/EBHQ-HQ/SBXH
40705/11/35/37/40/48/50 EC/HBHQ-NL/EMHQ
41039/40/44/66/90/97-99 EC/HBHQ-NL/EMHQ
41100/20/50-52 EC/HBHQ-NL/EMHQ
42057-59/63-65/91 EC/HBHQ-NL/EMHQ
42127/28/46/50/82/86/89/90-93/98/99 EC/HBHQ-NL/EMHQ
42238-40 EC/HBHQ-NL/EMHQ
42354 EC/HBHQ-NL/EMHQ
44019/45/61/63/77/80/94 EC/HBHQ-NL/EMHQ
82102/03/05/07/12/14/18/21/32/33/36/43/52 NC/EBHQ-HQ/SBXH

Liveries
Blue & Grey: 5952, 6176
ScotRail InterCity: 40622, 42007, 42154, 42564

Renumbered
41052-40622
EC51-53/57-59/61-63 – NL51-59
HA01 - 40601+42004+42561+42046 (ex-HA26)
HA02 - 40602+42045+42562+42292 (ex-HA25)
HA03 - 40603+42021+42557+42143 (ex-HA13)
HA04 - 40604+42183+42559+42343 (ex-HA24)
HA05 - 40605+42345+42034+42184 (ex-HA23)
HA08 - 40608+42275+42571+42019 (ex-HA22)
HA09 - 40609+42253+42107+42257 (ex-HA15)
HA10 - 40610+42360+42551+42252 (ex-HA17)
HA12 - 40612+42055+42576+42276 (ex-HA21)
HA16 - 40616+42291+42577+42075 (ex-HA20)
HA18 - 40618+42297+42555+42014 (ex-HA14)
HA22 - 40622+42007+42145+42564 (ex-HA12)
HA24 - 40624+42265+42553+42293 (ex-HA18)
HA25 - 40625+42259+42578+42333 (ex-HA19)
HA26 - 40626+42281+42072+42350 (ex-HA16)

Preserved
Barry Island Tourist Railway: 10404, 11066/72/82
Crewe Heritage Centre: 12114, 82118
Midland Railway Centre: 10403, 12009/93, 12107/50
Northampton & Lamport Railway: 10412

Sold
Manchester Fire & Rescue: 10415, 82143

Stored/stopped locations
Crewe HS: 10411/15/16, 11068/70/75/76/77/87/91/98, 12111/71, 82127/39/43
Doncaster Wabtec: 42503, 44004/20/24/35/40
Eastleigh TMD: 11094, 12012/19/26/27/41, 12115/51
Gascoigne Wood: 11502, 12704-06, 12802
Landore: 5961/98, 6024/42/54/67, 6158, 9507/20/26
Leicester: 11090/92/99, 12032/97, 82136
Long Marston: 11029, 12017/36/43/54/94, 12119
Worksop: 10304/05/08/32, 11201/81/83/89, 11309/11/14/18, 11409/11/14/18, 12203/15/29/30, 12308/12/15/24, 12410/23/36/37/53/67/68/83/84, 12513/14/26, 82206/15/18/20

Disposals
C F Booth, Rotherham: Arrival dates: March 30: 42117/63, 42306; April 1: 12016/24/99, 12103/20/41/70; April 2: 41156, 42131-33, 42331, 44046. Cut dates: March 17: 12095, 12156; March 18: 82141; April 1: 10246; April 2: 10215; April 3: 12160
Sims Metals, Newport: Arrival dates: March 17: 40104/07/09/12/13/14; March 19: 41062, 41154, 42123/25, 42335; April 9: 40746/54, 41041/70, 41111, 42135/36/37, 42339

ROLLING STOCK ORDERS

Complied by Ashley Butlin

THERE has been a significant change on the railways in recent years with the various operating companies ordering new stock each time for a new franchise.

The new stock began with Thameslink ordering a large new fleet of Class 700 units, Great Western Railway with its fleet of IET Hitachi Class 800s, and ScotRail with its Hitachi-built Class 385s.

Orders are in place for more than 4,000 new vehicles across a range of franchises.

This month, *The RM* brings you an outline view as to the current situation regarding orders and deliveries.

However, at the time of writing, early April, the railways were in a total state of flux because of the coronavirus pandemic, which has reduced rail travel by as much as 90% in parts of the country.

This had led to some newer units going into temporary storage while permitting early withdrawal of older stock running under special dispensation orders.

On the basis the country recovers and life returns to normal in the near future, it is expected there will be a return to the railways by passengers, with demand for rolling stock to meet customer needs continuing.

It should be noted deliveries from some manufacturers are running late, in some cases, as much as 18 months overdue.

Avanti West Coast

WHEN Avanti took over the running of the WCML from Virgin, they announced plans to acquire a fleet of bi-mode EMU/DMUs to replace the Class 221 'Voyagers'. Other than an order announcement, no further details have been released, but these units are expected to be similar to the Class 80x sets in widespread use.

Class: tbc
13 x five-car bi-mode EMU/DMU
10 x seven-car EMU
Numbers: tbc
Manufacturer: Hitachi
Owner: Rock Rail
For traffic: 2022

c2c

CURRENTLY, c2c run a fleet of 74 four-car Class 357 EMUs and six four-car Class 387s. To replace the latter and to cover for growth on the line, a further 60 Class 720 vehicles are on order from Bombardier.

Class 720/6
6 x 10-car AC EMU
Numbers: 720601-06
Manufacturer: Bombardier
Owner: Porterbrook
For traffic: 2021

Crossrail

DELAYED by several years, the opening of the new Elizabeth Line has resulted in Crossrail having a fleet of 70 nine-car new Class 345 units ready and waiting to enter traffic on this prestigious London service. Currently, about half of the class are in service working out of either Paddington and Liverpool Street, quite a number being in seven-car formation. Stored sets can be found in the new depot at Old Oak Common or at the storage site at Worksop, where many of the spare vehicles are also reported in store.

Class: 345
70 x nine-car AC EMU
Numbers: 345001-70
Manufacturer: Bombardier
Owner: Crossrail
For traffic: 2017-21

East Coast Trains

THIS newly formed operator has ordered a small fleet of five-car bi-modes for a planned service working on the East Coast.

Class: 803
5 x five-car EMU
Numbers: 803001-05
Manufacturer: Hitachi
Owner: Beacon Rail
For traffic: 2021

East Midlands Railway

EAST Midlands Railway plans to replace its fleet of Class 222 'Voyagers' with a fleet of 33 five-car bi-mode units, now on order.

Class: 810s
33 x five-car Bi-mode EMU/DMU
Numbers: 810001-33
Manufacturer: Hitachi
Owner: Rock Rail
For traffic: 2021-22

Greater Anglia

WHEN Greater Anglia announced in 2016 it was replacing its entire rolling stock fleet, it seemed a tall order.

Over the past year, they have overcome considerable problems, particularly with regard to losing existing stock, namely Classes 153, 156 and 170 before they had sufficient Stadler Class 755/3 and 755/4 available to replace the cascaded sets.

However, by March 2020 substantial progress had been made, and cancellations of services almost reduced to zero. One unit – No. 755403 – remained to be delivered at the end of March.

Stadler is also supplying a fleet of 745/0 and 745/1 formations for mainline services between Liverpool Street and Norwich, and Liverpool Street to Stansted Airport.

The Class 90 loco-hauled services came to a close at the end of March when the Class 745/0 units took over the Norwich to Liverpool Street diagrams. In respect of the Stansted units, No. 745110 was still awaited in early April, while testing of those delivered was progressing, and No. 745105 was employed on the Norwich service on March 30.

When fully employed, the class will replace the Class 379 units, which at present have no future end user.

Greater Anglia currently run a large fleet of Classes 317, 321 and 360, all of which will be replaced by new Bombardier-built Class 720 units, but construction is well behind schedule.

Almost half of the Class 720/5 units have been built, and in February/March they began to leave Derby Litchurch Lane, testing at Old Dalby, or storage at Worksop or Ilford.

The last week of March saw No. 720509 begin trial runs to various destinations across the region in preparation for the fleet entering traffic.

In time, the 317s and 321s are expected to go for scrap, while the Class 360/1s will be cascaded for further use with EMR.

Class: 720/1
22 x 10-car AC EMU
Numbers: 720101-22
Manufacturer: Bombardier
Owner: Angel
For traffic: 2020-21

Class: 720/5
89 x five-car AC EMU
Numbers: 720501-89
Manufacturer: Bombardier
Owner: Angel
For traffic: 2020-21

Class: 745/0
10 x 12-car AC EMU
Numbers: 745001-10
Manufacturer: Stadler
Owner: Rock Rail
For traffic: 2020

Class: 745/1
10 x 12-car AC EMU
Numbers: 745101-10
Manufacturer: Stadler
Owner: Rock Rail
For traffic: 2020

Class: 755/3
14 x three-car Bi-mode EMU/DMU
Numbers: 755325-38
Manufacturer: Stadler
Owner: Rock Rail
For traffic: 2019-20

Class: 755/4
24 x four-car bi-mode EMU/DMU
Numbers: 755401-24
Manufacturer: Stadler
Owner: Rock Rail
For traffic: 2019-20

Hull Trains

HULL Trains ordered five five-car bi-mode Hitachi EMU/DMUs to operate its services between Hull and London, replacing their previous fleet of Class 180 units. All have been delivered and four have seen service. Unfortunately, because of the coronavirus epidemic, Hull Trains suspended its services from March 30 until further notice.

Class 802/3
5 x five-car bi-mode EMU/DMU
Numbers: 802301-05
Manufacturer: Hitachi
Owner: Angel Trains
For traffic: 2019-20

London Overground

LONDON Overground (LO) is in the process of taking delivery of a fleet of Bombardier 'Aventra' units, which will replace the ageing fleet of Class 315 and 317 units. LO is also cascading its Class 172 units, which have



An artist's impression of how the Hitachi bi-mode and electric trains ordered by Avanti West Coast could look.



Class 345 No. 345017 working on what will be the western section of the Crossrail network, arriving at Hanwell station on August 29, 2018. CHRIS MILNER



Stadler Class 745s have almost taken over all London to Norwich Greater Anglia workings as of early April. On March 1, set No. 745004 passes Ipswich with the 13.51 Stowmarket-Chelmsford test run. KEITH PARTLOW



East Midlands Railway has ordered 33 five-car bi-mode AT300 units from Hitachi. They will be part of the 810 class.



A pair of Northern Rail Class 331 'Civity' EMU's form the 11.27 Blackpool North-Manchester Oxford Road, seen passing Kirkham on March 5. STEVE SIENKIEWICZ

found a new life with West Midlands Trains.

Many 'Aventras' have already been delivered and are in traffic on both the Gospel Oak to Barking line and services out of Euston.

Class: 710/1
30 x four-car AC EMU
Numbers: 710101-30
Manufacturer: Bombardier
Owner: Transport for London
For traffic: 2019-20

Class: 710/2
18 x four-car AC/DC EMU
Numbers: 710256-73
Manufacturer: Bombardier
Owner: Transport for London
For traffic: 2019-20

Class: 710/2
6 x five-car AC/DC EMU
Numbers: 710274-79
Manufacturer: Bombardier
Owner: Transport for London
For traffic: 2019-20

LNER

LNER services have been handled by a fleet of HSTs and Class 91s for many years. However, these are being replaced by Hitachi Class 800 and 801 units. All the Class 800 units have been delivered, with all but No. 800101 in traffic. Of the Class 801s, Nos. 801101-12 are delivered and in traffic, while the majority of the Class 801/2s have been built with slightly more than half in traffic.

Class: 801/1
12 x five-car AC EMU
Numbers: 801101-12
Manufacturer: Hitachi
Owner: Agility Trains
For traffic: 2019-20



Hull Trains bi-mode Class 802 No. 802304 arrives at Hull Paragon station's platform 7 on March 3 with the 11.48 from London King's Cross. CHRIS MILNER

Class: 801/2
30 x nine-car AC EMU
Numbers: 801201-30
Manufacturer: Hitachi
Owner: Agility Trains
For traffic: 2019-20

Merseyrail

MERSEYRAIL currently operate one of the oldest fleet of EMUs, but this is due to change during the next year as both their Class 507 and 508 units will be replaced by a fleet of 52 Stadler units. The first of these – No. 777003 – arrived in the country in January and is currently undergoing testing.

52 x four-car AC/DC EMU
Numbers: 777001-52
Manufacturer: Stadler
Owner: Merseytravel
For traffic: 2020-21

Northern

NORTHERN has been through a terrible time in recent times with constant complaints regarding overcrowding, punctuality and reliability.

To meet their needs, they ordered a new fleet of Class 195 DMUs and Class 331 EMUs, many of which are built and entering traffic. Their introduction has allowed for the withdrawal of 'Pacer' Classes 142 and 144. Whether the problems that beset Northern will be resolved by the new stock additions remains to be seen once the coronavirus epidemic has passed and passengers return to the railways.

Class 195/0
25 x two-car DMU
Numbers: 195001-25
Manufacturer: CAF
Owner: Eversholt
For traffic: 2019-20

Class 195/1
33 x three-car DMU
Numbers: 195101-33
Manufacturer: CAF
Owner: Eversholt
For traffic: 2019-20



London Overground Class 710/1 EMU Nos. 710121/108 at Enfield Town, forming the 11.22 to London Liverpool Street on February 24, their first day in public service. KEN BRUNT

Class 331/0
31 x three-car AC EMU
Numbers: 331001-31
Manufacturer: CAF
Owner: Eversholt
For traffic: 2019-20

South Western Railway

SOUTH Western Railway operates the oldest units in the country, namely the Class 483 former LUL stock on the Isle of Wight. These are in desperate need for replacement, and to fulfil the exacting demands of the line, five two-car units are being supplied by Vivarail, again converted from former LUL stock. The company also has on order 750 vehicles in five- and 10-car formations to replace Classes 455, 456, and 458, which will go for scrap. In addition, the small fleet of Class 707 units will be found a new home. Manufacturing delays at Bombardier Derby will inevitably result in a late introduction to traffic for these units.

Class: 484
5 x two-car DC EMU
Numbers: 484001-05
Manufacturer: Vivarail
Owner: Lombard Finance
For traffic: 2020-21

Class 701
60 x 10-car DC EMU
Numbers: 701001-60
Manufacturer: Bombardier
Owner: Rock Rail
For traffic: 2020-21

Class 701
30 x five-car DC EMU
Numbers: 701501-30
Manufacturer: Bombardier
Owner: Rock Rail
For traffic: 2020-21

TransPennine Express

TRANSPENNINE Express is another franchise that has been heavily criticised in recent times for poor performance, overcrowding and reliability. Three new trains are on order: the 12 Class 397 units from CAF have all been delivered and

are entering traffic. They will replace the Class 350/4s, which have all now been transferred south to West Midlands Trains.

To allow for a planned expansion of services and to replace Class 185, a fleet of 19 Hitachi bi-mode five-car units have been delivered and are all now in service. Similarly, new Mk5 coaches, built by CAF and hauled by Class 68s, are operating between Liverpool and Scarborough, again replacing Class 185 units.

Class: 397
12 x five-car AC EMU
Numbers: 397001-12
Manufacturer: CAF
Owner: Eversholt
For traffic: 2019-20

Class 802/2
19 x five-car Bi-mode EMU/DMU
Numbers: 800201-19
Manufacturer: Hitachi
Owner: Angel
For traffic: 2019-20

Mk5 Coaches
66 loco-hauled carriages
Numbers: 11501-13, 12701-39, 12801-14
Manufacturer: CAF
Owner: Beacon Rail
For traffic: 2019-20

Transport for Wales

THIS is another operator with a large quantity of new stock on order. The Class 197 DMUs being built by CAF are not due in traffic until 2022 when they will replace Classes 150, 153, 158 and 175. Vivarail is producing a small fleet of Class 230 bi-mode battery DMUs, while Stadler is building 11 four-car 'Flirt' DMUs. Both will also replace Classes 150, 158 and 175 DMUs. Stadler is clearly popular with TfW as they are also building 36 three-car bi-mode battery EMUs for delivery from 2022. The following year will see seven three-car and 17 four-car tri-mode battery EMU/DMUs delivered, which will see Classes 150 and 769 made redundant.



An artist's impression of the Class 398 tri-mode unit being built by Stadler on behalf of Transport for Wales. TFW



Right: TransPennine's 'Nova 3' fleet – Class 68 locos and Mk5 carriages – are one of three new fleets being introduced by the operator. Here, No. 68025 *Superb* ticks over at Manchester Piccadilly on February 1, on its way to Longsight depot. ANDY MASON

Class: 197/0
51 x two-car DMU
Numbers: 197001-51
Manufacturer: CAF
Owner: tbc
For traffic: 2022-24

Class: 197/1
26 x three-car DMU
Numbers: 197101-26
Manufacturer: CAF
Owner: tbc
For traffic: 2022

Class: 230
5 x three-car Bi-mode battery DMU
Numbers: 230006-10
Manufacturer: Vivarail
Owner: Vivarail
For traffic: 2020

Class: 231
11 x four-car FLIRT DMU
Numbers: 231001-11
Manufacturer: Stadler
Owner: tbc
For traffic: 2022

Class 398
36 x three-car Bi-mode battery EMU
Numbers: 398001-36
Manufacturer: Stadler
Owner: tbc
For traffic: 2022

Class 756/0
7 x three-car Tri-mode battery EMU/DMU
Numbers: 756001-07
Manufacturer: Stadler
Owner: tbc
For traffic: 2023

Class 756/1
17 x four-car Tri-mode battery EMU/DMU
Numbers: 756101-17
Manufacturer: Stadler
Owner: tbc
For traffic: 2023

West Midlands Trains

CAF is providing 12 two-car and 14 four-car DMUs for delivery later this year to replace Classes 153 and 170. In addition, Bombardier has orders for 36 three-car and 45 five-car EMUs for later this year to allow Classes 323 and 350 move on to other users.

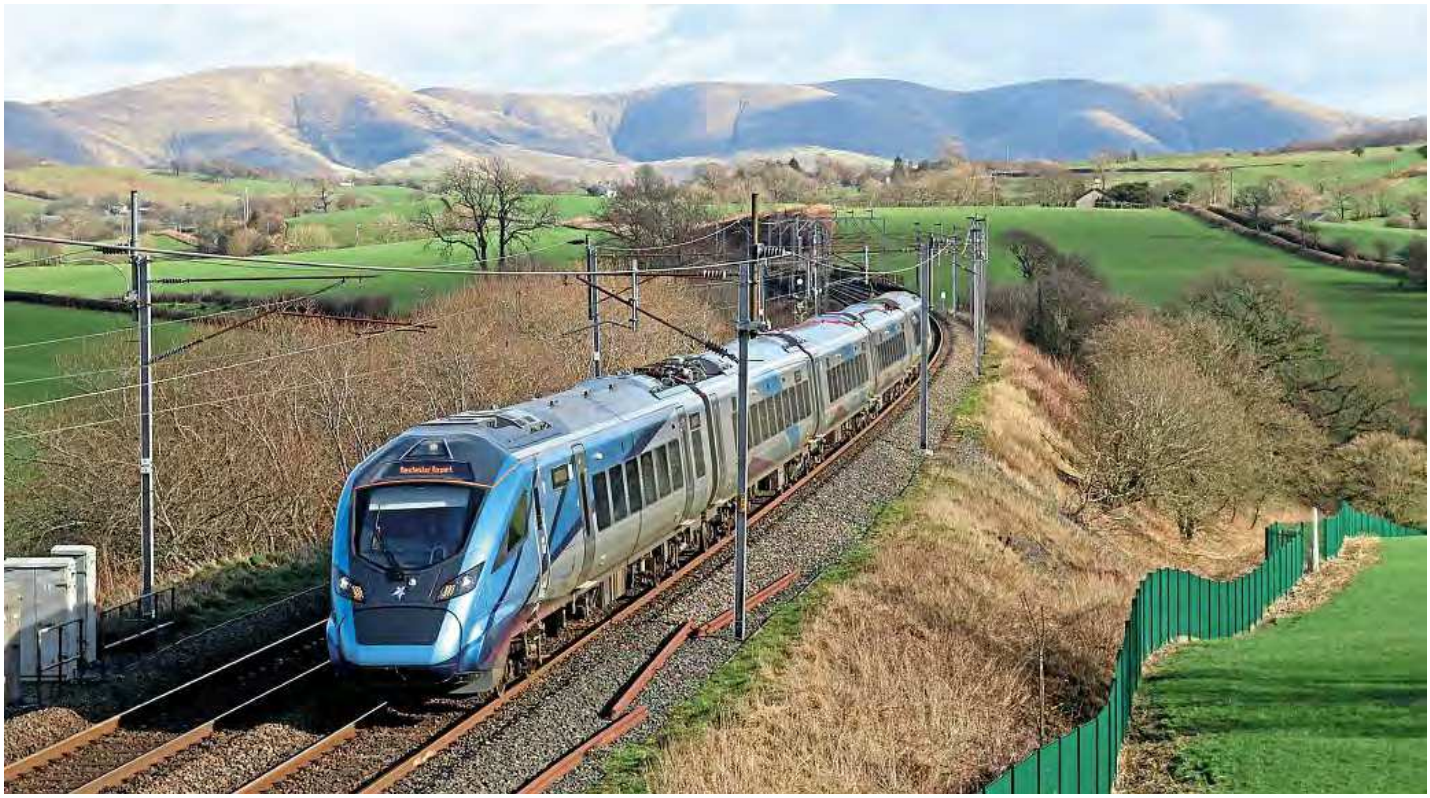
Class 196/0
12 x two-car DMU
Numbers: 196001-12
Manufacturer: CAF
Owner: Corelink Rail Infrastructure
For traffic: 2020

Class 196/1
14 x four-car DMU
Numbers: 196101-14
Manufacturer: CAF
Owner: Corelink Rail Infrastructure
For traffic: 2020

Class 730/0
36 x three-car AC EMU
Numbers: 730001-36
Manufacturer: Bombardier
Owner: Corelink Rail Infrastructure
For traffic: 2020-21

Class 730/1
29 x five-car AC EMU
Numbers: 730101-29
Manufacturer: Bombardier
Owner: Corelink Rail Infrastructure
For traffic: 2020-21

Class 730/2
16 x five-car AC EMU
Numbers: 730201-16
Manufacturer: Bombardier
Owner: Corelink Rail Infrastructure
For traffic: 2020-21



TransPennine Express has accepted for traffic all 12 'Nova 2' EMUs. Here, set No. 397003 is seen at Docker, south of Tebay, on February 23 with the 11.05 Glasgow Central-Manchester Airport service. PAUL A BIGGS

SILVER CREST
models

MARKET LEADER IN LARGE SCALE, READY-TO-RUN, LIVE STEAM

OVER 40% OF BATCH NOW SOLD!

LMS BLACK 5 4-6-0

FOR 5" GAUGE



The Ubiquitous "Black 5"

With eight hundred and forty-two of the class built the Class 5's were probably the most widely used steam locomotives ever to run on Britain's railways. Designated as mixed traffic locomotives the Black 5's were equally at home pulling a rake of coaches, or at the head of a freight train.

With 6ft diameter driving wheels and a tractive effort of 25,445lbs the Black 5 proved itself a highly capable "go anywhere, do anything" locomotive. In service the locomotives were always in black livery. In LMS days a thin straw coloured lining was used. In BR service red/white/grey lining was standard. Early, or later BR crests were carried according to period.

NEW LOW PRICE
£8,995.00 + P&P
LIMITED TIME ONLY

Summary Specification



Length approx 71"

- Coal-fired live steam
- Safety valves
- Two outside cylinders
- Sprung axle boxes with needle roller bearings
- Silver soldered copper boiler
- Piston Valves
- Walschaerts motion
- Mechanical lubricator
- Reverser
- Tender brake
- Etched brass body work with rivet detail
- Boiler feed by axle pump, injector, hand pump
- Working drain cocks
- Stainless steel motion
- Multi-element superheater
- Bronze cylinders with steel pistons and valves
- Ready-to-run
- Fully painted and lined
- Choice of liveries
- Length 71"
- Height 13"
- Width 9.5"
- Weight (inc tender) 105kg

Delivery and Payment

The model is the subject of a single batch production for delivery by the end of 2020. There is unlikely to be any further production until 2024 at the earliest. The model represents excellent value at £8,995.00 + £195.00 p&p.

The order book is now open and we are happy to accept your order reservation for a deposit of just £1,995.00.

Save £195.00. Free p&p for any order received within 28 days.

A stage payment of £3,000.00 will be requested in June 2020 as the build of your model progresses, a further £3,000.00 in September, and a final payment of £1,000.00 in advance of delivery.

The Model

The Black 5 is a coal-fired, two cylinder, engine for 5" gauge. The model offers a good level of fine scale detailing and is to a high engineering standard. This combination of appearance and performance is rarely matched by our competitors.

Certainly, our value-for-money and after sales service are second-to-none. Each model comes complete with a silver soldered copper boiler, CE marked and hydraulically tested to twice working pressure. We provide a full 12 months warranty with every model so you can buy with confidence.

Limited Production Run

We have presently reserved capacity for the production of 25 models only. With the Black 5 being such an iconic and popular locomotive we are confident the edition will sell out quickly. It may be possible for us to extend the production run a little, but this cannot be guaranteed.

"We are pursuing a course of continual product improvement. The Black 5 incorporates all of our latest improvements, delivered as a result of design and manufacturing process changes. The Black 5, like the full size prototype, is a versatile and highly capable engine that is certain to attract attention at any get-together. As an award winning professional builder I am proud to have been involved in the design and development of this fine model."

Mike Pavie





Request your free brochure today

Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01327 705 259**

E-mail: **info@silvercrestmodels.co.uk**

Find more information at
www.silvercrestmodels.co.uk

FREE BROCHURE REQUEST FORM

Please send, without obligation, my free full colour brochure.

Name:_____

Address:_____

_____

_____ Post Code:_____

Please send to: Silver Crest Models Limited
18 Cottesbrooke Park, Heartlands Business Park,
Daventry, Northamptonshire NN11 8YL

RM

Company registered number 7425348

Operations Track Record



COMPILED BY
ASHLEY BUTLIN
Call: 01507 529589
email: railway@mortons.co.uk

➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**



Greater Anglia Class 745/0 No. 745009 descends Belstead Bank, Ipswich, with the 07.30 Liverpool Street-Norwich on March 23. KEITH PARTLOW

AVANTI WEST COAST

NUMEROUS problems ensued at Preston on March 10 when a station alarm sounded at around 08.30.

The station was shut to passengers for around three hours with trains backed up across the North West.

Most Anglo-Scottish services carry out crew changes at this station, and this resulted in chaos.

A London-bound Avanti service with Class 390 No. 390045 via Birmingham was held at Oxenholme at 09.00. The train wouldn't normally stop at Oxenholme, but the doors were released to allow any London-bound passengers to board.

This train was allowed forward to Lancaster at 10.11, where it terminated and formed the 10.09 back to Edinburgh, departing at 10.49.

Freight trains were allowed through Preston during the closure: the northbound Tesco passing Lancaster with DRS Class 88 No. 88007 at 10.25, southbound 'Russell' with No. 88006 at 11.01, and GBRf Class 66 No. 66713 northbound light at 11.30.

PROBLEMS ensued on the WCML on March 17 because of a broken overhead cable at Euxton Balshaw Lane Junction leading to trains being either cancelled or delayed.

THE 06.30 Glasgow-Euston was operated by Class 390 No. 390155 on April 2, one of the few Class 390s in Avanti livery. It was observed passing through Lancaster at 08.41.

THE first weekend of engineering work on the West Coast Main Line between Leggafoot and Wendle took place on Saturday/Sunday April 4-5.

Further weekends of engineering works are planned until the end of June (Covid-19 allowing).

Trains observed departing in the Down direction on the Up line on Sunday morning were the 10.35 Thankerton-Millerhill, hauled by Class 66 No. 66590, the 10.40 Thankerton-Millerhill, hauled by No. 66560, the 11.01 Thankerton-Millerhill, with Class 70 No. 70815, the 11.40 Thankerton-Millerhill, hauled by No. 66126, No. 66737 on the 13.02 Thankerton-Millerhill, and the 13.26 Thankerton-Millerhill, top-and-tailed by Nos. 66503 *The Railway Magazine* and 66135

LNER

HITACHI Class 801/2 nine-car 'Azuma' No. 801224 was noted on test runs 5Q82/09.02 Peterborough-Darlington and 5Q83/11.24 Darlington-Doncaster Carr IEP Depot on March 6.

A SIGN of the times: 'Azumas' passing through Cupar station in Fife within minutes of each other on March 12. No. 800103 heading north with the 1W02/07.08 service from Leeds to Aberdeen, while No. 800111 headed in the opposite direction on 1E15 the 1E15/09.52 Aberdeen-London King's Cross service.

GWR

THE 09.42 GWR service from Salisbury to Bristol Temple Meads, formed of Class 165 No. 165137, arrived at Westbury 95 minutes late after hitting a pheasant on March 12, resulting in a cracked window screen.

CLASS 769 No. 769003 was moved from Brush Loughborough to Cardiff Canton by Class 47 No. 47813 on March 16.

FORMER GWR HST coaching stock has been moved from store at Long Marston to Sims metals, Newport for scrapping.

On March 17, Class 20 Nos. 20311+20314 moved Nos. 40104/07/09/ 12/13/14.

GREAT Western announced the departures leaving on the night of March 20 would be the last 'Night Riviera' services until further notice. Pullman dining on other services has also stopped.

greateranglia

STADLER Class 745 No. 745106 was noted at Harwich International on March 7, parked at platform 1 in between driver-training/test runs to Shenfield. The line further into London Liverpool Street was closed for scheduled engineering works.

CLASS 37 No. 37401 was seen passing Hanwell on Thursday, March 12, at the head of former Greater Anglia Mark III carriages, forming train 5Z37 from Norwich Crown Point to Newport Docks (Sims Group). The carriages – Nos. 12013, 12109, 12060, 10402, 12040 and 12066 – were for scrapping.

EUROPHOENIX Class 37 No. 37800, dragged EMU Class 317 No. 317334 south through Euxton on a Kilmarnock to Ilford on March 23.

TWO former Northern Rail Class 321s Nos. 321901+321902 were moved from store at Crewe to Clacton by Class 37 No. 37800 on March 31, reportedly for use with Greater Anglia.

THE reduced service at the end of March ensured the Class 90 could be withdrawn earlier than expected. The last working is reported to have been train 1P60, the 19.30 from London Liverpool Street to Norwich on Tuesday, March 24, worked by No. 90001.

A RAKE of withdrawn Mk3 coaches Nos. 12016/24/99, 12103/20/41/70 were moved from Crown Point to C F Booths at Rotherham by Class 37 No. 37402 on April 1 for scrapping.

ScotRail
Scotland's Railway

TWO Class 170 units – Nos. 170416+170417 – ran south from Haymarket to Crofton on March 23 for a new life with EMR.

Mk5 COACH No. 15326 was moved by road by Allelys from Fort William to Brodies at Kilmarnock, having been red carded for exceptionally severe wheel flats obtained at Tulloch, from where it was wheel-skated to Fort William.

CLASS 20 Nos. 20107+20096 was seen in Nemesis Yard, Burton-upon-Trent with Mk3 Caledonian Coach No. 10688, awaiting a path to Derby RTC after dropping off Mk2 No. 3231 in Nemesis Yard on March 11.

CALEDONIAN Sleeper introduced a special timetable from Sunday, March 22. Under the temporary timetable an eight-carriage train runs from Glasgow Central and an eight-carriage train runs from Inverness. The two sections join at Edinburgh Waverley before making the journey southbound to London Euston. Similarly, one 16-carriage train leaves London before splitting at Edinburgh to carry on the journey to Glasgow and Inverness, respectively.

northern

THE movement of Class 142 'Pacers' to storage continued throughout the period under review. Moves reported include Nos. 142035+142047+142055 and Nos. 142011+142036+142061, noted respectively on 5Z42/10.40 Heaton-Gascoigne Wood Sidings and 5Z43/09.57 Heaton-Gascoigne Wood Sidings on March 6 and 7.

Reported on March 31 were Nos. 142089+142032+142014 from Gascoigne Wood sidings to Eastleigh Works.

THE 17.26 Leeds-Morecambe on March 6 consisted of Class 158 No. 158872 led by unbranded dark green Class 153 No. 153380.

THE Class 144 'Pacers' continued in service throughout March with Nos. 144023 and Nos.144021+144017 noted in service at York Station on March 7.

On March 27, at Woodlesford, although plenty of modern stock was available because of the temporary timetable, No. 144006 was used on the 11.32 Leeds-Barnsley-Sheffield local service.

However, this was almost the end, and at the beginning of April virtually all the class was moved to Keighley and put to store on the closed KWVR.

CLASS 156 No.156421 was noted stabled at Darlington station for the whole of the day on March 7.

TRANSPENNINE EXPRESS

HITACHI Class 802/2 five-car units Nos. 802203 and 802218 were noted to still be in unliveried grey livery on March 10.

Hull Trains
Your local link to London

THE final Class 802 unit for Hull Trains – No. 802305 – was moved from Dollands Moor to Newton Aycliffe by Class 66 No. 66783 on March 18.

HULL Trains announced on Sunday, March 29, it was temporarily suspending services to 'safeguard the future of the business'.

GRAND CENTRAL

GRAND Central has acknowledged its Blackpool launch will be delayed.

TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES

THE Manchester to North Wales Class 67 diagram started in March with No. 67014 on March 2, No. 67010 on March 3, then Class 175s for three days.

No. 67001 returned on March 9 and remained until the end of loco-hauled operations on March 20. Both sets (Manchester & Cardiff) were then taken out of use prior to the emergency 'coronavirus' timetable, effective from March 23.

THE 16.10 Birmingham International-Aberystwyth/Pwllheli on March 9 included a Class 150 unit. It turned back at Shrewsbury, swapping passengers with the 15.30 from Aberystwyth, which also turned back to Wales.

Chiltern railways by arriva

A RAKE of Chiltern coaches (AL05) were taken from Wembley to Long Marston for storage by Class 47 No. 47815 on March 27.

EMR

CLASS 222 'Meridian' No. 222016 formed a 5Z01/11.04 Derby Etches Park-Cricklewood Yard and 5Z02/13.14 return on March 5. The return was 60 minutes late at Market Harborough.

SIGNALLING issues at Mill Hill Broadway caused delays of around 15 minutes to EMR London services during the mid-morning of March 12.

EMR curtailed its London services to four trains per hour instead of the usual 10 services from March 23, in accordance with the national plan to contain the coronavirus epidemic. Corby was served by a shuttle from Kettering.

OVERGROUND

NEW Class 710 'Aventra' DMU No. 710107 was tripped back to London on March 12 from store top-and-tailed by ROG Europhoenix Class 37 No. 37800 *Cassiopeia* and Class 57 No. 57305 *Northern Princess*, the ensemble running as the 09.23 Old Dalby-Willesden TMD.

This was followed on March 19 when No. 710103 made the same move accompanied by Class 47 No. 47813 and Class 57 No. 57310.

On March 23, Class 57 Nos. 57305+57310 moved No. 710124 also from Old Dalby to Willesden.

SOUTHERN

THE shortage of Class 313s in Sussex continues.

On March 4, Class 377s Nos. 377125 and 377427 were noted on '313' diagrams on the Brighton to West Worthing shuttles. Meanwhile, No. 313214, working the 20.44 Bognor Regis to Brighton Depot, was diverted to Littlehampton for berthing for the next morning service.

THE line from Arundel Junction to Horsham was closed on March 5 because of flooding between Amberley and Pulborough, meaning services were diverted via Hove, running non-stop between Ford and Three Bridges.

THE 17.54 Victoria-Littlehampton failed at East Croydon on March 5 with DOO (driver only operation) equipment faults. Unit Nos. 377152+377210+377458 were the culprits. The service was terminated and ran e.c.s. to Brighton depot.

THE continuing shortage of '313s' continued on March 10 with another failure. No. 313209 failed at Littlehampton prior to working the 10.10 service to Bognor Regis. Unit No. 377119 covered the rest of the diagram.

CLASS 313 No. 313201 returned to traffic and was noted at Littlehampton on March 11 working the Bognor Regis and Portsmouth services for the next two days.

THE 06.36 Bognor Regis-Barnham and 06.52 return shuttle service was cancelled on March 14 because of a fault on unit No. 313202. It was replaced by No. 313217.

THE 07.20 Brighton-Littlehampton on March 16 had a 20-minute late start because of attachment faults, and as a result terminated at West Worthing, causing the cancellation of the 08.14 and 08.44 services from Littlehampton to Victoria.

The following day the 09.32 Brighton-Southampton service terminated at West Worthing because of a fault on unit No. 377156, and returned to Brighton Depot for attention. The 11.26 return service from Southampton was cancelled.

On the same day, the 10.32 Brighton-Southampton was diverted to Bognor Regis because of a unit fault on No. 377159.

The return 12.26 from Southampton started at Bognor Regis.

South Western Railway

SOUTH Western Railway is running a service from Romsey on the loop via Eastleigh and Southampton to Romsey as an interim measure during the closure of the line between Romsey and Salisbury.

This is a reduced service and alternates between clockwise and anti-clockwise using one unit, giving a two-hourly service in each direction rather than the usual three units, which give an hourly service in each direction via Southampton from Romsey as part of the service to Salisbury.



East Midlands Railway Regional Class 158 No. 158773 carries the new purple branding, and passes Sutton Bonington. north of Loughborough, on April 11 with the 13.37 Lincoln Central-Leicester service. PAUL A BIGGS

Right: Class 66 No. 66773 *Pride of GB Railfreight* (top-and-tailed with No. 66775 *HMS Argyll*) approaching Brockhampton Crossing (north of Cheltenham) with 5Z43, the 11.13 Neville Hill-Newport Docks (Sims Group) service on April 9, including eight former East Midlands Trains Mk3s going for scrap. WAYNE FINCH



Below: Harry Needle Class 20 Nos. 20314 and 20311 took a rake of ex-GWR Mk3 HST coaches from Long Marston storage depot to Newport Docks scrapyard on March 17, the train pictured passing Besford. JACK BOSKETT



Charter Trains

THE 'Northern Belle' rail tour stopped briefly at Folkestone West on March 14 top-and-tailed by West Coast Class 57s Nos. 57316 and 57601.

WEST Coast Railway-liveried Class 47 No. 47746 and BR 'Swallow'-liveried Class 47 No. 47828 top-and-tailed 5Z88 on Sunday, March 15.

This was an e.c.s. train of Mk1 maroon and Pullman Mk2 coaches from Cleethorpes to Carnforth, which passed through Lancaster at 15.30.

DB Cargo

A FURTHER aggregate train passed through Chandler's Ford heading for Romsey on Wednesday, March 4, hauled by an unidentified Class 66.

A further train was seen on Wednesday, March 11, hauled by Freightliner No. 66514.

Both were seen at around 13.00 and continued through Salisbury towards Westbury, although the line was closed between Romsey and Salisbury.

DOUBLE-headed EWS-liveried Class 66 Nos. 66221+66040 were at the head of the 08.24 Mossend Euroterminal-Tees Docks BSC Export Berth train as it approached Mid Calder Junction on March 14.

Two days later, on March 16, it was EWS-liveried Class 66 No. 66002 that was in charge of the 12.16 Carlisle NY-Millerhill SS with wagons of ballast.

A NORTHOLT Sidings to Severnside SITA was seen passing Hanwell station on Monday, March 16, behind Class 66 No. 66207.

Operations Track Record

A SHORT period spent on Castle Bar Park station on Monday, March 16, saw the 6L58 from Calvert to Bow East headed by Class 66 No. 66065, in DB red livery, and the Park Royal Marcon to Hither Green Down Reception train headed by No. 66030.

CLASS 66 Nos. 66088 and 66114 were seen at Barnetby on March 22 on Immingham to Drax power station biomass services.

IMMINGHAM Docks to Scunthorpe steelworks coal and iron ore traffic is now back in the hands of DB Cargo after a period of Freightliner operation. Noted at Barnetby on March 22 were Class 66 Nos. 66021 and 66023 on the iron ore circuit.

CLASS 66 No. 66057 derailed near Bromsgrove during the evening of Monday, March 23, and was then struck by a CrossCountry passenger train formed of a Class 170 DMU working the 21.05 Cardiff Central-Birmingham New Street. This train was terminated at Bromsgrove.

DB-liveried Class 66 No. 66175 passed through Lancaster at 16.10 on March 26 with a lightly loaded Seaforth (Liverpool) to Mossend container train.

Two days later, No. 66014 passed through Lancaster at 16.00 (186 mins early) with an additional Grangemouth to Daventry freight, composed entirely of Malcolm Logistics containers.

THE 06.25 Millerhill-Carlisle New Yard on March 30 was observed passing Thankerton with Class 66 No. 66076 leading No. 66221 (DIT) and the usual assortment of engineering wagons.

THE 05.45 Daventry-Mossend (Tesco) container train was pulled by DB Class 66 No. 66126 on April 1. This is normally a DRS Class 68 working.

THE 16.20 Shieldmuir-Warrington Mail train on April 1 was worked by DB Class 90 No. 90036 *Driver Jack Mills,* pulling three Royal Mail Class 325 EMUs.

ON THE evening of April 1, the Carlisle to Margam freight was noted heading south past Euxton 104 minutes early with Class 66 No. 66035 in charge.

AN ADDITIONAL 09.16 Grangemouth-Daventry service ran on April 4 hauled by Class 66 No. 66031. The train passed through Lancaster at 14.55, 82 mins early.

Freightliner
a Genesee & Wyoming Company

CLASS 70 No. 70010 had charge of containers heading to Trafford Park through Manchester Piccadilly at 10.14 on March 6. No. 70016, with a train of PCAs from Hope, was waiting for a path at Sheffield at 13.15 on the same day.

CONTAINER train 4L36, from Wentloog to Felixstowe North Freight Liner Terminal, was seen twice during March, on both occasions at Hanwell station.

On Friday, March 6, the train was headed by Class 66 No. 66556. Then on Thursday, March 12, No. 66520 was in charge.

CEMENT tanker train 6M91, from Theale Lafarge to Hope (Earles Sidings), was seen passing Hanwell station on Friday, March 6 and 12, on both occasions hauled by No. 66606.

AN OBSERVATION of Southampton Docks Freightliner depot on March 7 found Class 66 Nos. 66413, 66589, 66419, 66579, 66515 and 66564, along with others that could not be identified.

THE daily Hardendale Quarry, Shap to Tunstead stone train, usually the preserve of a Class 66/6, was hauled by Class 70 No. 70016 on March 11, possibly the first use of the class on the duty.

The same Class 70 was in use the following day. When seen on April 1. the service ran 80 minutes early, hauled by Class 70 No. 70010.

A STONE train on March 11, from Acton Terminal Complex to Tolworth Sidings, was seen between Raynes Park and Motspur Park behind Class 66 No. 66538.

Returning to the footbridge between Raynes Park and Motspur Park stations on Monday, March 23, No. 66955 was seen at the head of the Acton Terminal Complex to Tolworth Sidings stone train.

FREIGHTLINER Class 66 No. 66585 worked a Sunday morning ballast train on April 5 from Carnforth to Crewe, passing through Lancaster at 10.21.

Three Freightliner Class 66s – Nos. 66553+66556+66597 – ran as a light engine convoy from Carlisle to Crewe on April 5, passing through Lancaster at 14.49.

Direct Rail Services

THE Daventry to Mossend Tesco train, passing Euxton at 09.00 on March 11, was hauled by Class 66 No. 66425, dragging the usual Class 88, which was No. 88002.

DRS Class 68 Nos. 68004 and 68018 were seen at Dungeness on the flask train on March 9.

A FIVE-loco convoy, formed Nos. 68001+57303+ 66122+ 68010+ 88008, headed south on the morning of March 17 from Carlisle to Crewe.

DRS Class 68s Nos. 68002+68008 passed through Lancaster at 10.02 on March 28 with a flask train heading to Crewe from Sellafield. The same train, powered by Class 68 Nos. 68005+68017, was observed again on April 4.

GB Railfreight

CLASS 66 No. 66788 *Locomotion 15* was noted at Harwich Parkeston Quay for the first time. It arrived in the early hours of March 4, bringing ballast wagons from Peterborough.

It then provided traction that day for the only run of the week for empty condensate tanks from the Harwich Refinery to North Walsham on the 6P41 diagram.

After the usual stay overnight at Ipswich it returned with loaded tanks the following day to the Harwich Refinery. Three days later, Class 66 No. 66711 *Sence* and 66775 *HMS Argyll* brought in 4L43 Doncaster iPort-Parkeston Quay stopover intermodal to Harwich Parkeston Quay yard.

No. 66775 was allocated to the 6P40 Harwich Refinery-North Walsham diagram on March 9, while No. 66711 left with the stopover Doncaster I-Port intermodal round to Felixstowe mid-morning.

On March 15, No. 66747 in Newell & Wright blue, white & red livery was noted in Harwich Parkeston Quay yard attached to the Doncaster iPort-Parkeston stopover intermodal. It is believed this is the first time it has been here in its new livery. It left for Felixstowe the following day.

No. 66789 *British Rail 1948-1997* was noted in Harwich Parkeston Quay yard on March 26, bringing in 6A32 from North Walsham with 18 loaded condensate tanks 80 minutes earlier than scheduled at 15.30.

It then split the consist and spent the next hour moving them into the nearby Harwich Refinery.

CLASS 66 No. 66720 worked a crane north on March 5 running as the 6Z93/10.30 West Ruislip LUL-Toton North Yard.

THE 6M79 from Angerstein Wharf to Bardon Hill aggregate working was seen passing Barnes station behind Class 66 No. 66701 on March 6.

THE 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard was seen passing Richmond on March 9 behind No. 66747 *Made in Sheffield* in Newell & Wright livery. On Monday, March 16, the Hoo Junction Up Yard to Eastleigh East Yard was seen passing Brentford behind No. 66775 *HMS Argyll*.

MOD traffic reported included Class 66 No. 66710 on a Bicester-Kineton-Longtown diagram on March 24. The following day it worked from Longtown to Kineton. A change of power on March 31 found No. 66748 on a Marchwood to Kineton diagram.

CLASS 66 No. 66703 was in charge of the 11.25 Arcow Quarry-Pendleton freight at Woodlesford on March 27.



Network Rail's high-speed monitoring train, with power cars No. 43062 *John Armitt* and 43013 at the rear, pass Ais Gill on March 22, returning to Derby from Newcastle via the Settle & Carlisle route. PAUL A BIGGS

COLAS RAIL

COLAS Rail Class 70 No. 70814 passed through Lancaster at 06.15 on March 10 with a single liquid tank vehicle en route from Carlisle to Long Marston.

CLASS 56 No. 56094 passed though Lancaster, light engine, at 14.16 on March 16 heading to Crewe from Carlisle.

COLAS Rail Class 56 Nos. 56096+56113 moved south through Lancaster running light at 12.15 on March 25, heading to Crewe from Carlisle.

THE 09.05 Lockerbie-Carlisle New Yard via Mossend and Motherwell (to turn the train) was observed passing Thankerton at 10.43 hauled by Class 70 No. 70814 on Sunday, March 29.

CLASS 70 Nos. 70812+70814 were observed passing Thankerton on Wednesday April 1 running light engine on the 0E12/08.05 Grangemouth Oil Terminal-Barnetby Colas Siding.



The shape of the modified sea wall at Dawlish is evident as Colas Class 70 No. 70809 hauls 11 timber wagons from Exeter Riverside, going for storage at Newton Abbot, on April 7. THOMAS MILLS

WEST COAST RAILWAYS
THE UK'S LEADING SPECIAL TRAINS OPERATOR

THE 'Northern Belle' was based in London for a few days in mid-March, working to Evesham and Folkestone West.

On Monday, March 16, the empty stock of the 'Northern Belle' worked back to Carnforth.

Train 5M43 from Southall (WCR) to Carnforth Steamtown was seen passing Hanwell double-headed by Class 57 Nos. 57313 *Scarborough Castle* and 57601 *Windsor Castle*, in Pullman livery, with No. 57316, in maroon livery, at the rear of the train. The coaching stock was 10734+10729 +17167+325+3247+3275+ 3182+3267+1566+3273 +3174.



DB Cargo's No. 66162 *Martitime Intermodal Five* approaching Tufts Cross, west of March, with a train from Middleton Towers to Arpley on March 28. PETER FOSTER



Freightliner's No. 66503 *The Railway Magazine* was in Scotland on April 5, working an engineering train in connection with work in the West Coast Main Line between Leggafoot and Wendle, and is seen with the 13.26 Thankerton-Millerhill at Thankerton. BARRY KNOCK

DC Rail

IN AN unusual move on March 3, Class 60 No. 60028, in Cappagh blue livery, was seen passing New Kew Junction at the head of a train of empty VTG hoppers, forming train 6Z28 from Willesden Sidings to Willesden Sidings. The train was routed via Acton Central, Barnes, Clapham Junction and Kensington Olympia.

The purpose of the circular trundle with a train of empty wagons is unclear. One suggestion is it was a load test, but another is it was for filming on Chelsea Bridge.

A SPECIAL freight operation worked from Chaddesden to Carlisle on March 29. The train was hauled by Class 60 No. 60046 in DC freight livery, hauling a rake of blue open top box VTG wagons.

Worksop Storage Yard

ARRIVALS in recent weeks included BN16 coaching set, delivered on March 14 by Class 66 No. 66735.

This was followed on March 18 when new Class 720 No. 720532 arrived from Derby top-and-tailed by Class 47 Nos. 47727+47749.

The same Class 47s then delivered No. 720524 on March 20, followed by No. 720528 on March 25, both from Derby.

The following day saw the arrival of Class 710 No. 710112 from Derby and No. 710272 from Old Dalby.

The next arrival was a further LNER set – No. BN11 – delivered by Class 66 No. 66773 on April 4.

The regular Class 47s were in use again on April 7, delivering Class 720 No. 720501 from Old Dalby.

Finally, in the period under review, No. 720506 arrived on April 9 from Ilford, again top-and-tailed by the usual Class 47s.

Departures included Class 710 No. 710116, moved from Worksop to Old Dalby, top-and-tailed by Class 57 Nos. 57305+57310 on March 23.

This was followed by the departure of Class 710 No. 710126 on March 26, also to Old Dalby.

Derby RTC & Network Rail

MATISA ballast regulator No. DR77801 formed the 10.00 Durham-Doncaster DCE Sidings on March 2.

SB RAIL tamper No. DR75012 was noted at Dollands Moor on March 7, where it stayed for three days.

ELECTRO-DIESEL Nos. 73961 and 73962 visited the West Coastway on March 9 working the Tonbridge to Tonbridge Network Rail Train via Littlehampton. The consist was Nos. 6261+999550+ 1256+977969.

A NETWORK Rail test train was seen at Appledore Station (Kent) on Saturday, March 20.

It was top-and-tailed by green-liveried Class 37 No. D6757/37057 and Colas-liveried Class 37 No. 37099 *Merl Evans,* coming off the Dungeness Branch at 15.02.

It had come down from Tonbridge earlier and was heading to Dollands Moor via Ashford after running on the branch.

It was around 50 minutes late, and it was noticeable (while the train was stopped in the station for the road barriers at the Ashford end of the station to close) that both locos and the coaches had badly scratched sides from the Buckthorn that grows alongside the track along the branch. The vegetation has not been trimmed back for a long time.

COLAS Rail Class 67 Nos. 67023+67027 passed through Lancaster at 10.10 on March 31 top-and-tailing a Network Rail OHLE train from Derby to Edinburgh. The train returned south to Crewe the following day.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Mark Birkin, Gene Collins, Mike Cooper, Kevin Driscoll, Steve Frost, James Garthwaite, David Gurr, James Hendrie, Christopher Hinch, Barry Knock, Roger Leech, Brian Mason, Sean Morris, Roger Phillips, Dorian Porter, Anthony Pritchett, Mark Reynolds, Robert Riddell, John Roxburgh, Eric Salisbury, Terry Smart, Ian Walton, Craig Wellum, Chris West and Roger Williams.

GOOD NEWS

Camden DIGITAL EDITION

ORDER A BOOK AND BE READING IT A MINUTE LATER ON YOUR COMPUTER, LAPTOP, TABLET OR YOUR MOBILE PHONE!

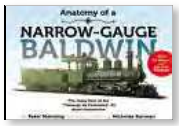
DIGITAL EDITIONS currently available include:

La Locomotive a Vapeur • Chapelon • £29.95



Written by the man responsible for the world's most efficient and, on a pound for pound basis, most powerful steam locomotives ever built. Published in 1952, in this book Chapelon reviews in detail developments in the design and construction of the steam locomotive's major parts, and compares the merits of simple and compound expansion. Again in detail, he then looks at the major standard gauge locomotive designs worldwide of the 20th Century, including his own. Translated by the late George Carpenter, this edition includes addenda updating Chapelon's work to the end of commercial steam, looks at Chapelon's unbuilt designs, and reviews the work of those who have continued to develop the steam locomotive. A book nobody interested in the steam locomotive in the 20th century should be without. 659 A4 format pages, over 450 B & W photos, drawings, diagrams and charts, plus 41 colour illustrations.

Anatomy of a Narrow Gauge Baldwin
Manning • £11.40



Baldwin WN 37399 is a 60 cm gauge 2-4-0 tender locomotive built in 1911 for the *Cantareira Tramway* in Brazil. It has hauled passengers, sugar, limestone and cement on different lines, and now awaits restoration. Modified at various times during its life, it is a superb project for modellers. In 92 landscape A4 pages of this book Peter Manning provides 150 CAD drawings of the engine and its tenders, largely to 1:24 scale, with basic dimensions included. There is also an history of the loco with 20 photographs, both B&W and colour. No. 37399 would make a wonderful model for 16mm NG, but it would also lend itself to larger scales.

The Anatomy of the Metropolitan Railway 4-4-0 Tank Locomotive
Manning • £ 9.60



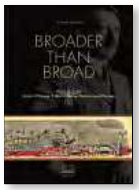
The Metropolitan Class 'A' tanks, introduced in 1864 were the second in a series of Beyer Peacock locomotives built up to 1884 with the common characteristics of a Bissell truck and inclined cylinders, which were exported widely in various gauges and wheel arrangements. Best known today are the Isle of Man 2-4-0 tank locomotives, but a Metropolitan tank is also preserved. Whilst specific to the Metropolitan Railway locomotives, the drawings here will help anybody building any of this series of designs. 56 landscape format pages, full of drawings dimensioned for full size.

Ministry of Supply 2-10-0 Austerity Engine & Tender 1945 • £ 7.80



The MoS provided an "Owner's Guide' for the Austerity 2-10-0s; 92 A4 pages of "Brief description with hints on maintenance and repair". A huge amount of information, split between a detail description of the design, and a very specific description of the maintenance and repair schedule for the class; 35 full page drawings of various components, fittings on it and tools for repairs. These locomotives were intended to work overseas, and were configured and equipped accordingly. We have kept the original typewritten pages, and added 4 extra pages, including more general MoS/RE drawings of various items of locomotive equipment - including the hand-brush.

Broader than Broad • Barnes • £12.00



A Great Read, this is the extraordinary story of Hitler's projected *Breitspur Fernbahn*, a 3 metre gauge network of railways which would unite all corners of the Third Reich, and beyond. The rolling stock and the locomotives, electric, steam, diesel, gas-turbine and fireless would have been huge, nearly 25 feet high. Leaving all other implications aside, who wouldn't have wanted to see one of the 305 feet long steam locomotives thunder past at 250 kph, hauling a 1000 tonne train of double deck passenger coaches? Throughout, there are accurate colour paintings, and B&W drawings by the author based on the original proposals, - 38 illustrations in all, many double page spreads. 96 pages.

Digital Editions may be ordered and downloaded 24 hours a day, every day of the year! No postage to pay! Immediate delivery!

They are not ebooks, so cannot be read on a Kindle or similar but can be moved from device to device, for example from a home computer to a tablet if required.

Digital Editions may ONLY be ordered on our website

Barrow Farm Rode Frome Somerset BA11 6PS 01373 830151

See our full range and buy online at:
www.camdenmin.co.uk

TRIANGLE PUBLISHING

The Great Central Railway in Lancashire:-



Triumph Sale Watch for additional offers on other publications



Sale Only £22.00 p&p per order @ £2.95

Sale Only £22.00 p&p per order @ £2.95

Available online at: www.trianglepublishing.co.uk

The Wigan Junction Railways opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892 after many trials and tribulations not the least of which were financial. 127pp, 139 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. **ISBN 9780955003059.**

As reviewed by the Railway and Canal Historical Society:-

The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative. The photographic subjects include locomotives, railcars, DMUs, stations, structures, signal boxes, junctions, rolling stock, mining and other industries. Copious maps, diagrams and ariel views provide a useful aid to routes, station layouts and locations. Each book contains a bibliography. The books are well produced both in content and appearance and provide a useful contribution to the history of two branch lines about which little has been published previously.

The St. Helens & Wigan Junction Railway, first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open and again the coal deposits east of St. Helens, in particular at Haydock and Golborne, and other St. Helens Industries were the main attractions of the line. 120pp, 144 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. **ISBN 9780955003066.**

As reviewed by Steam Days:-

It is the story of these locally promoted lines, operated by the MS&LR from inception and absorbed by the GCR in 1906 that these books explore. Both of these titles draw exclusively from original research and include a varied and interesting mix of black and white and colour images, track diagrams, maps and documentation including contractors drawings. Appendices in both books offer a selection of timetables which serve to inform that Wigan enjoyed a fairly generous service throughout the day to Manchester Central and that the St. Helens passenger service was pretty dismal. I enjoyed these two titles which offer fascinating and detailed accounts of a part of the network that will have no doubt, passed many by.

For the complete range of our publications and to order online please visit our website trianglepublishing.co.uk

Obtainable from selected outlets or direct from:

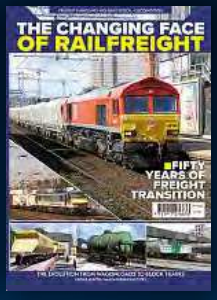
Triangle Publishing, 509 Wigan Road, Leigh, Lancs. WN7 5HN. Tel: 01942 677919
Email: info@trianglepublishing.co.uk . Cheques p.o. accepted, made out to Triangle Publishing.
Prompt return service. For credit card payments see our website

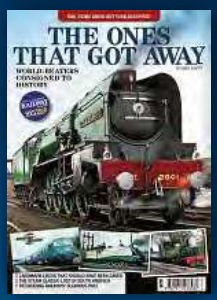
Great reads from £6.99!

132-page full colour, perfect bound bookazines







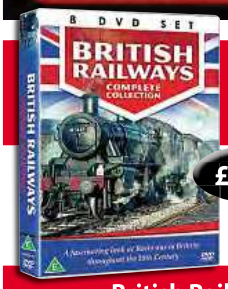






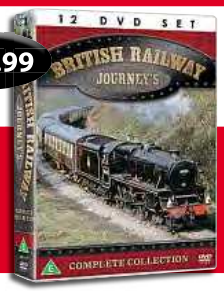
ORDER TODAY FROM CLASSIC MAGAZINES:
www.classicmagazines.co.uk/thebookshelf
CALL: 01507 529529
classic magazines
Also available at WHSmith

becksdvds 01948 770033



British Railways - The Complete 8 Disc Collection: A fascinating look at Railways in Britain throughout the 20th century

£18.99



£24.99

British Railway Journeys - The Complete 12 Disc Collection Stunning journeys across the United Kingdom by train



Railway Roundabout - 4 Disc Collection & Book: Classic scenes from the celebrated BBC television series from the late 1950s and early 1960s

£14.99

FREE POSTAGE IN THE UK

ORDER NOW AT

www.becksdvds.co.uk

01948 770033 • sales@becksdvds.co.uk

GET A FREE SINGLE BOXED MALLARD BAR *With Orders of £18 & over

Covid 19 #staysafe

Authenticated by NRM

RAILWAY MUSEUM

Father's Day OFFERS from ONE OF A KIND CHOCOLATE

The Iconic Flying Scotsman & Mallard Trains in Swiss Milk chocolate

NOMINATE A HERO to WIN THIS PRIZE! >>>

For details see: www.oneofakindchocolate.com





1 pk FLYING SCOTSMAN £4.00 +P&P

1 pk MALLARD £4.00 +P&P





2 pk FLYING SCOTSMAN £5.95 +P&P

2 pk MALLARD £5.95 +P&P

3 pk FLYING SCOTSMAN £7.45 +P&P

3 pk MALLARD £7.45 +P&P

FLYING SCOTSMAN

Buy online now at: www.oneofakindchocolate.com

MALLARD

Delivered to your door

Roamwild Pestoff Bird Feeder

NEW DESIGNS ONLINE

NEW!

Roamwild Pestoff Copper Feeder

PORT OPEN PORT CLOSED



INDIVIDUALLY SPRING LOADED

Not just 100% squirrel proof

ALSO PEST PROOF

- INDIVIDUALLY spring loaded feeding ports only let the songbirds feed, not pests as these are too heavy and will close the feeding port.
- AUTOMATICALLY pest proof straight out of the box - No setting or spring calibration to adjust - So simple to use.
- VERY LARGE CAPACITY and so easy to fill, simply open the lid.
- WEATHER PROOF - No more seed clogging. Woodpecker friendly and also baby squirrel proof!
- FOUR VERSIONS of PestOff bird feeders available to suit all different seed types. N.B. Copper finish is only available in mixed seed type A.
- EASY TO CLEAN Simply 'clicks' apart, no bolts to remove and replace.









The Metal seed tube lid also acts as a large baffle to prevent aerial attacks from squirrels.

Large capacity seed tube

Roamwild Pestoff WARRANTY INCLUDED

Anti rust stainless steel plates prevent squirrels from gnawing into the feeder.

Keeps Seed Dry

Bird seed not included.

Secondary baffle feature protects birds and seed from elements and also prevents squirrels sliding down the feed tube to access the food ports

A sunflower/ mixed seed feeder

B peanut/ suet pellet feeder

C nyjer/ thistle seed feeder

D suet ball

SAVE WHEN YOU BUY TWO

GUARANTEED PATENTED Homgar

UNIQUE PRODUCTS ALL IN ONE PLACE

HOMGAR GUARANTEE

If you are not completely satisfied with your purchase return within 7 days for a full refund of purchase price. Goods despatched within 4 days receipt of order.

Order online & view other great products at www.homgar.com

CREDIT CARD ORDERLINE: 0844 7010055

Calls cost 5p per minute, plus your phone company's access charge

Post to: Homgar, FREEPOST LON 12290, Borehamwood, WD6 1BR.

Please send me the following: *Please allow 4 days for delivery*

Item	Price	Qty	Total
1 x Roamwild™ Pest Off Bird Feeder	£24.99		
2 x Roamwild™ Pest Off Bird Feeders	£44.99		
1 x Roamwild™ Pest Off Copper Feeder	£24.99		
2 x Roamwild™ Pest Off Copper Feeders	£44.99		
Please add £4.99 postage to complete order			£4.99
		Grand Total £	

TICK TYPE REQUIRED ☐ A ☐ B ☐ C ☐ D

I enclose a cheque (payable to Homgar)

for £ _____ or charge my Mastercard/Visa/Maestro/Switch Card account

Card No _____

Security Code (last 3 digits) ___ /___ /___ Expiry Date ___ /___ Issue No (Switch/Maestro) _____

Name _____ Signature _____

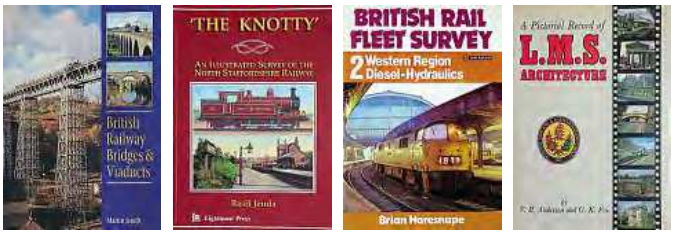
Address _____

Post Code _____ Email Address _____

Tel No _____ RAILEXP

TRANSPORT STORE

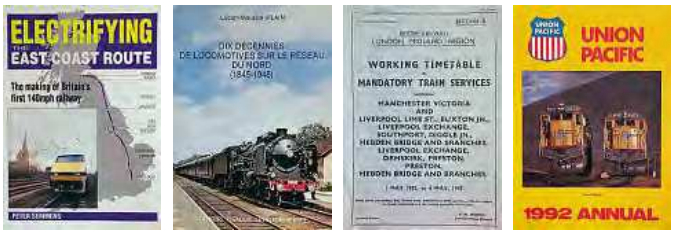
4 Nasmyth Court,
Livingston, EH54 5EG, UK
Tel: +44 (0) 1506 441023
sales@transportstore.com



Railway books from the UK and world-wide

www.transportstore.com

The world's largest and most comprehensive online stock available for immediate purchase and despatch



Telephone enquiries and orders welcome
Collections purchased

TICKETS PLEASE!

If you collect rail, tram or bus tickets, join the club.

Get our monthly journal, with news and articles on tickets and ticketing systems past & present.

Join other collectors and enjoy exclusive talks at our meetings in Manchester and Brighton.

Tickets for sale every month to enhance your collection, and bi-annual auctions for rarer tickets.

Regular publications on historic and modern tickets and ticket issuing systems.

£10 per year digital journal UK & international
£20 per year printed journal UK
£35 per year printed journal international

TRANSPORT TICKET SOCIETY
TTS

Transport Ticket Society
6 Breckbank, Forest Town
Mansfield, NG19 0PZ
stephenskeavington@virginmedia.com
transport-ticket.org.uk

THE 2020 SPOTTER'S COMPANION

42nd EDITION OF THE FAMOUS 'SPOTTER'S COMPANION'

BRITISH LOCOMOTIVE MULTIPLE UNITS AND COACHING STOCK - COMPILED BY NREA

The fully updated new edition for 2020 is now available

Features include:-

1. Details of current and on order motive power fleet.
2. Includes HST's, diesel and electric multiple units and coaching stock.
3. Numbers, names and depot allocations.
4. Locomotive pool codes.
5. Multiple unit formations.
6. Technical specifications for all locomotive classes.
7. Format 148mm x 105mm; with laminated cover and **now with 160 pages** (will fit NREA's single plastic jackets).
8. Price £10.95 plus £1.55 P&P (UK adresses). Full P&P rates on www.nrea.org.uk.

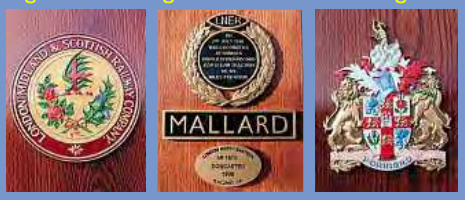


ORDER YOUR COPY NOW!
Priced at only £10.95 plus £1.55 P&P
Online at the NREA WEBSITE **www.nrea.org.uk**
or By Post to NREA SALES. DEPT RM
3 CHURCHILL DRIVE, MALVERN, WORCESTERSHIRE WR14 1DJ

Friends of the National Railway Museum

The Society supporting the UK's largest collection of rolling stock

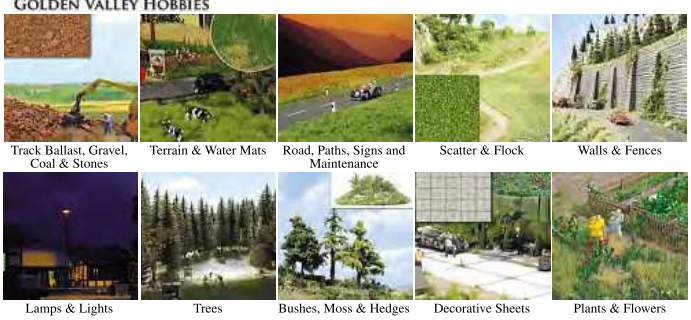
Gifts for your friends, your family ...or yourself



Individually hand-painted hard polyurethane resin crests mounted on ash from managed estates. Mounting point in the back for wall hanging (25cm x 20cm).
£49.00 each plus £4.00 postage and packing for UK orders.
Visit the website for the full range and to see how you can join the Friends - the society with the largest collection of rolling stock in the UK!
FNRM, NRM, York YO26 4XJ
www.nrmfriends.org.uk/shop.html

GOLDEN VALLEY HOBBIES

Keep yourself busy whilst isolating



www.GoldenValleyHobbies.com
Unit 1, Pontrilas Business Park, Pontrilas, Herefordshire HR2 0AZ
See our website, write or call to order. Trade enquiries welcome. 01981 241 237

SAVE, SAVE, SAVE

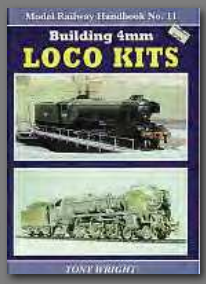
for Father's Day on 21 June



BEAT THE LOCKDOWN, help yourself and others and take note of our speedy mail order service direct to your doorstep, hundreds more books on our website, and let us send you something this year.

Try these for size order any 5 or more books and the lowest price book will be FREE

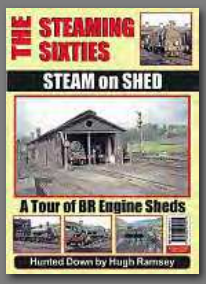
Building 4mm Loco Kits was ~~£10.95~~ **£6.95**



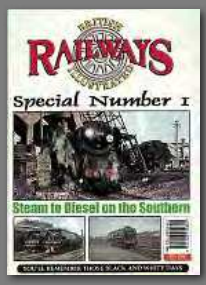
The Steaming Sixties in Colour was ~~£9.99~~ **£7.95**



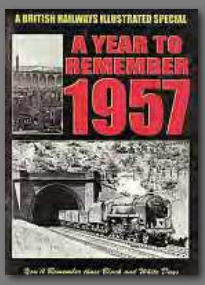
The Steaming Sixties Steam on Shed was ~~£9.99~~ **£7.95**



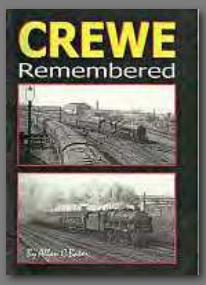
British Railways' Illustrated Special: No.1 - Steam to Diesel on the Southern was ~~£9.99~~ **£7.95**



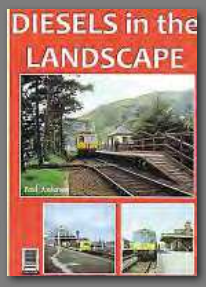
British Railways' Illustrated Special: 1957: A Year to Remember was ~~£9.95~~ **£6.95**



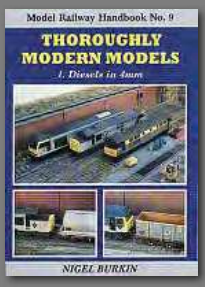
Crewe Remembered was ~~£12.95~~ **£7.95**



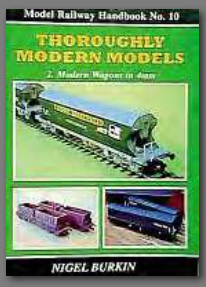
Diesels in the Landscape was ~~£9.99~~ **£7.95**



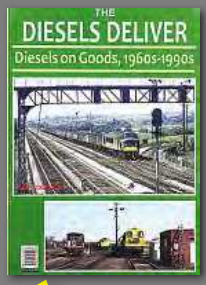
Model Railway Handbook No. 9: Thoroughly Modern Models 1 - Diesels in 4mm was ~~£10.95~~ **£6.95**



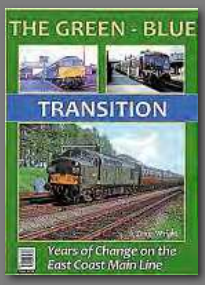
Model Railway Handbook No.10: Thoroughly Modern Models 2 - Modern Wagons in 4mm was ~~£10.95~~ **£6.95**



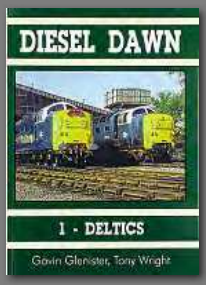
The Diesels Deliver - Diesels on Goods, 1960s - 1990s **£10.99**



The Green Blue Transition - Years of Change on the East Coast Main Line **£9.99**



Diesel Dawn - 1 Deltics **£10.99**



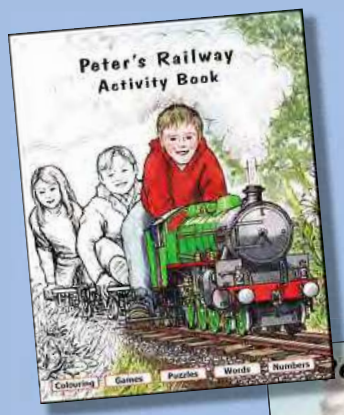
SPECIAL OFFER PRICES WHILE STOCKS LAST

Post and packing direct to your door is just £2.95 per order whether you take one book or all thirteen of these titles

Telephone your order through right now on 01463 234004
Strathwood Publishing, Unit 4 Shuttleworth Road, Elm Farm Industrial Estate, Bedford, MK41 0EP
or go online to

www.strathwood.co.uk

Fun & Learning with Peter's Railway!



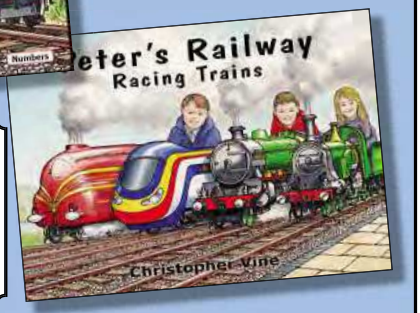
Hours of Activities !

Our new Activity Book is packed full of trains, colouring and engineering puzzles.

There's something for everyone: maths, crossword, anagrams, spot the dangers, join the dots, brain teasers, terrible train jokes, and a fiendish Spot the Difference!

Age 6 to 12 years
32 pages, 27 x 21 cm, **£4.99**

We also have some free activity sheets on our website PetersRailway.com at our Downloads page. More coming soon...



Hours of Reading

"With 20 books in this charming series, there's hours of reading about trains, science and engineering."

Grandpa, Peter, Harry and Kitty build the little railway across the farm - with learning and adventures at every turn.

The four "Little" books are for age 3-6, the others are for age 6 to 12 years.

With 20 books in the series there is something for everyone – age 3 to 90!
Order signed copies and get 10% off with code RM20

PetersRailway.com



Story Technical History Adventure

The Lancashire & Yorkshire Railway *Society*
Partners in excellence with the National Railway Museum

Model the LYR

Each year our 900 plus members receive

3 LYR Focus
48 pages full of photo's & historical information

4 Magazines
24 pages in full colour with topical information and modelling articles

Plus Access to
12000 Photo's
1100 Drawings
Information service

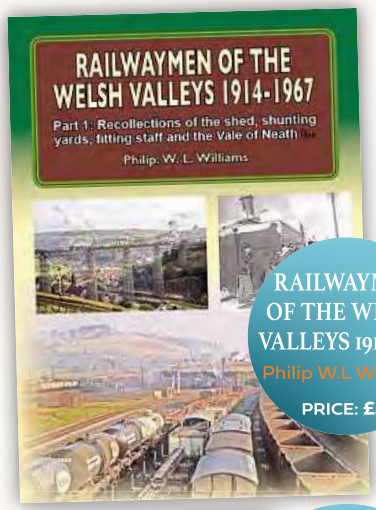


Membership £35 annually
International members £45

Join online lyrs.org.uk

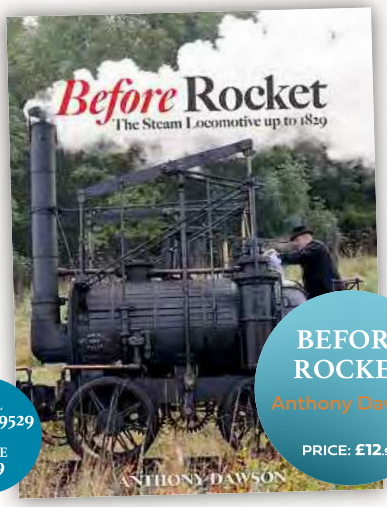
Ken Carter Membership Officer
11 Waveney Close
Arnold, Nottingham NG5 6QH
membership@lyrs.org.uk

WE HAVE A RAIL READ FOR YOU!



RAILWAYMEN OF THE WELSH VALLEYS 1914-1967
Philip W.L Williams
PRICE: £35

CALL 01507 529529 AND QUOTE 15039

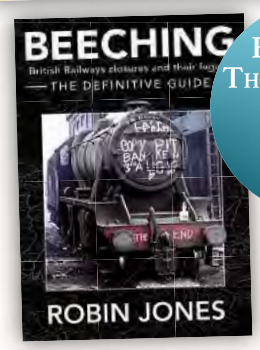


BEFORE ROCKET
Anthony Dawson
PRICE: £12.99



RUNNING ON RAILS
John Legg and Ian Peaty
PRICE: £25

CALL 01507 529529 AND QUOTE 15038



BEECHING - THE DEFINITIVE GUIDE
Robin Jones
PRICE: £14.99

CALL 01507 529529 AND QUOTE 15015

ORDER NOW: **www.mortonsbooks.co.uk**

MORTONS BOOKS

WANT TO HEAR ABOUT OUR LATEST BOOKS? –

Mortons Media Group is preparing to launch a new range of non-fiction books - from railway, military and aviation history to consumer issues, hobbies, crime and politics. If you would like to hear more about our upcoming book releases and special offers, sign up to our newsletter.

JOIN OUR BOOK CLUB!
AND RECEIVE A FREE DIGITAL BOOKAZINES!

VISIT: **www.mortonsbooks.co.uk/newsletter**
To view the privacy policy for Mortons Media Group, please visit www.mortons.co.uk/privacy

TRAIN DVDs

Along Arriva Trains Wales Lines - 67 mins
Along Thameslink Trains Lines - 75 mins
Railways of London - 115 mins
Railways of London 2 - 86 mins
Railways on the Isle of Wight - 102 mins
Railways on the Isle of Wight 2 - 76 mins
Along Greater Anglia Trains Lines - 101 mins
Along South West Trains Lines - 120 mins
Along South West Trains Lines 2 - 85 mins
Along South West Trains Lines 3 - 95 mins
Along First Great Western Lines - 90 mins
Along First Great Western Lines 2 - 105 mins
Along South Eastern Trains Lines - 103 mins
Along Southern Trains Lines - 110 mins
Along Northern Trains Lines - 100 mins
Trains and Trams of Belgium - 98 mins
The Mid Hants Railway - 112 mins
The Mid Hants Railway 2 - 105 mins
The Mid Hants Railway 3 - 106 mins
The Swanage Railway - 120 mins
The Swanage Railway 2 - 104 mins
The Swanage Railway 3 - 105 mins
The Bluebell Railway - 118 mins
The Epping Ongar Railway - 100 mins
The Avon Valley Railway - 105 mins

All DVDs £14.95

New: Along East Midlands Trains Lines Run time 58 mins

Post free from Colin Hall, Office 4, Endeavour House, Cherry Orchard Lane, Salisbury, Wilts SP2 7LD

or online at **www.colin-hall-publishing.co.uk**

WE ALSO COVER BUSES AND SHIPS

A GIFT IDEA!



Remember rail journeys, enhanced by framed carriage prints featuring leading 20th century artists? A train became a ...

TRAVELLING ART GALLERY

2,000 unique landscape images of Britain to browse or buy

www.travellingartgallery.com Tel: 01604 456 882 or 07971 168 299

Rail Riders

The Railway Club For Everyone

One Person Membership From £35 — One Person for 16 years or over

Gift Membership From £35

Family Membership From £60 — Family for 2 Adults and Max 3 Children



Members will get access to discounts on UK Heritage Railways and Railway themed businesses + 4 issues of our club magazine Rail Riders Express and the Rail Riders membership pack, all from just £35 per year.

Rail Riders Express

Sign up to get a your membership now. details are available at

www.railriders.club

ELLIS CLARK TRAINS

ELLIS CLARK TRAINS
Unit 1 Toller Court
Shortbank Road, Skipton
North Yorkshire BD23 2HG



LOOKING TO SELL YOUR COLLECTION?

WE HIGHLY VALUE YOUR MODELS

- Full/part collections purchased
- No need for a list - we travel and view/collect
- Everything purchased - railways, die-cast & Railwayana
- All gauges and ages, including continental & US
- Upfront payment by cash, bank transfer or cheque
- Vast experience in purchasing large collections
- Friendly and professional service
- Specialised interest in 7mm O gauge



GET IN TOUCH

ellisclarktrains.com
01756 701451
ellis@ellisclarktrains.com

Railway Gift Ideas

Railway Calendars
Photography Courses
Railway Mugs
Railway Christmas Cards
Railway Magnets
Railway Posters
Railway Coasters
Railway Postcards
Railway Keyrings
Railway Bags
Railway T-Shirts
or
Your Own Branded Products

All available via our new website:
www.writtlephotographic.co.uk
or call 01746 767929

Classified

AUCTIONS



Railway and transport photographs, slides and negatives, model railways, small railwayana

Next auction 11th May - 24th May

Accepting lots for this and future auctions

www.justaclickago.co.uk tel: 01509 890785

BOOKS

RAILWAY BOOKS

Rare and out of print 5,000+ to view at

www.nigelbirdbooks.co.uk

01974 821281

BILL HUDSON
TRANSPORT BOOKS

Family run business stocking new and second hand railway books

Matlock Self Storage, 1 Dimble Rd, Derbys DE4 3JX

07921833469

www.billhudsontransportbooks.co.uk

Railways Buses Aviation Canals Shipping Commercial Motoring Vehicles

DEREK'S TRANSPORT BOOKS

All Transport Subjects Covered

www.derekstransportbooks.com

Over 10,500 Books in Stock on-line

Based in the New Forest

Est. 1995

APPS

TrainSpotting

The essential iPhone, iPad & iPod app for all rail enthusiasts! Contains a frequently updated database of all current and heritage UK locos, DMUs, EMUs, Steam and more!



Quickly and easily record all sightings and/or haulage, with location, date photos and notes!

Or upload bulk sightings via spreadsheet.

Syncs to all your devices via iCloud.

View your data by date, location or via browsing or searching the database.

Download on the App Store

Just £9.99! Full details at www.train-spotting.co.uk

The RAILWAY Magazine

To advertise here please call Craig on 01507 529537 or email camess@mortons.co.uk

BOOKS

BATTERDALE BOOKS

We buy and sell British & overseas railway books. Also bus, tram, steam traction & canal books. Thousands of titles are always available on our web site.

Field House, 9A School Lane, Heslington, York YO10 5EE.

Web: www.batterdalebooks.co.uk

Tel: 01904 870 869

MP Middleton Press

EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 23 May

AMBERGATE TO MANSFIELD

Including the - MIDLAND RAILWAY CENTRE

RECENT: NEW MILLS TO SHEFFIELD
NOTTINGHAM TOWARDS KIRKBY-IN-ASHFIELD
NOTTINGHAM - LONG EATON - DERBY

Albums £18.95 FREE P&P (UK) MAIL ORDER

www.middletonpress.co.uk

Easebourne Lane, Midhurst. GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk

Please visit our website or telephone for a brochure

NICK TOZER
RAILWAY BOOKS

RAILWAY BOOKS BOUGHT AND SOLD

Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ

Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

web: www.railwaybook.com email: nick@railwaybook.com

ROBERT HUMM & CO

TRANSPORT BOOKSELLERS

SPECIALISTS IN RARE AND OUT-OF-PRINT BOOKS ABOUT RAILWAYS

WIDE SELECTION OF IN-PRINT BOOKS PHOTOGRAPHS ~ TIME TABLES

MAIL ORDER SERVICE WORLD-WIDE.

Now open in our new shop

59 Scotgate, Stamford PE9 2JN

Monday, Tuesday, Thursday, Friday, Saturday
9.30 - 1.00 and 2.15 - 5.00.

01780 766266

books@roberthumm.co.uk

www.roberthumm.co.uk

online sales

MORTONS FOR ALL YOUR PRINTING NEEDS

From concept to door step

DESIGN PRINT PACKAGE DELIVER

CONTACT
TELEPHONE: 01507 523456
WEBSITE: www.mortonsprint.com

MortonsPrint
Mortons Media Group Ltd

newsawards 2017 & 2018
PrintWeek Awards 2017 & 2018

Classified

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- Extremely cost effective
- Workshops/Garaging/Storage
- Widths from 20ft to 70ft
- Unlimited Lengths
- Buildings to BS 5950
- Finance available



Tel: 01709 578333

BLUELINE BUILDINGS LIMITED
e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

FOR SALE

National Transport Photographic Archive Business
FOR SALE
Home-web-based business • Comprehensive library of transport slides , negatives and digital files (trains, buses and trams)
Very profitable for only 25 hours work per week !!!
• Retirement SALE • £99,500 + Stock at Valuation
Interested? Please call Kevin Stokes on 07775 903332

• PROCAST •
MANUFACTURERS OF HIGH QUALITY
RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives
nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

RAILWAYANA

BARRY JONES
Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.
Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

RESTORATION

Supergears
part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

WANTED

RAILWAY TICKETS
The older the better
British & overseas, travel & platform
Established collector purchases interesting collections
Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL Tel: 01494 762952

The RAILWAY Magazine
To advertise here please call Craig on 01507 529537 or email camess@mortons.co.uk

SPECIAL FEATURE

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD
14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL
The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps
OUR NEXT AUCTION IS ON
SATURDAY 18TH JULY 2020
at The Royal National Hotel, Russell Square London WC1H 0JX
at 11:00 (viewing from 08:00)
Including specially selected railway items from the Gordon Fairchild collection, Tram and Bus tickets from the collections of the late Graham Page, Peter Mitchell and Tickets from many other collections.
We are now accepting items in all categories for this and subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.
A colour illustrated catalogue of at least 500 lots will be published on our website at **www.paddingtonticketauctions.co.uk** at least two weeks before the auction.
If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on **01327 263633 or 01327 262193**

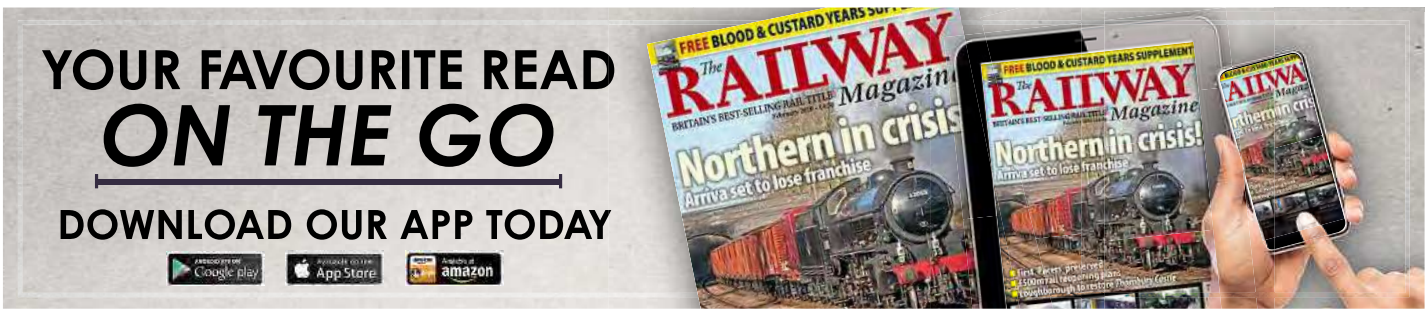
www.railwaymagazine.co.uk

WANTED

OldRailwayTickets.co.uk

CHRIS & JOANNA DICKERSON
Rail, Bus and Tram Tickets, Luggage Labels and Ephemera
3 Mallard Close Pickering North Yorkshire YO18 8TF
MAY 2020 AUCTION AND FIXED PRICE LIST
Featuring many rare and unusual railway travel and platform tickets the list will include a selection of choice Tram & Bus Tickets and Luggage Labels.
If you are already on our mailing list you will receive a free copy of our fully illustrated colour catalogue, otherwise please visit the website or contact us by phone or email (details below).
Further lists will be available throughout the year.
We also accept individual tickets for sale through our lists on a commission basis, or we can make you a cash offer for a collection – contact us for details.
Go to the website at: www.OldRailwayTickets.co.uk
e-mail at: OldRailwayTickets@gmail.com
Or phone: Chris or Joanna on 01751 474155 or 07746 615330





Rail stays

Track down your ideal railway break

Keen to visit a railway but not sure where to stay as it's off your normal beaten track? Let these pages help you find the ideal location near a great railway.

COTSWOLDS

BISHOP'S CLEEVE HOLIDAYS

Near railway, 3 bedroom house, self catering, sleeps 6 people, fully equipped and parking.

See steam trains ¼ of a mile away from a nice garden.

Only £240 per week

Tel Margaret Wagner **01242 663806**
Mob **07483 226224**
Email **margaretwagnerrpt@gmail.com**

PICKERING

Just a few miles from Pickering & NYM Steam Railway

www.rains-farm-holidays.co.uk



Luxury self catering cottages & farmhouse B&B

Tel: 07760 752165

SCOTTISH BORDERS

SAUGHTREE RAILWAY STATION
BED & BREAKFAST
Saughtree, Newcastleton, Roxburgh TD9 0SP



Tel: 013873 76213
www.saughtreestationbb.co.uk

WORTH VALLEY

Bronte Hotel

Haworth *YTB* ★★★

Short walk to K&WVR line, ample free parking. Comfortable lounges and restaurant.

Double rooms from £80, Singles from £40, En-suite available.

Tel: 01535 644112

email brontehotel@btconnect.com www.bronte-hotel.co.uk

CUMBRIA

Self-catering on the Settle - Carlisle Line

One of the World's greatest railway journeys!



Station Master's House at Ribblehead - Sleeps 4

Kirkby Stephen Station
Two holiday lets, each sleeps 4



Great views of trains and fells ● Open all year ● Full weeks ● Long weekends ● Mid-week breaks

For rates and availability call Rachel **01768 800 208** or visit
www.sandctrust.org.uk/stayatastation/

FOR SALE



FOR SALE

CHOICE OF 20ft BOX VANS AND GROUNDED BODIES

VARYING TYPES AND CONDITIONS

FROM £2000 + VAT

PLEASE CALL 07769 677332

The RAILWAY Magazine

To advertise please contact Craig 01507 529537
camess@mortons.co.uk

The RAILWAY Magazine

DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

over
120 years **1300** issues **140,000** pages







ACTIVATE YOUR ACCESS TODAY
FROM AS LITTLE AS £6*

**This gets you three months' access to the Digital Archive. Magazine subscription rates start from £20 for six months.*

- FULLY SEARCHABLE CONTENTS
- KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
- BONUS PREVIOUSLY UNPUBLISHED CONTENT
- MULTI-PLATFORM ACCESS

WWW.RAILWAYMAGAZINE.CO.UK/ARCHIVE

Reader Services

Any queries, phone us on 01507 529529

How to order a subscription

Have your *RM* sent direct to you each month!

Visit www.railwaymagazine.co.uk or turn to p48 in this issue

Full subscription rates (but see p48 for offer *): (12 months 12 issues, incl post & packing) – UK £54 (one year); £108 (two years); £162 (three years), Republic of Ireland £59 and overseas £59-£64. UK subscriptions are zero-rated for the purposes of Value Added Tax. * Existing subscribers receive exclusive page content.

Send cheques/postal orders and correspondence to:
Freepost RTKU-YJBY-HJCR, The Railway Magazine Subscriptions, Mortons Media Group Ltd, Horncastle, Lincs LN9 6JR. Tel: 01507 529529. Fax: 01507 371066. email: subscriptions@mortons.co.uk

Overseas subscription enquiries:
The Railway Magazine Subscriptions, PO Box 99, Morton Way, Horncastle, Lincs LN9 6LZ United Kingdom (please attach correct postage). Tel +44 (0)1507 529529. Fax: +44 (0)1507 371066.

Newsstand distribution by Worldwide Media Services Inc, 115 East 23rd Street, New York, NY 10010. USA Postmaster: Send address corrections to The Railway Magazine's US agent: Mercury International Ltd, 365 Blair Road, Avenel, NJ 07001, USA. Periodicals postage paid at Rahway, New Jersey.

Back issues

Limited numbers are available at £4.95 incl p&p (£6.40 for Europe, £7.10 for rest of the world). Phone 01507 529529 to check availability.

Binders

High-quality binders are just £11.50, including UK postage and packing (add £2.25 for Europe and £4.75 for rest of the world).

TO ORDER: Simply write to: The Railway Magazine Binder Offer, Mortons Media Group Ltd, Media Centre, Horncastle, Lincs LN9 6JR. Please state quantity required and enclose a cheque for the correct amount, made payable to Mortons Media Group Ltd. Readers overseas please note we can only accept either Sterling Bankers Draft or credit card payments.

Bound volumes

£54 per vol incl p&p (12 issues approx) or £44 if collected. For more information see website: www.walternewbury.co.uk; email: info@walternewbury.co.uk; or call 020 8472 0526. Send copies with your name and address plus remittance to: Walter Newbury Ltd, Dagenham Business Centre, Unit 19, 123 Rainham Road North, Dagenham, Essex RM10 7FD

Friends of *The Railway Magazine*

A link to *The RM* is included on the websites of several heritage railways and rail enthusiast organisations. Among the Friends of *The Railway Magazine* sites are:

ALN VALLEY RAILWAY
www.alnvalleyrailway.co.uk
BARROW HILL ROUNDHOUSE
www.barrowhill.org.uk
BODMIN & WENFORD RAILWAY
www.bodminandwenfordrailway.co.uk
CONTINENTAL RAILWAY CIRCLE
www.continentalrailwaycircle.org.uk
CHASEWATER RAILWAY
www.chasewaterrailway.co.uk
CHOLSEY & WALLINGFORD RAILWAY
www.cholsey-wallingford-railway.com
CHURCHWARD COUNTY TRUST
www.churchwardcounty.org.uk
EAST ANGLIAN RAILWAY MUSEUM
www.earm.co.uk
ENGINE SHED SOCIETY
www.engineshedsociety.co.uk
FFESTINIOG RAILWAY
www.festrail.co.uk
GREAT CENTRAL RAILWAY
www.gcrailway.co.uk
GREAT WESTERN (SVR) ASSOCIATION
www.gw-svr-a.org.uk
INTER REGIONAL PUBLIC
www.southdevonrailway.co.uk
JELF RAIL INSURANCE SERVICES
www.jelf.com/for-business/rail/
KEITH & DUFFTOWN RAILWAY
www.keith-dufftown-railway.co.uk
LNER (SVR) COACH FUND
www.lnersvrcoachfund.org.uk
LINCOLNSHIRE WOLDS RAILWAY
www.lincolnshirewoldsrailway.co.uk
LOCOMOTIVE CLUB OF GREAT BRITAIN
www.lcgb.co.uk
MARLOW & DISTRICT RAILWAY SOCIETY
www.mdrs.org.uk
MID-NORFOLK RAILWAY
www.mnr.org.uk
NORTH NORFOLK RAILWAY
www.nnrailway.co.uk
RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY
www.rcts.org.uk
RAILWAY PERFORMANCE SOCIETY
www.railperf.org.uk
SCARBOROUGH RAILWAY SOCIETY
www.scarboroughrailwaysociety.org.uk
SOMERSET & DORSET RAILWAY TRUST LTD
www.sdrt.org.uk
SOUTH DEVON RAILWAY
www.southdevonrailway.org
SWANAGE RAILWAY
www.swanagerailway.co.uk
TALYLLYN RAILWAY
www.talyllyn.co.uk
TONY COOK
www.facebook.com/tony.cook1830
WEST SOMERSET RAILWAY
www.west-somerset-railway.co.uk

READ THESE ISSUES AND HUNDREDS MORE IN THE The RAILWAY Magazine DIGITAL ARCHIVE
classicmagazines.co.uk/rmarchive



The RAILWAY Magazine

A good way to ensure you receive every issue of *The Railway Magazine* is to place an order with your local newsagent. Once set up, your copy of *The Railway Magazine* will be held for you to collect, saving you the time and frustration of having to search the newsstands. Some newsagents may even offer a home delivery service, making it easier still for you to obtain your copy.

So simply complete the form below (you can photocopy it if you wish) and take it to your local newsagent today.

NEWSAGENT ORDER FORM

■ Please reserve/deliver* a copy of *The Railway Magazine* on a regular basis, starting with the ..... issue (*delete as appropriate)

Initials ..... Surname .....

Address .....

..... Postcode .....

Daytime Tel No .....

email .....

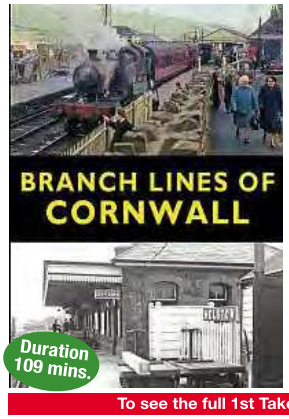
Don't Miss Out Just ask! Your local newsagent is open this magazine

How to submit digital photos

- For publication, take pictures at largest size, resolution and compression.
- Hi-res JPEGs or TIFFs should be resized to min 7x5in at 300dpi with no layers or sharpening (with TIFFs, select byte order as 'PC').
- Captions plus your name and contact details MUST be embedded in the 'File Info' section. A brief contents list must be written on CD sleeves and on the CD itself (but do not stick labels on CDs).
- Delete the camera's automatic file-naming codes and replace with ones incorporating your initials, train/loco number, location, date – e.g: NP_91104Retford070410.jpg
- If posting CDs, send thumbnails and captions. We cannot return CDs.
- If e-mailing shots, send only 72dpi initially at max size of 8x6in to rmpix@mortons.co.uk. Your co-operation is appreciated.

EXCLUSIVE DVD READER OFFER...

BRANCH LINES OF CORNWALL



1st Take's series on the branch lines of England now continues its voyage of discovery on the very edges of the country: Cornwall. This film explores the old routes of the GWR and LSWR, beginning at Gunnislake in the Tamar Valley, and then travelling around the entire county.

The development of railways in Cornwall is closely associated with the county's mining traditions, and this is revealed with a visit to the striking landscape in the area of Minions, the highest village in Cornwall, where the Liskeard & Caradon Railway once ran. There are also tributes to other lines which have long since closed, such as the North Cornwall Railway, inspired by the desire to attract tourists to the area, and which crossed the county from Launceston to Padstow; and the Lostwithiel & Fowey Railway, whose main traffic was china clay.

Happily, some of the old branch lines are still in service today such as the attractive Tamar Valley Line, which ventures over the border from Devon; the Atlantic Coast Line from Par to Newquay; the enchanting Looe Valley Line, which links the market town of Liskeard with the beautiful fishing port of Looe; the Maritime Line from Truro to Falmouth; and the St Ives Bay Line, which is among the most scenic in Britain. All of these are featured with superb modern footage, comparisons with historic photographs, excerpts of archive film and informed commentary.

The film also includes interviews with people who have created successful heritage lines in Cornwall, with enjoyable visits to Launceston Steam Railway, the Bodmin & Wenford Railway and Helston Railway.

To see the full 1st Take DVD range visit www.1st-take.com

***** SPECIAL OFFER *****

As a Railway Magazine Reader, you save £4.50 when you order this DVD, which is normally priced at £14.95 plus £2.50 p&p. Readers in Europe (inc. Rep. of Ireland) pay a total inc. delivery of £14.95. If ordering from Rest of World please pay total inc. delivery of £13.79 (no VAT applicable outside EU). Offer available until 31/07/20

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB
Order by phone call 01454 321614 or Order online at www.1st-take.com Quoting 'BLC52'

DVD TITLE	PRICE	QTY	£ TOTAL
Branch Lines of Cornwall (Duration: 109 mins.)	£12.95*		
Postage and Packing (normally £2.50)			FREE
*For overseas prices please see details above.	GRAND TOTAL		

Your name .....

Delivery address .....

.....

..... Post Code ..... Tel No .....

Please accept payment by cheque made payable to '1st Take Ltd' to the value of .....

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

Expiry Date ..... / ..... Security code..... (Last 3 digits on back of card)

To see the full 1st Take DVD range visit www.1st-take.com

Prize crossword

£100 worth of Nostalgia Collection books to be won

Sponsored by

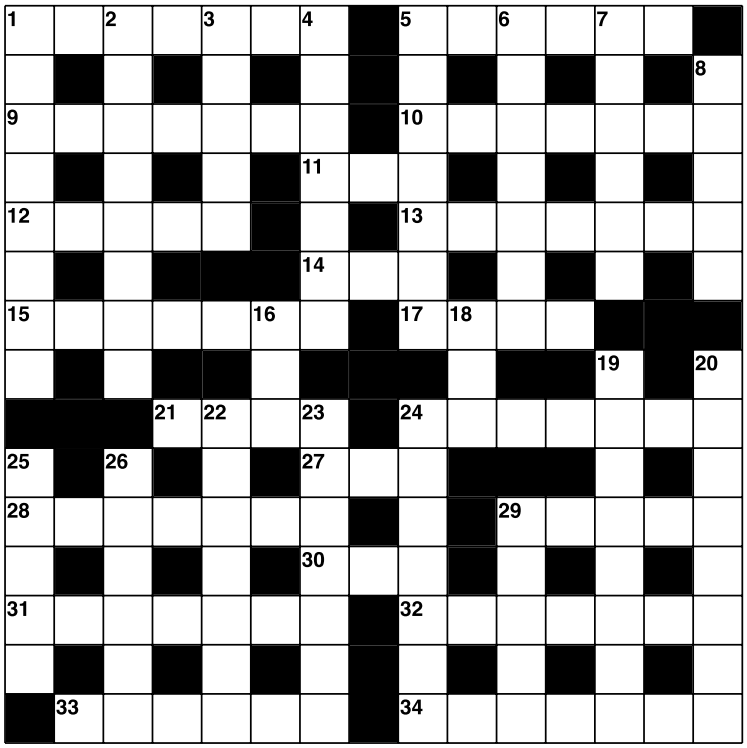
The NOSTALGIA Collection
Visit us at
www.nostalgiacollection.com

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

■ **Puzzle compiled by WILL ADAMS**

Across

1 Headquarters of the Keighley & Worth Valley Railway (7)
5 Station between Wrexham and Gobowen (6)
9 Junction for the GWR's Fairford branch (7)
10 ___ Chord, short line linking Manchester's Victoria and Piccadilly stations (7)
11 Word following Cross and Tram in former station names (3)
12 Isle of Wight Steam Railway station (5)
13 *The King's* ___ *Guardsman*, No. 46152, or *Western* ___, No. 1034 (7)
14 and 16 down Common steam shed in London! (3,3)
15 Famous staiths on the Tyne, built by the NER in 1893 (7)
17 *The Royal* ___, Class 73 No. 73101 from 1992 (4)
21 Bassenthwaite ___, CK&PR station (4)
24 *Great* ___, 'A1' No. 60156 (7)
27 and 28 ___ and ___, saucy name for Class 37 No. 37185 (3,7)
29 Number of Bridges south of Gatwick Airport (5)
30 French high-speed train (1,1,1)
31 'Warship' No. D833 (7)
32 Northern Line terminus (7)
33 First station west of Hull (6)
34 Rhymney Line station (3-4)



Down

1 ___ Heath, Brighton line station (8)
2 South Coast station, plus East and West (8)
3 Nickname for the Ravenglass & Eskdale Railway (5)
4 Southern main line station, summit and tunnel (7)
5 ___ & Swansea Bay Railway (7)
6 City terminus of the Metropolitan Line (7)
7 Words following Bradford and Stratford in station names (2,4)
8 'The ___', nickname for Doncaster Works (5)
16 See 14 across
18 ___ Moor Tramway, horse-drawn china clay tramroad to Plymouth (3)
19 Station between Dundee and Montrose (8)
20 ___ Railway, the world's first preserved standard-gauge, steam-operated line to operate a public service (8)
22 Gets off a train (7)
23 ___ & Borehamwood, Midland main line station (7)
24 Former GCR station, destination of 'Binliner' rubbish trains (7)
25 Class 40 No. D235/40035 (5)
26 *Black* ___, David Shepherd's '9F' No. 92203 (6)
29 Class 50 No. 50028 (5)

May crossword entry form

Name .....

Address .....

.....

Postcode .....

Tel Email .....

Send completed form (photocopies are accepted) to: May 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 July 2020 issue. You can email entries to RMcomp@mortons.co.uk Please list answers first for the across clues, then down. The winners will be the senders of the first all-correct solutions drawn at random. **DATA:** Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the March issue.

Across: 1 Bampton 5 Ledsham 9 Lagging 10 Van 11 Ten 12 Wrangaton 14 Taper 15 Names 17 Aldeburgh 19 Macmillan 21 Edale 24 South 25 Shepherds 27 Eil 28 Arm 29 Etruria 31 Longdon 32 Sceptre

Down: 1 Baldwin 2 Meg 3 Tring 4 Night Mail 5 Leven 6 Dunstable 7 Hotspur 8 Monarch 13 Aim 16 Swithland 18 Dungeness 19 Muswell 20 Crumlin 22 Ayr 23 Eustace 25 Simon 26 Horne 30 Rat

March winner: Douglas Spencer, Chesterfield

Runners-up: Chris Harris, Cottenham, Cambridge; M R Kendall, Plymouth, Devon

The closing date for this month's crossword is Friday, June 5, 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.

Where is it? Our pictorial quiz, for fun only



LAST month's mystery picture (right) was of Workington station, on the Cumbrian Coast line. It was built by the London & North Western Railway after they took over the Whitehaven Junction and Workington & Cockermouth lines in 1866, and replaced the original station built by the Whitehaven Junction Railway.

The town did have two other stations: Workington Bridge (on the LNW route to Cockermouth) and Workington Central on the Cleator & Workington Jct Railway.

The town was hit by flooding in 2009, which washed away several road bridges, with Network Rail building and opening Workington North in six days.



There was a free shuttle to and from Maryport, which ran from November 30, 2009 until May 28, 2010.

Now can you identify this station (left)? Answer next month.

Next month The June issue will be on sale on June 3, 2020. Thank you for choosing *The Railway Magazine*

Hattons
• MODEL RAILWAYS •

WE PAY STRAIGHT AWAY!



SELL YOUR SECONDHAND LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for immediate payment on the day that we receive your goods!* •

Get cash for your items in just four easy steps...



"An excellent service everytime without fault. I honestly cannot think of anything which could be improved."
Mr A Manning, Ipswich

"Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you."
Mr P Shaddock, Portsmouth

"Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy."
Mr D Spottiswoode, Kilmarnock

ALL brands purchased including:

HORNBY · BACHMANN · HELJAN · dapol · Lima · MAINLINE RAILWAYS · GRAHAM FARISH by BACHMANN

Sell yours today at www.hattons.co.uk/preowned

Call us on 0151 305 1755 or email preowned@hattons.co.uk

17 Montague Road, Widnes WA8 8FZ
Phone opening times: Mon to Sun 9am-5pm.

**Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day. Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer. For full Terms and Conditions, visit hattons.co.uk/preownedterms*

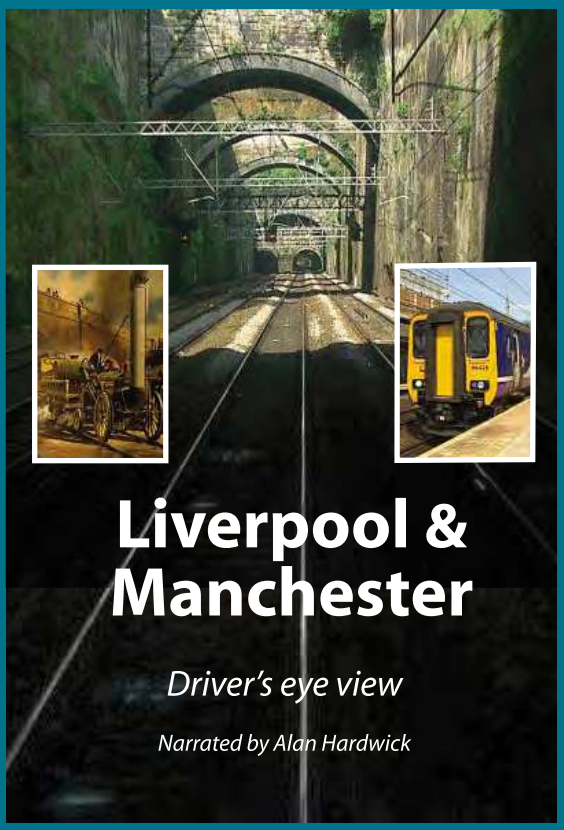
100% FREE

Driver's eye view















The Liverpool & Manchester - the very first Intercity railway in the world, filmed just BEFORE the overhead wires went up.

We travel aboard a Northern Rail class 156 Sprinter for an exceptionally smooth ride. This limited-stop service starts at Manchester Airport (remember them?) We see the whole Airport Branch, the Stockport-avoiding line (built as recently as 1909) and the approach and through platforms at Manchester Piccadilly, one of Network Rail's worst bottlenecks over the elevated section through Oxford Road. We then join the very original L&M route surveyed and built by none other than George Stephenson. The stone block permanent way has long since gone but the history is still there to be told – by former ITV news anchor Alan Hardwick.

Chat Moss has gone down in railway folklore as one of George Stephenson's greatest feats – laying a railway line across a seemingly impenetrable bog. See how little it had changed prior to electrification. We see it from the cab and from a helicopter flying overhead! We then travel through Rainhill over the ground covered by Stephenson's famous Rocket - the winner of the Rainhill Locomotive Trials in 1829. Edge Hill is another place long associated with this pioneering railway and from here the line descends into Liverpool Lime Street through a myriad of tunnels flanked by deep rock cuttings, seen best of all from the Driver's cab.

The Driver's eye view runs for 65 minutes showing the journey in virtual real time.

FREE

To ease the long days, we're giving you this as a Free video download – all 65 minutes of it.

It's easy. Just enter this link:
www.video125.com/rmfree

There's no catch, no postage, no VAT, no waiting for the postman, the video will be automatically sent to your device for you to watch in full high definition.

If you're not sure how it works, just visit:
www.video125.com/downloading

We have over 100 videos available to download from our website (all with video previews).

During these unprecedented times, online videos that you can watch on your tv are the perfect way to be entertained at home while remaining totally safe.

VIDEO 125

www.video125.com