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- Toton HS2 hub to stimulate rail expansion plans



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The fear factor and uncharted waters ahead

IT'S well over two months since Prime Minster Boris Johnson announced the lockdown, and while some restrictions have been eased, with more in the pipeline, there is no firm consensus on how a high level of 'normality' is re-established.

The fact people are permitted 'to visit a public open space for the purposes of open-air recreation to promote their physical or mental health or emotional well-being' was a great step forward, provided it is not abused.

From discussions I've had with friends and colleagues who have been self-isolating, they too want to escape the lockdown to provide some respite from their domestic surroundings, but they also want to feel safe; and here is the elephant in the room – the overarching fear factor of contracting the coronavirus.

Shutting down was easy, reopening less so. It has to be phased, risk assessed at each stage, but above all, even if somewhere is open, visitors need to feel safe and confident in their surroundings.

While there is talk of some heritage railways reopening as early as August or September – with distancing – even if lines do open with limited capacity, will there be the inclination to visit?

Regardless of the financial pressures heritage lines are under, reopening cannot be rushed and several may not open this year. Some are watching developments, with plans in place, ready to react.

It's no different for train operators. They too are working to strict guidelines on distancing, but facing limited capacities. It raises so many questions about when services might be increased to the full timetable, how distancing will be relaxed, whether passengers feel safe, and how long face masks will be needed.

With all franchises now under Government control, what the future holds is unclear, and it may be impossible to return to franchises as they were. It's a big unknown.

Whatever happens as we sail into uncharted waters, *The Railway Magazine* will keep you up to date with the latest developments.



TRAIN OF THOUGHT
Editor's Comment

Are road schemes getting priority over rail?

Away from the gloomy news about the coronavirus was the unexpected announcement of the 10 projects successful in gaining grants in the first round of the Ideas Funding project – part of the next step to develop a business case, with the aim of reopening new stations or returning passenger services to closed or freight-only lines.

While the news was welcome, the accompanying press release from the Department for Transport was inaccurate, lacking coherent detail and worst of all, seemed hastily prepared.

It talked of 'reinstatement of lines' – although four lines already exist! In one case the 'reinstatement' meant a passing loop to permit more services. Perhaps the words should have been 'enhancement' or 'reintroduction of services'? However, it's a step in the right direction.

There were 60 schemes or so under consideration. Oddly, some rail reopening projects are further advanced than those selected and might have cheaper overall costs, being able to realise benefits sooner by encouraging a modal shift to rail, yet 50 failed to attract funding. Many rail commentators were surprised at the choice, not only questioning the process, but what weighting was given to applications. It also wasn't clear if failed applications are automatically submitted for a second round of funding. Confusing? You bet!

Government must deliver clear and concise information to the public – something that has been very much lacking of late – but announcing 4,000 miles of road-building plans worth £28billion while simultaneously pushing a 'decarbonising' strategy leaning towards rail simply adds to a mixed message from the DfT.



Class 37 No. 37610 is seen working train 3Q20, a circular infrastructure monitoring duty from Tonbridge West Yard via Haywards Heath through Balcombe station in the early hours of May 16. FRASER HAY

Transport Secretary Grant Shapps says "public transport and active travel will be the natural first choice for our daily activities" and "we will use our cars less".

So why isn't more of the £28bn being spent on rail projects – new electrification, grade-separated junctions or route enhancements for increased capacity? Not everyone wants to or can drive. Not everyone can cycle or walk to work, but needs to use one or a combination of reliable public transport options.

If Mr Shapps is serious and wants us to use our cars less, let's get the ball rolling with a programme of effective fill-in and rolling electrification schemes and other enhancements which actually encourage greater rail use.

See headline news page 8 for full story.

CHRIS MILNER, Editor

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Class 87 No. 87002 *Royal Sovereign* in BR InterCity Swallow livery passes through Wigan North Western working south from Preston on May 20. TOM MCATEE

Network Rail targets 80% network electrification by 2050, TfL gets £1.6bn bailout, Old Oak HS2 station work to begin, steam returns to heritage lines, concerns over open access operators, safety lapses highlighted in RAIB report, £25m overhaul for Barmouth Bridge.

On the cover

MAIN IMAGES: Class 37s Nos. 37402 *Stephen Middlemore* and 37059 power through Lower Moor, near Evesham, with a rake of Greater Anglia Mk3 coaches bound for storage at Long Marston, Warwickshire, on May 7. JACK BOSKETT

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Transport for Wales Class 230 No. 230006, converted by Vivarail from former London Underground 'D Stock', is pictured on test at Droitwich Spa while working train 5Q87 from Kidderminster to Honeybourne sidings on May 20. BOB SWEET



The scene facing most of our preserved railways after more than two months of no lineside upkeep. This was the West Somerset Railway's Blue Anchor station on May 18 showing the rusted rail tops and significant weed growth. DON BISHOP

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Class 37 No. 37262 is reflected in the waters of the Kyle of Sutherland as it crosses the Shin Viaduct at Invershin with a Wick to Inverness service on September 1, 1987. LES NIXON



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Locomotive Services Class 47s Nos. 47593 and 47805 cross the River Avon at Fladbury with a rake of ex-GWR Mk3 coaching stock from Long Marston to Crewe on May 21. JACK BOSKETT

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East Midlands unveils 25-year rail expansion plan for Toton HS2 hub

By Ben Jones

MORE than 20 villages, towns and cities across the East Midlands will gain fast, frequent links to the Toton High Speed 2 hub under ambitious proposals unveiled by Midlands Connect on May 28.

New rail, tram and bus links will feed into the HS2 interchange from Leicester, Nottingham, Derby, Newark, Matlock, Mansfield and Long Eaton, among others, under the transport body's £2.7billion three-phase plan.

10 years

Phase One of the scheme, priced at £455million, could be operational within 10 years, well before the expected opening of HS2's eastern leg from Birmingham to Leeds via Toton, and includes an extension of the Nottingham Express Transit (NET) light rail system from Toton Lane to Long Eaton via the HS2 East Midlands Hub, and four trains per hour to Toton from Leicester, Derby and Nottingham – the latter requiring a new £150m east-to-south curve at Trowell Junction.

The Kirkby to Ironville Junction freight line would also reopen to passengers at an estimated cost of £85m, providing new services between Mansfield, Derby and Leicester, serving Ilkeston, Langley Mill, Kirkby-in-Ashfield, Sutton Parkway and Toton.

Within 20 years, Phase Two would deliver a new terminal station at East Midlands Airport and the extension of NET from Toton to Derby city centre at a cost of £1.2bn.

The majority of that (£820m) would be spent on the new East Midlands Airport station and access lines, which would allow direct journeys to Leicester in 15 minutes, Derby in 18 minutes, and Nottingham in 26 minutes.

Looking forward to 2045, Phase Three envisages a new £620m heavy rail link continuing from East Midlands Airport to Derby via Chellaston and the Rolls Royce industrial area using the mothballed Sinfin branch and tram-trains running from Long Eaton to the East Midlands Gateway logistics park via East Midlands Airport.

'Watershed'

Sir John Peace, chairman of Midlands Connect and Midlands Engine, said: "The arrival of HS2 is a watershed moment for our region, and an opportunity that we must grasp with both hands.

"This truly integrated transport strategy isn't just about connecting more people to the HS2 station; it will also support the building of new homes, accelerate regeneration and link some of our most deprived communities to facilities across the East Midlands."

A Business Case for the Access to the HS2 East Midlands Hub project was funded by local authorities and submitted to the Department for Transport in the spring.

The partnership is now seeking £4.5m to help develop more detailed project designs, engineering solutions and costings for the next stage of the planning process.

The East Midlands currently has the UK's lowest transport spend per head of population at £245, 49% below the UK average and less than a quarter of that spent in London (£1,019 per head).



An aerial view of the proposed HS2 hub at Toton.

Diverted Class 88s run full length of ECML

EXTRA freight paths created by the current reduction in scheduled passenger services allowed Direct Rail Services Class 88s to run the full length of the East Coast Main Line (ECML) for the first time on May 16-17.

Weekend engineering work on its usual West Coast Main Line route has seen DRS using Class 66s to haul Mossend to Daventry intermodal trains via the ECML and Midland Main Line in recent weeks.

However, the new path allowed electric traction to be used throughout, running via Edinburgh, the ECML and the North London line to reach the southern end of the West Coast Main Line.

David Robinson, deputy director of operations delivery for DRS, said: "This is a fantastic new route which enables us to utilise our excellent Class 88s as usual rather than replacing them with a diesel loco."

Picture: DRS/JAMES PILBEAM



Three years of growth at Cambridge North

MAY 21 marked the third anniversary of Cambridge North, which has seen exceptional growth since it opened in 2017.

Passenger numbers increased by 66% in 2019, with almost 8,000 people per week using the station before the current travel restrictions were introduced.

The three-platform station is usually served by four Greater Anglia and three Great Northern departures per hour off-peak.

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RAIB report laments fatal safety lapses

By Ben Jones

THE Chief Inspector of the Rail Accident Investigation Branch (RAIB) has called for renewed vigilance in his annual review for 2019 after a bad year for fatal accidents involving railway workers.

The RAIB published four reports relating to fatal accidents (three members of the public and one member of staff) in 2019, and it is currently investigating three further staff fatalities.

Chief inspector Simon French highlighted the tragic deaths of two track workers on the South Wales Main Line at Margam last July, the death of a train driver caught between two trains at Tyseley in December 2019, and the more recent fatal accident involving a track worker at Roade, on the West Coast Main Line, on April 8, and has called for a number of improvements to the way on-track maintenance is managed and carried out.

'White hours'

These include better, more accurate planning to reduce the need for staff to work on live railways and stricter separation between track workers and trains, either by introducing 'white hours' without scheduled trains during off-peak hours, or by diverting trains to other tracks using bi-directional signalling or alternative routes.

Other recommendations include improving the quality of on-site leadership to better identify hazards and manage risks, the provision of concise, accurate information at work sites, improving the clarity of voice communications, reducing reliance on traditional lookouts and greater use of technology to control access to infrastructure, provide warnings of approaching trains, and protect possession limits.

Other areas where the RAIB recommends greater vigilance include the management of stranded trains and self-detrainment of passengers – a result of the Lewisham incident of March 2018 – safety at the interfaces between platforms and trains/trams, and the safe design and operation of on-track plant.



Above: 'Azuma' set No. 800109 in Marsh Lane cutting, Leeds, after it rear-ended an HST power car on November 13, 2019.
PAUL BICKERDYKE

Left: RAIB chief inspector Simon French.

YORKSHIRE SPAD INCIDENTS INVESTIGATED BY RAIB

AN INCIDENT where a freight train passed two consecutive red signals on May 7 is being investigated by the RAIB.

The train first passed a red signal at Hare Park Junction before passing another red signal protecting Crofton West Junction, coming to a stop 250 metres beyond the junction, damaging a set of points in the process.

Having assessed the evidence, the RAIB intend to publish a safety digest imminently.

Network Rail wants 80% of British network electrified by 2050

By Ben Jones

NETWORK Rail is recommending to Government that 80% of the UK rail system should be electrified by 2050 to achieve decarbonisation targets – and it wants to start work as soon as possible.

An early glimpse of NR's interim Traction Decarbonisation Strategy shown to the Rail Industry Association on May 21 says electrification should double from the current 40% of the network, requiring around 11,000 single-track kilometres (STKs) of further electrification over the next 30 years.

NR also believes Control Period 7 (starting in 2024) will be too late and work needs to begin sooner to ensure the necessary upgrades can be delivered.

Long-distance passenger routes and areas with heavy freight traffic will be the priority, including those serving container ports at Felixstowe and Southampton and their inland terminals, South Wales and lines serving major quarries, such as those in the Mendips and Derbyshire.

Those sections of long-distance passenger routes currently still relying on diesel traction, including the Midland Main Line, Chiltern and parts of the Great Western Railway, LNER and Avanti West Coast networks, are also proposed for electrification, raising the prospect of large-scale upgrades on routes to the West Country, West and North Wales and northern Scotland.

Of the remaining 4,000 STKs of railways across the UK, about 700 are considered suitable for battery operation and around 1,000 STKs at the extremities of the network such as the Far North of Scotland and East Anglia could be operated with hydrogen-powered trains.

Around 3,000 STKs currently have no clear choice for future traction requirements, although the figures are expected to be refined and updated when the rest of the interim strategy is published in July, ahead of the Department for Transport's national transport plan expected in the autumn.



Network Rail's vision to have 80% of the rail network electrified by 2050 is likely to be shared by many. The latest scheme sees Bedford to Market Harborough and Corby electrified. Here, 'Meridian' No. 222017 approaches Harrowden Junction under the new catenary with the 07.46 Sheffield-St Pancras International on May 23. RICHARD GENNIS

Train services increase but overriding message remains not to travel

MANY train operators increased services to around 70% of what would have been running following Prime Minster Boris Johnson's announcement on May 11 of a three-stage plan to get the country back to work.

The move was in line with the national timetable change from May 17, which saw around 3,000 additional services compared to the previous week.

Services have been operating primarily for key workers, but Mr Johnson indicated those in construction and manufacturing should go back to work, emphasising people need to avoid public transport if possible.

However, warnings about essential travel only and social distancing remain in place, and to achieve this, some train operators have taped off seats or marked them out of use. Long-distance operators LNER and Avanti West Coast both introduced reservations from May 18 to limit numbers on trains.

As the number of trains increased, nearly 3,500 British Transport Police, Network Rail and Transport for London employees were used as marshals to prevent overcrowding.

The country is moving to Phase 2 of the unlock from June 1, and the intention is to double the number of marshals by using volunteers, although passengers were being asked to stagger journeys.

The DfT is looking at rolling out a personalised information service to tell rail users how disruption and crowding may affect their journey, providing alternative suggestions and helping to maintain social distancing. The scheme has been trialled in the West Midlands over the past 12 months.

Avanti 11-car 'Pendolinos' have an occupancy level of 20%, just 110 seats, of which the company says 75% will be available to book online, with the remainder to cover for expected walk-up passengers.

LNER indicated reservations could be made via its app, even on the way to the station, but Avanti state passengers without reservations may not get on the train intended.

All operators have introduced enhanced train cleaning regimes, closed lounges and waiting rooms, as well as ensuring staff wear face masks.

Latest advice for passengers is to wear masks or at least some face covering; on the few Eurostars running masks are now mandatory and incorporated in their conditions of carriage.

For customers using London Underground services, the partial return to work led to concerns many were not wearing masks nor social distancing, and there were insufficient trains. The RMT union was against easing travel restrictions and voiced its concerns about the safety of staff and passengers, demanding face masks be compulsory.

A survey by passenger watchdog Transport Focus revealed four out of 10 passengers said they would not use public transport again until they feel safe. The survey of 2,000 respondents happy to use transport as soon as restrictions are lifted has dropped from 24% to 18% in the first week.

These findings show people are still concerned about social distancing and wearing masks or face coverings on buses and trains, with older passengers less happy to use public transport. The majority of people also expect hand sanitiser to be available.

■ BTP has confirmed it has interviewed under caution a 57-year old man from London in connection with an incident on March 21 in which rail worker Belly Mujinga and a colleague were spat at and allegedly verbally abused by a man who claimed to have Covid-19. Both staff developed the disease, and tragically Belly died on April 5.

■ Some passenger groups have raised concerns over the time being taken for season ticket refunds to be processed. Operators are under huge strain because of the unprecedented demand for refunds; the process taking around six weeks as additional security checks are needed because of an increase in fraudulent claims.



An example of how social distancing is being imposed on a TransPennine train with all aisle seats unavailable. The number of red tickets with an 'X' (not to be used) show how much capacity has been reduced. SIMON DAVISON/TWITTER

Concerns mounting over future and viability of open access services

By Tony Miles

THE future of open access train services in the UK remains uncertain as both Hull Trains and Grand Central faced up to the implications of DfT requirements for passenger safety after services were stepped up from May 18.

Hull Trains suspended all operations on March 30 and Grand Central on April 4, both firms furloughing most of their staff, but the Government is now asking employers to "start sharing" the cost of the scheme from August.

If staff return to work on even a part-time basis, sharing the cost will prove difficult until both companies are earning enough money to cover operating costs.

Passenger numbers are expected to be restricted to around 20% of normal capacity, with significant implications for both businesses, which rely on high seat occupancy to make their operations viable.

One industry source has asked "will they be able to return"?, while another reflected that open access is very much like hospitality, where there are overheads to cover, and with social distancing, an operator needs to weigh up whether it can generate sufficient income, through tickets sales, to cover those overheads.

When Hull Trains suspended its operations managing director (MD) Louise Cheeseman explained that the company had not been offered additional financial support from the Government, which had been provided to franchised rail operators.

She added they had "explored every avenue to try and keep trains running, but sadly it is not currently financially viable".

Grand Central MD Richard McClean said on May 20 its services would extend the suspension of services until the end of June, monitoring passenger demand elsewhere on the rail network. Both operators have stated they will return.

MD of First Group's rail division Steve Montgomery said: "Our commitment to Hull Trains and the entire East Yorkshire and Humber community is as strong as ever, as evidenced by our recent introduction of a new £60m fleet, and we look forward to restarting the service as soon as we can."

However, one industry insider suggested to *The RM* this could only be achieved with short-term support from the DfT until passenger numbers return to pre-lockdown levels.

They also pointed out many open access routes serve areas of the country which 'lent their vote' to the Government in the last General Election and its response to the situation could be crucial in retaining this support.

Both the RMT, Aslef and TSSA have called on the Government to help the open access companies.

Aslef general secretary Mick Whelan said: "It's deeply disappointing that Government, which has bailed out the train operating companies in the failed franchise sector, has refused to help open access operators.

"It's also ironic as successive Tory transport secretaries have banged on about creating more competition – with more open access operators – and then discriminates against them!"



A Grand Central Class 180 approaches Frinkley Lane, north of Grantham, on May 23, 2019, with a Sunderland to King's Cross working. CHRIS MILNER

High Speed 2 programme 'reset' after Public Accounts Committee criticism

By Ben Jones

A 'COMPREHENSIVE reset' of the High Speed 2 (HS2) programme is in progress after severe criticism from the House of Commons Public Accounts Committee (PAC).

The Department for Transport (DfT) is introducing significant reforms to ensure the project is delivered in a more disciplined and transparent manner.

This is in addition to bi-annual reporting to Parliament, a revised budget and funding regime.

Independent Construction Commissioner Sir Mark Worthington has also had his oversight role expanded to improve relationships and communication between contractors and local communities along both Phase 1 and Phase 2a, as well as managing relationships between HS2 Ltd, communities, businesses and individuals along the route.

A new Ministerial Task Force, chaired by the Secretary of State for Transport Grant Shapps, has also been established and will meet every month to scrutinise the project on a similar basis to the 2012 London Olympics committee.

The changes came after the influential PAC concluded HS2 has gone 'badly off course', with the DfT and HS2 Ltd lacking transparency in their reporting.

Honest and open

Committee chairman Meg Hillier said: "The committee is concerned about how open the department and HS2 Ltd executives have been in their account of this project. It is massively over budget and delayed before work has even begun.

"In the six-monthly reports the department has now agreed to give us, we want to see an honest, open account, and evidence of learning from past mistakes being applied to bring this project under control, to deliver it within the timeline and budget that have been agreed in justifying the project."

The PAC report highlights the DfT and HS2 Ltd's failure to alert Parliament to cost overruns and delays on Phase 1 until March 2019, despite having been aware of the issue as early as October 2018.

It also raises concerns of HS2 Ltd's lack of capability in key areas such as risk management and assurance, project management and project control.

In perhaps its most damning conclusion, the PAC report also says it is not convinced "that the DfT is learning from problems across its major infrastructure projects to make sufficient and meaningful changes to its management of infrastructure programmes.

"The committee is seeking new, formal assurances that DfT and HS2 Ltd have the capability to manage the programme and its supply chain, into construction and through to completion".

HS2 critic Lord Berkeley welcomed the PAC conclusions, but criticised the report for not going far enough to highlight earlier warnings about cost increases.

He said: "HS2 Ltd and those working on it at the DfT have had no regard for proper process or Parliament.

'Disregard'

"Why did the DfT give the go ahead to begin building HS2 when it must have known about the on-going PAC review?

"The PAC has now exposed the disregard for Parliamentary trust, transparency, probity and the failures of the civil service that have been evident within HS2 for many years.

"Billions of taxpayers' money has already been wasted, and much more will be in the future unless Parliament and ministers get a grip."

Old Oak construction work imminent as HS2 seeks contractors

By Ben Jones

CONSTRUCTION of the UK's largest new railway station is set to begin this month after Old Oak and Park Royal Development Corporation (OPDC) granted planning permission.

With 14 platforms on two levels the £1.3billion station will be used by up to an estimated 250,000 passengers each day when it is fully operational in the 2030s.

Eight surface platforms will be served by Crossrail, Heathrow Express and Great Western Main Line long-distance trains and a further six high-speed platforms for High Speed 2 Phase 1 will be located in an 850metre-long underground box.

A spacious concourse and wide platform have been designed to accommodate passenger growth to 2041 and beyond, as well as facilities for interchange with other transport modes. A new public square will be created outside the station with seating and cycle parking.

The HS2 interchange is intended as a catalyst for the regeneration of the Old Oak and Park Royal area of west London, creating thousands of homes and tens of thousands of new jobs on the site of the former Old Oak Common depot.

Industry standards

The station is designed to meet industry recognised standards for buildings that reduce energy usage and materials waste, and minimise impact on the natural environment. A joint venture of Balfour Beatty, Vinci and Systra (BBVS) was awarded the contract to build the new HS2 station in September 2019.

HS2 Ltd has also started the search for the delivery of track and signalling systems for Phase 1/2a of the new 360kph railway.

The successful track systems contractors will be required to design and install around 280km of high-speed concrete slab track.



An aerial view of how Old Oak Common station could look. HS2 LTD

Valued at almost £2bn, the work is split into four packages covering urban areas in London and Birmingham (£434m), Open Route Central (£526m), Open Route North (£566m), and Phase 2a, between the Birmingham area and Crewe (£431m).

Track systems contractors will coordinate the design and installation of the complex interfaces between the track and other elements of the rail systems – contracts for rails, switches and crossings and pre-cast slab track systems will be awarded separately.

A specialist contractor is also being sought for the design, manufacture, installation and commissioning of European Train Control System (ETCS) and Traffic Management (TM) Systems for Phase 1/2a.

The £540m contracts will include up to 25 years of technical support, the potential extension of the system to cover Phase 2b and signalling, and TM for the redeveloped London Euston station.

Control centre

Five more sets of rail systems contracts are due to be launched later this year, covering the 25kV AC catenary, mechanical and electrical systems, high-voltage power supplies, communications systems, and the depot and control centre at Washwood Heath in Birmingham.

In another contract valued at up to £465m, HS2 Ltd is also seeking companies to design, deliver and maintain almost 300 lifts and escalators for HS2's four major new stations.

Shortlists will be announced next year, with the contracts due to be awarded in 2022.

DfT announces first winners of £50million development funding

THE winners of the first phase of a competition which will share a £50million pot of development funding towards reopening disused lines or reopening stations has been announced by the Department for Transport.

The 10 selected from the 60 bids submitted in round one of the Ideas Fund, will be able to use the money towards developing a business case.

The DfT will fund 75% of costs up to £50,000 of each proposal to fund transport and economic studies and create a business case. Subject to agreement of the business case, there may be further funding.

The bids successful in round one are:

- reopening of Meir station
- reinstatement of services between Sheffield and Chesterfield via Barrow Hill *(for a potential new service serving Beighton, Killamarsh, Woodhouse and Darnall)*
- reinstatement of the Ivanhoe line services *(between Leicester and Burton-on-Trent)*
- reinstatement of branch lines on the Isle of Wight to Ventnor and Newport
- introduction of a passing loop on the line between St Albans Abbey and Watford Junction
- reopening of new stations at Wellington and Cullompton stations
- reinstatement of services between Bury-Heywood-Rochdale
- reinstatement of services between Clitheroe to Hellifield
- construction of a new station at Lydeway to serve Devizes
- reintroduction of passenger rail services on the Waterside line between Southampton, Hythe and Fawley

At least two projects could impact on heritage railway operations, and a study would need to look how both a heritage service and a public service could co-exist.

For the second round of funding – and it is unclear whether the 50 schemes which missed out in round one are eligible for round two – the deadline is June 19, with a third round of funding in November.

Network Rail has been running a new stations fund competition with up to £20m available to improve rail access in England and Wales. This competition closed on June 5.

See Editor's Comment (p3).

Transport for London gets £1.6bn Government bailout

TRANSPORT for London has secured £1.6billion in loans and grants from the Government to keep services running as it faces a loss of £4bn in revenue because of the Covid-19 outbreak.

TfL says running its network of trains, trams and buses costs around £600million per month, but has seen revenue plunge by around 90% since the March 23 lockdown.

To reduce overheads, TfL furloughed 7,000 staff, suspended 300 major construction projects, and also suspended the congestion charge to road users to allow key workers to use cars rather than limited public transport.

TfL generates its own revenue and gets no subsidy from Government.

In order to safeguard services, TfL is being given a grant of £1.095bn and a loan of £505m.

In return, London Mayor Sadiq Kahn has agreed to increase service levels as soon as possible to ensure people can follow social distancing guidelines while on the network, reinstate the congestion charge, reintroduce fares on buses, and undertake immediate and broad-ranging review of the organisation's future financial position and structure.

Restrictions have been placed on when Freedom Pass and 60+ card concessions can be used.

TfL has also agreed to two Government representatives on its board, finance committee and investment committee to ensure best value for money for the taxpayer.

Fares will rise by RPI + 1% on all TfL modes of transport in January.

Cambrian Heritage Railways welcomes a pair of 'Pacers'

CAMBRIAN Heritage Railways (CHR) has acquired a pair of Class 144 'Pacer' diesel railbuses from Porterbrook Leasing.

Unit Nos. 144006/7 travelled under their own power to Gobowen from storage at the Keighley & Worth Valley Railway on May 22.

Most of the class has been stored on the heritage line during the coronavirus crisis to ease space on depots.

The units are currently stored in Gobowen station's old coal yard and are expected to move to Cambrian's Oswestry headquarters in due course.

In the immediate future, the 'Pacers' will be available for use on CHR services from Oswestry to Weston Wharf, where a new station is rapidly taking shape alongside the popular Stonehouse micro-brewery visitor centre.

Crucially, the 'Pacers' provide modern rolling stock with which to operate the Oswestry to Gobowen community rail service CHR is promoting with a number of local stakeholders.

Earlier this year, CHR submitted a bid to the Department for Transport's £500million Restoring Your Railway Fund to reopen the line between Gobowen and Oswestry, a bid backed by North Shropshire MP Owen Paterson and the Chester Shrewsbury Rail Partnership.

CHR already has the legal powers to operate the line.

CHR chairman Roger Date, said: "We are immensely grateful to Porterbrook for all their help and to the Community Rail Partnership for making the introductions and working with us so positively over the past 12 months.

"It has assisted us with our aspiration to deliver a community rail service and bring economic benefits to the area."



'Pacer' No. 144007 passes through Earlestown on its way from Keighley to Gobowen on May 22. ROBERT STURGESS

Beacon Rail orders 15 hybrid locos from Clayton

ROLLING stock leasing company Beacon Rail has placed an order with the Clayton Equipment company for 15 Hybrid+CBD90 diesel-battery locomotives, along with options for a period of three years.

The hybrid locos, the largest diesel to be built in the UK for 20 years, will be of a similar type Clayton recently supplied to Tata Steel (*RM* March) and also BNF at Sellafield.

They will be used primarily for shunting operations.

The loco can work on battery (emission free), with the stage V diesel engine being used to recharge the batteries.

Beacon says UK customers will be able to lease the locos, which will have support from both companies.

Clayton managing director Clive Hannaford called the order "a significant milestone in the company's history and provides a major growth opportunity".

Back to the future as Class 87 receives 'Swallow' livery

LOCOMOTIVE Services Ltd Class 87 No. 87002 *Royal Sovereign* has been out on staff training duties between its Crewe base and Preston on May 20.

The pristine loco – repainted in BR's InterCity Swallow livery – is seen passing Wigan North Western working south from Preston.

Curiously, the right-hand post of the station sign still shows the InterCity swallow. TOM MCATEE





Freight at Spalding... after 30 years

SPALDING was the destination of a freight working from Aberdeen on May 19.

Colas Class 70 No. 70803 was hauling 10 TEA tank wagons, containing Calcium Carbonate slurry, whose ultimate destination was Palm Paper at Kings Lynn.

It was the first freight working to Spalding for 30 years.

With a lack of unloading facilities at Kings Lynn, the slurry was transferred to road tankers for the 30-mile onward journey.

It is not clear whether this will become a regular working.

DR IAIN C. SCOTCHMAN

SIDELINES

Royal Patron for Transport Trust

THE Transport Trust, a charity dedicated to the preservation of the nation's transport heritage, has announced The Princess Royal will be its new royal patron.

The organisation will also be rebranded as the National Transport Trust (NTT).

Trespassing rise during lockdown

NETWORK Rail says there was an average of 34 trespass incidents per day in the first month of the lockdown, amounting to train delays of nearly 400 hours.

Heritage railways have also seen the public using rail tracks as footpaths, unaware there may still be train movements while no public services are operating.

Seaton Tramathon

SEATON Tramway will be running its Tramathon fundraising appeal from June 8-12, featuring a week of live videos streamed on Facebook to help raise money for the charity and secure the future of the operation.

There will be behind-the-scenes views, and on June 11 a 24-hour tram trip will be shown continuously between Seaton and Colyton stations.

£25m overhaul for Barmouth Bridge

BARMOUTH Bridge will undergo a £25million refurbishment over the next three years, said to be the largest in its 156-year history.

Three closures are planned, the first of which will take place this autumn to replace both timber and steel/iron elements of the Grade-II* listed structure.

Track along the entire 820-metre length of the bridge will also be replaced.

Preparations start this month for the initial phase of work. It will focus on replacing and repairing timber components, which make up the majority (700m) of the structure.

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Question mark over West Somerset jobs as 43 staff are put on notice

THE on-going effects of the coronavirus and the resultant loss of income has forced the West Somerset Railway (WSR) to inform 43 of its paid staff that their jobs may be at risk of redundancy.

A letter was sent out on May 13 to staff in the mechanical engineering, permanent way, operations, and commercial/admin departments, advising them West Somerset Railway plc had reached the position of having to propose redundancies across the business.

The letter from WSR plc chairman Jonathon Jones-Pratt confirmed the reason for the proposed redundancies was "the severe impact of the Covid-19 virus on the business, both in terms of us not being able to run our services at present, and because of the impact that this has had on us being able to run services this year and into next year, and potentially longer term".

In total, 43 of the line's 45 paid staff are at risk, with the two unaffected being in the commercial and administration department.

"Wherever possible, we will seek to avoid redundancies, and we are constantly monitoring Government guidance and the potential impact on our business to try to avoid redundancies," said Mr Jones-Pratt.

"If following consultation all 43 redundancies are required to be made, then all at-risk employees would be selected for redundancy. We very much hope that this is not the case.

"Any employee who is made redundant will, on termination of his or her employment, receive their statutory redundancy payment entitlement and any outstanding contractual payments."

The situation comes as a bitter blow for the WSR, which was steadily making a recovery from the near financial collapse of 2018. There were a handful of redundancies at that time, but the railway, which is heavily reliant on paid staff, has invested a considerable amount in its infrastructure in order to overcome its previous problems.

Speaking in a video log on May 20, Mr Jones-Pratt said: "This is a crisis for the West Somerset Railway. We are in unprecedented times, and it is a sad state of affairs to have the railway closed during what is our best time of year.

"We are a seasonal railway, but it is unlikely we will be able to run this season, which will mean we have suffered three winters of hardship."

Instead the railway is in what Mr Jones-Pratt described as a "care and maintenance" situation, where certain work was being undertaken to stay on top of things, with a view to the line being able to safely reopen in March of next year.

Steam returns as a number of heritage lines consider reopening options

PRESERVED railways across the country may still have their doors firmly closed to the public, but behind the scenes there have been teasing glimpses of steam at some of them as certain departments return to work.

The Great Central Railway took its first tentative steps towards its eventual reopening with a series of test runs on May 22, involving recently repaired BR '2MT' Mogul No. 78018.

Earlier that week 10 of the railway's paid staff returned from furlough to carry out essential functions and to prepare for eventual reopening, including workshop staff who completed valve repairs to No. 78018.

Appropriate precautions were observed for the light engine and loaded trial runs, including the loco crew wearing appropriate face coverings.

They were the first of a series of tests the GCR hoped to carry out over the following two weeks in order to test stock and infrastructure.

On the previous afternoon at the Buckinghamshire Railway Centre, ex-Fraser & Chalmers Bagnall 0-4-0ST No. V47 (2469/1932) and Hunslet 'Austerity' 0-6-0ST No. 66 (3890/1964) successfully passed steam tests ahead of a hoped-for reopening in due course.

May 21 also saw steam in action at Peak Rail's Rowsley works, where Robert Stephenson & Hawthorns 0-4-0ST No. 15 *Eustace Forth* (7063/1942) was on test following running repairs.

With the loco in steam the opportunity was taken to carry out some necessary shunting at Rowsley, and perform spot checks on the running line.

Some railways are now looking with a little more certainty on when they might reopen.

The 15in-gauge Heatherslaw Railway in Northumberland, which at one point feared closure, has said it is looking at a July reopening, while the Severn Valley Railway is understood to be looking at a potential return of some services in August.

■ Steam Dreams owner David Buck ran his Aveling & Porter 4wGT *Sir Vincent* at his private railway in Berkshire on April 21.

This came about following a suggestion by *Steam Railway* magazine, to ensure no month since the early 1800s passed by without at least one standard-gauge steam locomotive operating.



BR '2MT' 2-6-0 No. 78018 drifts through Woodthorpe on the Great Central Railway during a test run on May 22. MAT YARDLEY



RSH 0-4-0ST *Eustace Forth* undertakes a spot of shunting at Rowsley, Peak Rail, on May 21. ANDREW CIVIL



Railways in Parliament

by Jon Longman

Your railway ideas!

NEWPORT East MP Jessica Morden asked when the Government plans to publish the full application form for the Restoring Your Railway Ideas fund.

Transport minister Chris Heaton-Harris replied: "The online form for registering an interest in the second round of the ideas fund was sent to MPs on May 15.

"The full application form will be published on gov.uk during week commencing May 25. We will let members know when the form is available, as we have done at all stages of the Restoring Your Railway Ideas. The deadline for applications is June 19.

"We received 60 bids for the first round, which have recently been assessed, and the next steps from this round will be communicated to members and promoters shortly."

Naming HS2 machines

CHESHAM and Amersham MP Dame Cheryl Gillan asked what estimate the Department for Transport has made of the cost of holding a public vote on naming the HS2 tunnelling machines.

Transport minister Andrew Stephenson said: "The public vote has been implemented and managed entirely in-house by HS2 Ltd staff utilising existing resources so there is no disaggregated cost.

"There is no additional cost associated with applying names to the tunnel boring machines (TBM) as the cost for applying branding is included in the manufacturing costs for the machines.

"Once chosen by the public, names of the TBMs will be added to the side of each machine using transfers, not attached nameplates, similar to the standard branding seen on TBMs around the world."

Northern limited options

BRIGG and Goole MP Andrew Percy asked what plans the DfT has to replace the service option fund on the former Northern Rail franchise.

Transport minister Chris Heaton-Harris replied: "Under the new agreement with Northern Trains Ltd, there is no longer a formal service options fund to help capture the aspirations for additional services. However, the operator is required to continue this development work through its on-going discussions with stakeholders.

"Aligned with this is the work to understand passenger demand as a result of Covid-19.

"Although there is a great deal of uncertainty surrounding this, we always welcome suggestions to help better connect our towns and cities."

Supporting rail industry

CLWYD South MP Simon Baynes asked what steps the department is taking to support the rail industry during the Covid-19 outbreak.

Transport minister Chris Heaton-Harris said: "The department has offered operators of all of its franchises a short-term emergency measures agreement, a six-month pause of the financial mechanisms within their franchise agreements.

"This offer has been accepted in all cases, and the agreements have been in place since April 1, effective from March 1.

"They have stabilised the industry, kept services running and provided assurance for those working on the railway.

"We continue to work to support operators as needed and bring stability and certainty to the industry during this turbulent time."

North Cotswold plans

WEST Worcestershire Harriett Baldwin asked what information the department has received from Network Rail on the feasibility of the Oxford to Hereford North Cotswold Line taskforce strategic outline business case.

"Network Rail is continuing to undertake a review of the business case at the department's request," replied Transport minister Chris Heaton-Harris.

"This is expected to be completed in early summer. However, the constraints of the current Covid-19 situation may have an impact on the timescales for both the review and the department's subsequent consideration of the task force's request for funding to develop the case and its entry into the rail network enhancement pipeline."

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- ★ 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
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- ★ 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

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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



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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

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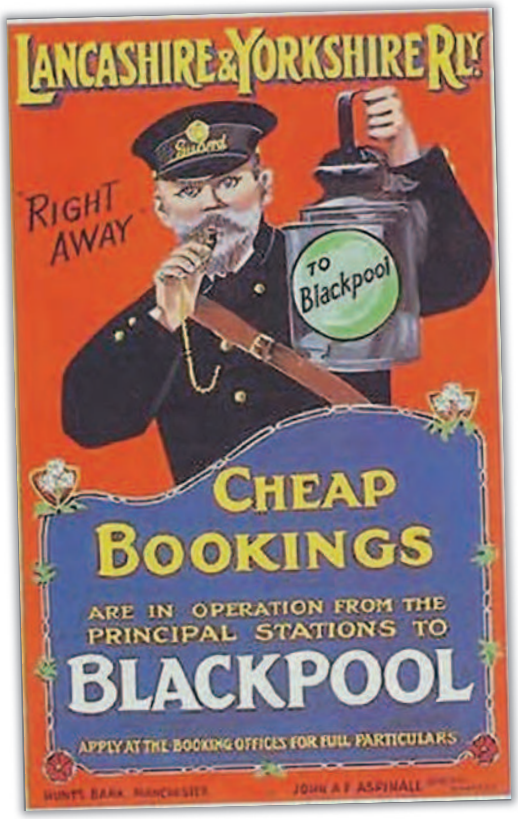
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FOOTPLATES AND FOOTLIGHTS



An L&Y poster promoting Blackpool as a destination.
COURTESY: BOB GREGSON

Travelling by rail to music halls and variety theatres was popular for daytrippers and holidaymakers for more than a century. David John Hindle, of Preston, looks at how the history of each was intertwined, and also provides a taster for his new book.

Victorian England was an age of stuffy complacency, remembered partly for its crinolines and Hansom cabs, satanic mills and streets with gas lamps and knocker uppers, and for the birth of a peculiarly English institution – the music hall – often referred to as the 'good old days'.

In Great Britain variety was originally known as music hall, especially during the early-to-mid-Victorian era, though the two terms are often used interchangeably. Music hall was a product of the Victorian era.

Fundamentally the variety theatres emerged from music hall and were prevalent in seaside resorts, towns and cities during the first half of the 20th century, with British steam-hauled trains conveying the famous and not so famous stars to the music hall.

The origin and demise of the music halls and variety theatres closely parallels the steam era, spanning about 140 years, beginning with George Stephenson's *Rocket* in 1829 and ending with the last British Railways steam locomotives in regular service, which were condemned to a siding and the cutter's torch in August 1968.

Likewise the period that begins with the first music hall c1832 ends with the closure of the last variety theatres in the mid-1960s. Tramcars too complemented the railways and music halls, especially during the halcyon days of the inter-war years.

As the railway expanded, theatres and music halls began to stage international performances on a lavish scale, increasingly served by the railway, with improved mobility for scenery, costumes, animals and equipment.

In the mid-19th century it was the railways that changed everything. London-based touring companies and doyens of music hall were now able to penetrate the provinces by train. From a social perspective this newly found mobility lured the public to the very first music halls long before the dawn of the automobile. For about 75 years the railways were the only form of proper land transport.

The Furness Railway came to be used by those engaged in the music hall industry,

"As the railway expanded, theatres and music halls began to stage international performances on a lavish scale, increasingly served by the railway, with improved mobility for scenery, costumes, animals and equipment."



Left: Blackpool is synonymous with variety theatres, beach holidays and day trips. On September 28, 1964, 'Black Five' No. 45425 gets a relief working to Glasgow Central underway from Blackpool Central as No. 44900 waits to follow with the 4.17pm to Glasgow. P F CLAXTON/*RM* ARCHIVE

Above right: Blackpool holidaymakers arrive at the seaside resort. The variety and theatre industry thrived during the Wakes Weeks. COURTESY: BOB GREGSON



Above: 'B1' 4-6-0 No. 61139 passes Peterborough with a 'Butlin's Express', carrying another bunch of holidaymakers bound for Filey holiday camp. COURTESY: BOB GREGSON



Right: After Billy Butlin opened his first camp at Skegness in 1936, his holiday resort empire attained a social history in its own right. COURTESY: BOB GREGSON

with favourable terms offered for travelling music hall artists during 1897: 'On or after 1st October, 1897, parties of music hall artists and their assistants, numbering five persons and upwards, will be conveyed distances above 20 miles at the under mentioned rate: single journey – three fourths of the ordinary single fare, return journey – ordinary single fare and one half. The tickets to be made available until the end of the tour; ordinary paper tickets will be issued to stations endorsed, music hall artists, only one half the ordinary cloak room charges are to be made to music hall artists. Luggage will be a minimum of one penny per package.' (Furness Railway Audit Accounts Office, Barrow, September 29, 1897)

Music hall artists toured Britain and Ireland by train, often playing a different venue every day for months, and with great reliance on theatre digs. At Preston the legendary music hall performer Marie Lloyd sang the railway song: "Oh! Mr Porter, what shall I do? I want to go to Birmingham, and they're taking me on to Crewe."

Promoters of pleasure

Fortunately, however, she caught the right train when she topped the bill at Preston's Royal Hippodrome on October 30, 1911. The entire cast would have travelled by train before arriving at the next music hall on their tour.

An article in *The Railway Magazine* in 1912 details the theatrical traffic carried on the LNWR on the October 22. A total of 112 theatrical companies were conveyed on the railway, comprising 2,374 passengers, 182 scenery trucks, and eight horse boxes. Railways came to be used by the promoters of pleasure and as a foundation for cultural enjoyment too. Paul Robeson, the great American bass singer, actor and activist, toured extensively in the late-1930s on the crack express, the 'Coronation Scot'.

Notable entertainers, touring companies and travelling circuses, actors, music hall performers, prima donnas and their audiences continued to have great reliance on the railways at the turn of the 20th century and thereafter.

Moreover, it would be interesting to know who they might have inspired out there in the audience.

Nine Butlin's camps throughout Britain were a haven for budding variety performers, and Sir Billy Butlin's camps were well served by the railway network.

The Filey camp had its own railway station, which opened in 1947, in the then East Riding of Yorkshire. The camp station was situated at the end of a short branch line off the line from Hull to Scarborough. It catered for the large number of holidaymakers arriving and departing from the holiday camp each Saturday.

The network of local branch lines and their appealing motive power were once pivotal to the rural landscape of England.

The tranquil railway scene saw minimal change and preserved the rustic essence and magnetism of the country's railway network for more than a century. Indeed the charm of rural branch lines of Britain once epitomised those wonderful days of steam in a forgotten scenario of quaint little trains in a vanishing natural landscape.

In the early days of the LMS an elderly friend told me how she inserted an old penny into a Nestle's chocolate machine on the station platform at Grimsargh (on the Longridge branch), before catching a train into ▶





Above: Coach excursions at Blackpool were popular during the Wakes Weeks. COURTESY: LEYLAND TRANSPORT MUSEUM

Left: Bustling Blackpool Central station on July 19, 1964. D LEA/*RM* ARCHIVE

Right: Former LNER 'B16' No. 61417 leaves Scarborough with the last 'Scarborough Flyer' of 1960 on September 11. B WEBB/*RM* ARCHIVE

Preston to see the pantomime at the long-gone Empire Theatre.

Preceding the closure of the branch line from King's Lynn to Hunstanton, the poet laureate John Betjeman appeared on a diesel multiple unit in a nostalgic film. Perhaps one of the most notable songs that was associated with railway closures was The Slow Train, with lyrics by Michael Flanders, music by Donald Swann.

The famous City Varieties Music Hall, Leeds, also played by Marie Lloyd, achieved national fame as the venue for the BBC television programme The Good Old Days. The music hall was built in 1865 as an adjunct to the White Swan Inn in Swan Street, and the original interior is largely unaltered. It is a unique example of a mid-Victorian music hall.

One of the regular exponents of the music hall brand of comedy at City Varieties was Sir Ken Dodd. Northern comedy had its origins in music hall and Sir Ken's act embraced all of the elements of music hall performance from circus clown-inspired acts, ventriloquism and comedy to serious tenor vocalist. Dodd regularly played the Blackpool Grand up to his death, and once told me it was one of his favourite theatres.

The passing of Ken Dodd signalled the last of the genre of music hall performers and the end of an era.

Comedy icons

Another legendary act – Morecambe and Wise – was established during a provincial train journey in 1940, when Eric's mum and mentor Sadie, travelling with the two teenagers, suggested: 'Why don't you two form a double act'?

So began the comedy icons' journey to stardom, which stayed on the rails, at least most of the time, while playing the nation's variety theatres.

On July 15, 1840, the Preston & Wyre Railway was opened, connecting Preston with Fleetwood, and ambitious plans for the development of Fleetwood as a port. By the late-1840s those factory workers who wanted to 'be beside the seaside,' could board a train from the cotton towns to Fleetwood with cheap Sunday excursions departing Preston at 7.40am and arriving at Fleetwood at 9am.

It was not until February 1846 that a branch from Poulton-le-Fylde to Blackpool North established Blackpool as a popular seaside resort with a variety of entertainment to satisfy the travelling hordes. Blackpool developed in the late-19th century with a catchment area embracing Lancashire and Yorkshire's mill towns and other great centres of industry. At Oldham more than 23,000 holidaymakers travelled on special trains to Blackpool during the Wakes in 1860.

Numerous excursions packed with excited families flocked to Blackpool to catch an early glimpse of the newly constructed Blackpool Tower and the neighbouring 'Big Wheel'. Many of Blackpool's famous attractions were built in the latter half of the 19th century and comprised the North Pier (1863), Central Pier



Above: The Grand Theatre, Wolverhampton, is a huge asset to that city and its surrounding towns. JONATHAN HIPKISS



Right: A summer show at Blackpool Winter Gardens Pavilion starring Tommy Cooper. AUTHOR'S COLLECTION



(1868), South Pier (1894) and the world-famous Blackpool Tower (1894).

Blackpool was to emerge as a magical archetypal seaside resort by the mid-20th century. Nowhere else in the country could such a cast of famous stars be found during the summer season in the 1950s, with around 12 variety theatres offering star-studded entertainment.

Blackpool and the 'Golden Mile' evoke memories of the famous tramway with its fleet of old-fashioned tramcars and extensive sands, with the inimitable Punch and Judy show. All this while relishing fish and chips, ice cream, candy-floss, cockles and whelks, though not necessarily in that order or all at once!

Tram to tower

By tram to the tower was a popular adage, where one could make the ascent or visit the famous Wallace, of Lion and Albert fame, made popular by Stanley Holloway.

A matinee performance at Blackpool Tower Circus, featuring an ensemble of elephants, tigers, lions and two famous clowns – Charlie Carolli and Paul – was always a treat for a youngster like me. Likewise the end of the pier show featuring a very young Ken Dodd or risqué comic Frank Randle declaring "eh we've supped some stuff toneet"; I was a bit young to understand his jokes, but never mind!

The LMS advertised the popular entertainment industry at Blackpool, especially

"Numerous excursions packed with excited families flocked to Blackpool to catch an early glimpse of the newly constructed Blackpool Tower and the neighbouring 'Big Wheel'."

its theatres and cinemas. Frank Matcham designed at least 80 theatres as original architect and was involved in minor and major rebuilds of 80 more between 1873 and 1913.

A total of 28 buildings survive. They include London's magnificent Coliseum, the awesome Glasgow King's Theatre and the Wakefield and Buxton Opera House, all different and real gems.

The Blackpool Grand Theatre opened in 1894, and today survives as a Matcham masterpiece, personifying the glories of the late-Victorian theatre. When built it was dubbed as the prettiest theatre in the Kingdom but it was only to be spared the bulldozers in the nick of time in the early 1970s.

Fortunately it survives as an all-year working theatre to this day. In the 1960s there were long queues outside the Blackpool Grand Theatre for the summer farce starring Hylda Baker and her 6ft 4in mute sidekick, Cynthia.

Who could not be enthralled by the awesome Victorian Grand Theatre? The summer comedies of the 1950s and 1960s, with other famous stars such as Thora Hird, Freddie Frinton and Arthur Askey were real classics, too!

In 1867, the Furness and Midland Joint Railway and the LNWR gave birth to Morecambe as a holiday resort for many holidaymakers, who travelled from West Yorkshire via Carnforth.

The abundance of summer excursion traffic over the line from Leeds and Bradford, in particular, led to Morecambe being dubbed 'Bradford by the Sea'. This line, avoiding Lancaster, was originally conceived as a joint venture between the Furness Railway Company and the Midland Railway.

Glass pavilion

Morecambe and coastal resorts along the Lancashire and Cumbrian coast abounded in white-faced Pierrots and concert party companies performing in the open air or at the end-of-the-pier show. Daily orchestral music delighted visitors in the huge glass pavilion on Morecambe's West End Pier, while down below on the sands entertainers had performed since 1899.

Fifty years later visitors still had a wide choice of entertainment in the resort's cinemas and theatres. The choices ranged from Henry ▶



'Strolling, just strolling' on the North Pier, Blackpool.
COURTESY: BOB GREGSON



The Morecambe Bay paddle steamers plying between Fleetwood and Barrow brought holidaymakers to the Lake District and Fylde coast resorts. The voyage took nearly two hours, with four ships making the crossing. Illustrated is PS *Lady Moyra* of 1910.



Right: Stanier Class 5 No. 45078 and Hughes 'Crab' No. 42734 double-head the 4pm Blackpool Central-Manchester Exchange service past Skew Bridge, south of Preston, on August 24, 1963. PETER FITTON



Below: With so many timetabled and extra trains bringing visitors to Blackpool, it's no surprise the south shed was a popular attraction for trainspotters. In this spring 1957 view, there are more than 12 locos on the depot. J S PHILLIPS/*RM* ARCHIVE

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Variety at the Garrick Theatre, Southport. George Formby is topping the variety bill; he regularly played Lancashire's music halls and seaside theatres.



BR 'Britannia' No. 70027, formerly named *Rising Star*, has charge of a Leeds to Blackpool North excursion on Easter Monday, March 27, 1967. The photo was taken as the train neared the closed Euxton ROF station on the now-electrified Bolton to Preston line. PETER FITTON

Claxton's regular summer revue 'Gaytime' at the Palace Theatre, Sandylands Promenade to Eddie Morrell's 'Starlights' in its 20th season at the long-gone Central Pier (built 1869). The Winter Gardens staged traditional music hall acts like Morecambe's own Albert Modley, while the prominent Alhambra Theatre staged its sleazy summer revue.

During the mid-1950s Morecambe Royalty Theatre, long associated with national treasure Thora Hird, was drifting towards closure as a live theatre. It followed a familiar downward trend, becoming a cinema in 1961, then a bingo hall before closing as a cinema again in 1967. It was demolished in 1972.

The mid-20th century witnessed the permanent demise of the commercial variety theatre in towns and cities throughout the UK, which was attributed to the popularity of television and rising costs in all branches of the business.

Changes in culture, with the advent of rock 'n' roll and famous names and groups like The Beatles, ten-pin bowling and trendy coffee bars also took their toll on traditional variety theatres. Many blows had struck live entertainment throughout the 1950s and this pattern continued unabated throughout Britain.

Moss Empires – the largest British Music Hall chain – closed several of its major variety theatres in the early-1960s when thousands of variety theatres saw the final curtain call during the 1950s and into the 1960s.

Today variety and music hall survive but only as uncomfortable revivals of the real thing. Moreover, the rebirth of preserved steam locomotives is now of interest to those wanting to experience the magic of the steam age.

LMS memories at Preston

Railways and music hall are undeniably interlinked. However, recalling those great days of LMS steam as a 12-year-old, I joined fellow train spotters on the so called 'glass bridge' that formerly connected the south end of Preston station with East Cliff and the Park Hotel for a grand cavalcade with a difference.

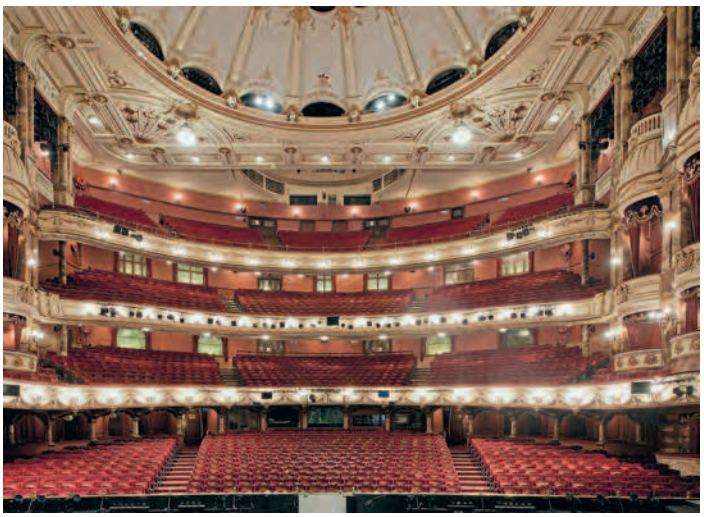
During the late-1950s I was able to enjoy the age of steam during its grand finale, when all manner of marvellous steam engines still dominated the railway network. We nicknamed the various types of locomotives, not forgetting the ubiquitous 'Jinty' No. 47472, unofficially dubbed 'City of Preston'.

However, for me, the ultimate accolade was witnessing the power of the splendid 'Coronation' Pacifics proudly hauling the prestigious 'Royal Scot' and the 'Caledonian' Anglo-Scottish express trains.

From the bridge there was a good view of the main line, with the activity centred on the Preston Dock branch, where two double-headed 'Super D' 0-8-0 ex-LNWR locomotives struggled with a train of more than 30 wagons up the steeply curved 1-in-49 gradient of the dock branch tunnel.

Moreover, the whiff of steam, the staccato barks and plumes of white smoke from two worn-out LNWR locomotives, bombarded all of one's senses, somewhat reminiscent of a smoking volcano emerging from the subterranean depths of Preston.

Long before the days of modern traction, we ventured onto the hallowed ground of Preston engine shed. What a filthy, oily, sooty yet fabulous place this really was, with ▶



The magnificent London Coliseum's auditorium. COURTESY: ENO



Very clean 'Jubilee' No. 45635 *Tobago* hauls 1X50, an 'Illuminations Special' from Doncaster to Blackpool Central, along the 1903 Marton line at Plumpton on September 29, 1962. The line was closed in the late-1960s, with no trace now remaining. PETER FITTON



Even in preservation, steam has continued to take passengers over routes used by trains to music halls. 'V2' No. 4771 (BR No. 60800) *Green Arrow* climbs Miles Platting Bank after departing from Manchester Victoria with 1Z36, a charter heading for York then London King's Cross, on April 26, 1986. STAN WITHERS



Nicely clean ex-GWR 'King' class 4-6-0 No. 6011 *King James I* is about to leave Leamington Spa General station with 1M16, a Paddington to Birkenhead express, on March 17, 1962. This was the final year in which these fine locomotives were in service. PETER FITTON

engines ranging from 49191 and 49196 on home ground to a visiting 'Princess Royal' No. 46203 *Princess Margaret Rose*.

We ticked off row upon row of overpowering simmering locomotives being prepared for the road before being chased off by the shed foreman!

Towards the end of steam a lasting memory was that of seeing rows of condemned 'Patriots' (most with nameplates) and the 'Coronation' Pacific engine 46257 *City of Salford*, lined up pending their execution.

Regrettably, there was to be no railway Valhalla for the *Home Guard* or the once proud *City of Salford*. One would have preserved the lot if that had been possible, but this preceded the thrust of the preservation movement.

Journeys by steam-hauled trains during the 1950s using holiday runabout tickets enabled families such as ours to enjoy trips on the lovely Coniston and Lakeside branches in the Lake District – gone but never to be forgotten. ■

Below: 'Black Five' No. 44693 gets away from a busy Blackpool North on May 29, 1963, with a return special to Bradford Exchange. BRIAN TAYLOR/*RM* ARCHIVE

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BY RAIL to the Music Halls has recently been published by Mortons Books Silver Link Publishing imprint.

Author David Hindle MA takes an in-depth look at the parallels to be drawn between the origins of railways and the nation's music halls.

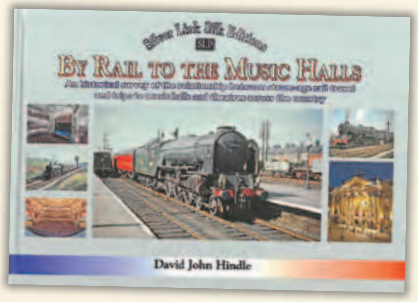
Gary Morecambe, son of world famous comedian Eric, has written an introduction to the 128-page 'silk edition' book.

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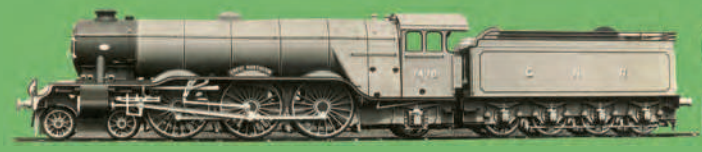
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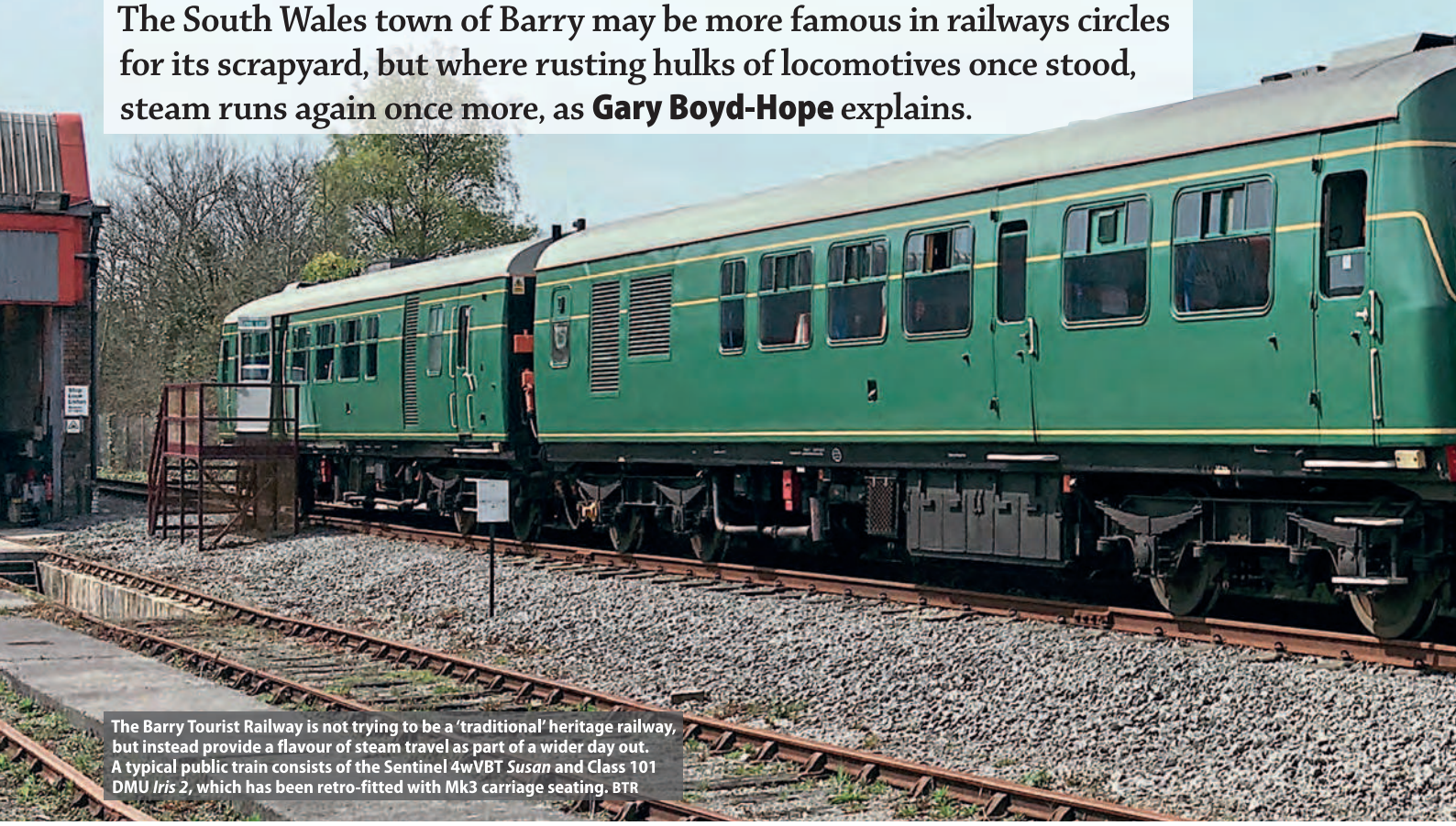


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THE BARRY TOURIST

The South Wales town of Barry may be more famous in railways circles for its scrapyard, but where rusting hulks of locomotives once stood, steam runs again once more, as Gary Boyd-Hope explains.



The Barry Tourist Railway is not trying to be a 'traditional' heritage railway, but instead provide a flavour of steam travel as part of a wider day out. A typical public train consists of the Sentinel 4wVBT *Susan* and Class 101 DMU *Iris 2*, which has been retro-fitted with Mk3 carriage seating. BTR

MENTION the name of Barry in South Wales to any railway enthusiast and you can bet a pound to a penny their mind will jump to images of Woodham Bros' famous scrapyard, with its lines of redundant locomotives quietly awaiting their fate in the salty air emanating from the Bristol Channel.

The role Dai Woodham played in effectively making the preservation movement as we know it possible cannot be understated; suffice to say that through his offices no fewer than 213 steam locomotives have been saved for preservation, 150 of which have since steamed.

What the heritage movement might have looked like without Barry Scrapyard's influence can only be guessed at, but one suspects the number of preserved lines would have been fewer, and those that did exist would be heavily reliant on former industrial steam locos.

Regeneration

Yet the scrapyard is no more, and in the years since it closed Barry has undergone many changes as part of a strategic regeneration project. The sidings where rusting locos once stood are now home to an Asda supermarket. Many historic buildings in the town have been restored and smartened up (including the Hood Road pumping station that features in many scrapyard photos), and an air of prosperity now exists where there was once neglect.

Perhaps most importantly, however, where steam locomotives once went to die they now live again, and just yards from where some locos were cut up, others are being restored back to working order thanks to the Barry Rail Centre and its operational Barry Tourist Railway (BTR).

Yet the BTR is not the first heritage line to have its base in Barry. In 1979, when Woodham's yard was still very active, the Butetown Historic Railway Society accepted a lease offered by Vale of Glamorgan Council (VoGC) on Barry Island station building and platform 4, supported by financial aid from the Welsh Development Agency.

The operation eventually became known as the Vale of Glamorgan Railway, working a short



It might not look like it at first glance, but the Barry Tourist Railway's Barry Main Depot building is the original Barry Railway Co steam shed of 1888. This is the rear of the building, showing the pits that still survive outside. The BTR's main running line can be seen on the left. GARY BOYD-HOPE



The former Barry shed still retains much of its steam atmosphere inside, and today is the main storage area for the railway's rolling, including refurbished ex-Gatwick Express Mk2F coaches, a BR ZRA van and a GWR 'Toad' brakevan. GARY BOYD-HOPE

RAILWAY



section of the former Barry Railway Company/GWR line as the Barry Island Railway.

The heritage operation was supported by an annual £65,000 subsidy from VoGC which, in December 2007, made the decision to withdraw its funding of the railway. The council granted a licence for the railway to continue operating through 2008, although by now entirely self-financing, but made it known it intended to find a new backer for the line under a long-term lease.

Ultimately, the Vale of Glamorgan stock was transferred to the fledgling Garw Valley Railway at Pontcymer, including the former NCB Maesteg Colliery Hunslet 'Austerity' 0-6-0ST *Pamela* (3840/1956).

Cambrian Transport

Three sealed bids were received in response to the invitation to tender, with the successful bidder being Cambrian Transport Ltd, which had long been VoGC's railway consultant and contractor.

Cambrian Transport was established in 1995 by former British Rail manager John Buxton who, as a BR Train Operating Company managing director in the 1990s, had had responsibility for the entire Valley Lines operation. Cambrian's speciality was, and remains, consultancy and contracting offering expertise in areas such as infrastructure design, construction and maintenance; operations support; traction and rolling stock; public and business planning; and fleet specification and operation. It has worked as ▶

A BRIEF HISTORY OF BARRY'S RAILWAY

THE first rails to be laid in Barry were put down by the Barry Dock & Railway Company which opened in 1889, later becoming simply the Barry Railway.

The company was first incorporated in 1884, and was born as a result of the Rhondda colliery owners' frustration over high charges at Cardiff Docks, and the increasing costs of transporting coal charged by the Taff Vale Railway, which held the monopoly.

The new railway was built primarily to transport coal from the South Wales coalfields, and it wasn't long before extensions to both Barry Island and Barry Pier (with its scheduled steamer services) were constructed, giving the Barry Railway a total route mileage of 68 miles.

However, it was Barry Docks that provided the main focus of business, which with the construction of a second dock basin, became a principle port for the shipment of South Wales' 'black gold'. In fact, by 1910 it had actually overtaken Cardiff Docks as the chief export point for the region's coal. By 1913 it was the largest coal-exporting dock in the world.

The other railway serving Barry was the Vale of Glamorgan Railway's line that connected it with Bridgend. An Act of Parliament of 1889 was supported by the Barry Railway, which went on to equip and operate it on the VoGR's behalf.

In 1922 the Barry Railway Co was absorbed by the GWR, and with it came 148 locomotives, primarily six- or eight-coupled mineral engines, along with other four-coupled types for passenger work.

It is said that not a single Barry Railway loco was scrapped during the company's existence. Many of the Barry Railway classes were later replaced by the GWR's 0-6-2Ts and 2-8-0Ts, but a handful clung on until Nationalisation.

The GWR undertook several improvements at Barry Docks, and built two new platforms at Barry Island to accommodate the increasing excursion traffic.

British Railways sent its first redundant locomotives to Woodham Bros' Barry Scrapyard in 1959, although it would not earn its claim to fame for several more years.

In 1962 the docks were transferred to the newly formed British Transport Docks Board, the same year that the first passenger services were withdrawn. Line closures continued throughout the next decade, with the Barry Island to Barry Pier section finally closing in 1976.

Barry would go on to write itself a new chapter in the great railway history book thanks to Dai Woodham, and in spite of seeing many changes over the years, one of the Barry Dock basins is still active under the Associated British Ports banner.

far afield as Canada and the Middle East, while in the UK the company has contracts across the nation from the Isle of Wight to Scotland. Even closer to home, the firm completed the renewal of a rail-over-rail bridge at the Pontypool & Blaenavon Railway.

Cambrian Transport took over operation of the Barry heritage line in 2009, and on January 1, 2011, signed a 20-year lease with VoGC, which included the two-mile line, 14 sidings, Barry Island station, a 'new' shed in traditional style on Plymouth Road, the connected Waterfront Branch and Hood Road goods shed, and the historic former Barry Railway Co steam shed at Barry (88C), in which it established the Barry Rail Centre.

The shed had originally been built in 1888, and at the time of the Grouping, when the Barry Railway became part of the GWR, it was home to 148 locomotives. It closed to steam in September 1964, and later found use as an EWS (English, Welsh & Scottish Railways) wagon repair centre until being taken over by VoGC.

Stock storage

Today, the shed is known as the Barry Main Depot and serves as the line's main engineering and stock storage area. It is home to the Barry Tourist Railway's operational steam loco – Sentinel 4wVBT *Susan* (9537/1952) – as well as a fleet of rolling stock, including BR Class 101 DMU testing unit *Iris 2*, formed of RDS No. 977963 and RDB No. 977964; Class 101 DTCL No. 6300; Class 488/2 unit No. 8206 (72505+72629); Class 489 unit No. 9110; and unrestored BR '9F' 2-10-0 No. 92245.

The '9F' is in a dismantled state, having donated its boiler to be used on classmate No. 92212. However, the intention is to reassemble the loco and display it as part of a wider exhibition about Barry and the importance of its famous scrapyard.

As an aside, No. 92245 is one of two unrestored ex-Barry Scrapyard locos now owned by Cambrian Transport, the other being '56XX' 0-6-2T No. 6686. When Vale of Glamorgan Council decided to dispose of the remaining 10 Woodhams locos – the so-called 'Barry 10' – it was John Buxton who acted on the council's behalf and led the negotiations that secured homes for all of them.

On running days the public usually join BTR trains at Barry Island station, which is located directly opposite the Barry Island Pleasure Park.

The station is served by Transport for Wales (TfW) services, but the station buildings are maintained by the BTR. Here a shop, cafe and the Barry at War military museum have been established, all of which are manned by teams of enthusiastic volunteers. Part of the building has also been given over to exhibitions and meeting/activity space.

Only the western end of platform 1 is available to TfW passengers; a fence prevents access to the main building and a modern waiting shelter is provided instead.

TfW trains cannot run through the station either because a buffer stop has been sited midway along the platform; a far cry from the station's heyday when services ran through to Barry Pier.

A footbridge connects the main station building with bay platform 4, which is used by BTR trains. The main 'tourist' trains consist of the Sentinel *Susan* and the Class 101 *Iris 2*, which has been re-engined and fitted with comfortable, high-class ex-Mk3 carriage seating of the sort unlikely to be found in any other preserved first-generation DMU.

A short distance to the east of the station is the BTR's current Plymouth Road terminus, with its large shed and canopied platform for BTR trains. In Barry Railway Co days the main line ran beyond here and through the 280-yard long Pier Tunnel to Barry Pier, where they connected with paddle steamers which linked South Wales with North Devon and Somerset.

Rail access to the tunnel ended in 1976, but the BTR has long-term aspirations to one day reopen the tunnel and return trains to Barry Pier.

Museum

There was a plan to create a museum/visitor centre in the Plymouth Road shed, with exhibits including the '9F' and former BR track testing coach No. DW139, which itself is worthy of a slight digression in this narrative.

The vehicle was originally built in 1911 as GWR 'Toplight' No. 2360, and in 1928 was selected by the chief civil engineer's department for conversion at Swindon into the famous 'Whitewash Coach', so called because whitewash would be flushed from the toilet cistern onto the permanent way to mark a track fault. Subsequently, a more sophisticated system deposited yellow and red dye: yellow dye indicated a fault that needed repairing within a week, whereas red signalled a fault that required



GWR and Southern locos awaiting their fate at Woodham Bros' scrapyard on March 30, 1968. The chimney of the Hood Road pumping station can be seen in the distance.
N E PREEDY/*RM* ARCHIVE

immediate action.

The coach was active well into the 1980s, having retained its original bogies into the 1970s. These were eventually replaced by 'B4' bogies to enable the coach to run at more than 100mph.

In 1989 it was designated as an historically significant artefact which should be permanently preserved, becoming part of the National Collection. Unfortunately, after more than 10 years' storage in the open air at Swindon and the National Railway Museum at York, it was in a sorry state. It was eventually de-accessioned by the museum and acquired by John Buxton for the BTR in 2012. It retains many period features from the 1928 rebuild, and John eventually hopes to restore the coach and equip it for push-pull operation.

The museum plans have since been amended as the Plymouth Road shed is now also to become the home of the railway's Heritage Skills Centre. This is currently housed in the 'New Barry Works' building, next to Woodham Halt, but the railway's lease on the building is not up for renewal and the facility will move to Plymouth Road.

The current plan is to incorporate the Skills Centre as a working heritage display within the wider museum. Renamed as the Barry Heritage Centre, the BTR's museum will tell the history of Barry in terms of the railway, the docks and the two world wars.

The Skills Centre is managed by Mike Pearce, owner of Hunslet 0-6-0ST *Jessie*, who is currently overseeing the restoration of GWR Small Prairie No. 5539 on site for owner Hugh Shipton, as well as working on the BTR's other ex-Barry Scrapyard loco – Collett 0-6-2T No. 6686. Both locos will move to Plymouth Road, with John Buxton keen to expand this side of the Barry Rail Centre operation. In this regard he has recently taken on two more paid staff and is sponsoring an engineering undergraduate at university.

Rejoining the train at Plymouth Road, BTR services return to Barry Island station then almost immediately cross the 149-yard Barry Island double-track viaduct that is shared with the Network Rail line; the two lines run separate yet parallel.





Barry Island station is the headquarters of the Barry Tourist Railway, which houses its shop, cafe, exhibition space and military museum. Legacies from previous owners can be found in the form of the GWR ticket window (left) and Regional Railways name board (below).
ALL: GARY BOYD-HOPE

The viaduct follows the northern edge of Barry Harbour, with the A4055 Harbour Road running alongside.

The line splits at the western end of the viaduct at Waterfront Junction: one line – the Waterfront Branch – dropping down to Hood Road and the Waterfront station.

This area is currently under development, and the BTR has rationalised its track work, having agreed to cede part of the track layout to the scheme. The Waterfront platform and terminus lie opposite the old Barry Railway's iconic hydraulic pumphouse.

Attractions

However, the nearby former Hood Road goods shed now has a new lessee. The new development offers a range of visitor attractions and the BTR is working with the developer to ensure the success of the scheme with the aim of attracting more visitors to the railway.

The BTR main line swings sharply north-eastwards at Waterfront Junction to run alongside the eastern wall of the former Barry steam shed (Barry Main Depot), in the shadow of Network Rail's Barry station, immediately to the west.

As the line continues in that direction it passes the former shed yard – often used for commercial stock storage and maintenance – and proceeds to Woodham Halt, which was erected to serve the nearby Barry New Works/Heritage Skills Centre, housed in a building on the site of the former Barry Railway Works.

The building is rail-connected, and the presence of locomotive wheelsets outside provides an indication of its current use. However, as mentioned previously, the lease on the building is up and its activities are transferring to Plymouth Road.

Beyond Woodham Halt, BTR trains then pass beneath Gladstone Bridge, which also spans the parallel Network Rail lines, and roll into Gladstone Bridge station next to a Morrisons supermarket and a retail park. This is the present terminus of the BTR, but the railway is currently working on a half-mile extension to a new interchange at Network Rail's Barry Docks station.

Much of the old trackbed has recently been cleared, and when completed the current Gladstone Bridge platform will be re-sited at Barry Docks.

The railway operates on around 30 steam and heritage diesel days per year, and as well as the train rides a BTR ticket includes shed and

workshop tours and talks on Barry's history.

Promotion of the Barry area is actually a key part of the BTR's marketing strategy, with a goal of attracting more people to visit the town and the island. Furthermore, the line hosts a number of special events annually, including Easter and Christmas services, swap meets, Barry at War and 1940s fashion events, and historic aircraft displays. John's company organised, sponsored and funded four of the famous Red Arrows displays in conjunction with the BTR's Wartime and Vintage Transport events.

The Sentinel *Susan* is the mainstay of the passenger operation, but in previous years the railway has played host to a number of former main line locomotives. Hawksworth '94XX' 0-6-0PT No. 9466, when still under the ownership of the late Dennis Howells, visited on several occasions, while other guest locos have included Buckinghamshire Railway Centre's ex-Metropolitan Railway 0-4-4T No. 1, the Great Western Society's steam railmotor No. 93, and former Turkish '8F' 2-8-0 No. 45160.

This effectively summarises the public face of the BTR, but there is more to the Barry Rail Centre operation, including a number of plans and aspirations for future development.

For example, the BTR has made inroads into becoming Britain's first carbon-neutral railway. In May 2019, in the face of forthcoming regulations from DEFRA, limiting domestic household emissions, the railway trialled a new low-emission fuel source on the Sentinel *Susan*.

This followed discussions with the supplier to the operators of the National Trust's 1859-built steam yacht *Gondola*, which currently plies its trade on Coniston Water in Cumbria, and which was converted in 2008 to burn logs made from compressed wood and sawdust. The logs are said to burn more efficiently than coal, giving off little smoke with a low sulphur content.



The BTR is home to former GWR 'Toplight' No. 2360, which was later modified to become a track-testing coach, and remained in use until the 1980s as No. DW139. The coach will eventually be restored and equipped for push-pull working. The grille to the left of the picture belongs to Class 08 No. 08503.
GARY BOYD-HOPE

During the initial experiment the time it took to get from lighting up to full pressure was under two hours, which is a typical time for a Sentinel loco of this type.

Firing was also undertaken at the same frequency as would normally be done with coal, with a bag of the biomass logs going into the firebox, rather than five or six shovelfuls of coal.

Electro-diesels

During shunting manoeuvres the loco proved to be just as effective as when fired by coal; pressure was maintained throughout as the loco worked with train weights of up to 210-tonnes in high gear.

Costs of the biomass fuel are higher than coal, but the overall fuel consumption was lower, making a 'cost per day' of using biomass on a par with a day on coal.

As already mentioned, stock storage is something that the railway already undertakes, aided by its Class 73 electro-diesel No. 73118, which was one of the class that worked on the Channel Tunnel Rail Link and was modified to be able to haul Eurostar stock. Restoration of Class 08 No. 08503 is nearing completion and the railway can also call upon its second Class 73 – Eastleigh-based No. 73133 – if needed.

However, John Buxton would like to expand that relationship with the 'big railway' operators and make the BTR available as a test track.

Once the Barry Docks extension has been completed, it is hoped to upgrade the permanent way and increase the maximum speed limit to 40mph to facilitate traction and rolling stock testing.

The railway is very fortunate in this regard in having Major John Poyntz, the former principal inspector of railways at Her Majesty's Railway Inspectorate, on board as one of the advisory team.

In tandem with this, Barry shed (Barry Main Depot) is being developed to become a fully operational depot, capable of carrying out inspection maintenance, testing and commissioning work.

One of the prime drivers for this is to make Barry a destination for the steam railtour market, with the BTR having full facilities for both locomotive and train servicing. It has been used for loco servicing on previous occasions, but the aim is to make this a much more regular feature

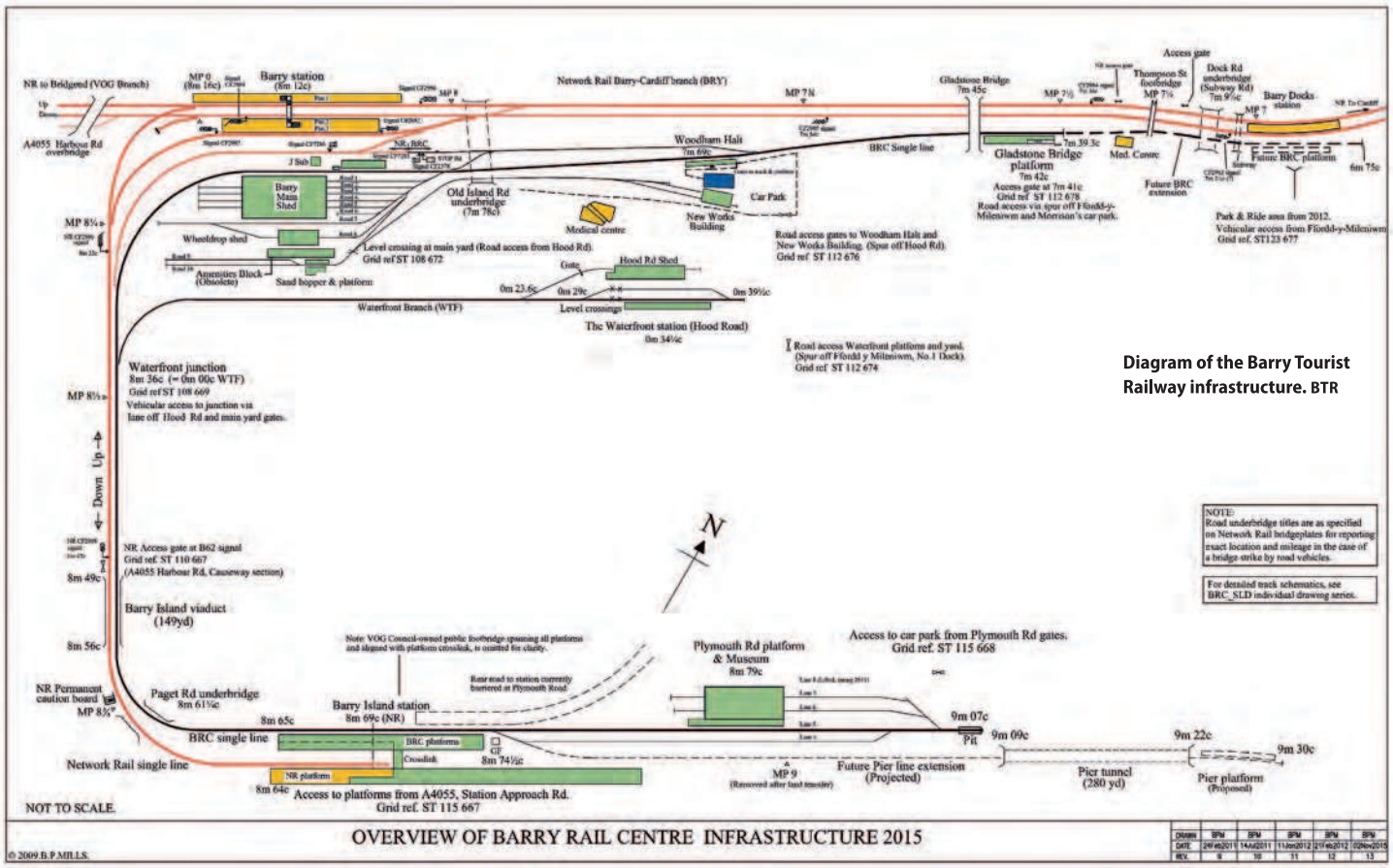


Diagram of the Barry Tourist Railway infrastructure. BTR

of the whole operation.

To this end, the the former Bricklayers Arms depot turntable has been acquired from the Mid-Hants Railway, which is now under restoration for installation in the Barry Main Depot yard. Track next to the former coaling stage area is also being reinstated to permit the railway's Ruston-Bucyrus 22-RB grab to perform loco coaling duties.

By having a facility capable of serving both the modern railway and heritage sector, it is hoped the railway will be able to expand its range of training and employment opportunities.

This would include the Heritage Skills Centre, and training initiative with main line operating companies. Already the railway has provided realistic training opportunities for rail engineering firms Colas and Amey, while the South Wales Fire & Rescue Service has performed practice scenarios using the BTR facilities.

Vivarail recently announced it will test and commission the Class 484 trainsets at the BTR. These converted ex-LU D78 trains are replacing the ageing Class 483 trains currently operating services on the Isle of Wight.

One of the more surprising sidelines that the BTR has nurtured is the provision of filming locations. With both BBC and ITV having a strong presence in Cardiff, the railway has provided locations for many episodes of Doctor Who and Casualty, together with other locally made series, including Being Human and Stella. Barry itself is also the location for the popular comedy series Gavin & Stacey.

Covid-19

Although the BTR is currently closed to passengers because of the Covid-19 pandemic, the operation at Barry remains financially secure thanks to John Buxton's foresight in recognising from the start that the railway needed to have a number of strands to its bow if it was to thrive as a business. While all heritage work has currently stopped, the important main line railway services together with the regular consultancy and contracting work continues.

The railway has always been self-reliant and remains on a firm financial footing. It has never received any outside funding and is the only standard-gauge heritage line not to appeal to the public for financial assistance during the current crisis. Furthermore, as a statement of its commitment to the future, the railway procured four Mk3 carriages direct from main line service in April. Three will improve the railway's fleet of carriages and the other will become a retail unit at the Waterfront development.

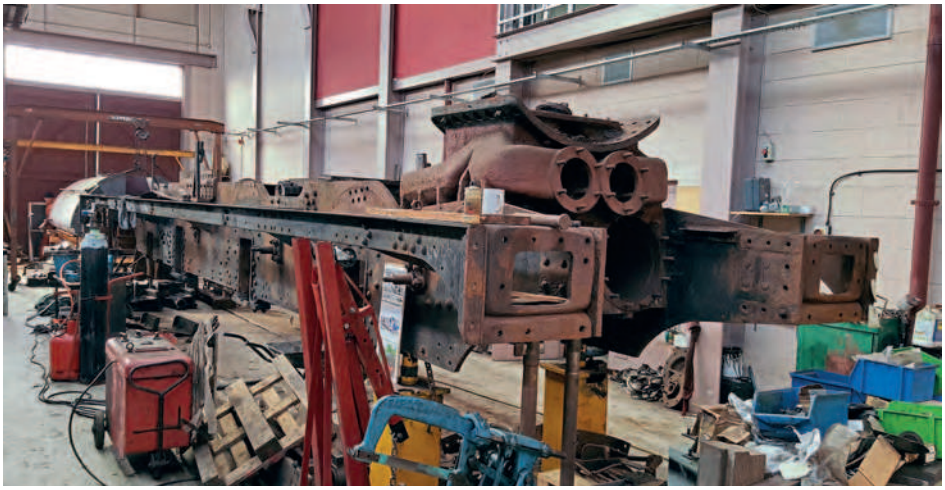
In addition, ecological site surveys are presently underway as part of the Transport and Works Application (TWA) that Cambrian Transport is preparing for the proposed extension of the line to Barry Dock station.

John Buxton is rightly proud of what he and his team have achieved to date, but says it has only scratched the surface of its full potential. He knows the line itself will never be a big league player in the wider heritage movement, but with the multpile facets of the whole Barry Rail Centre operation, he believes Barry has the ability to leave its mark on the industry for a second time.

Certainly the addition of a genuine South Wales loco, in the form of No. 6686, will only serve to enhance the railway's offering, and if the various strands of the Barry Rail Centre business grow as John intends, it will have a very good future ahead of it. ■



The man with the vision: John Buxton has been behind the BTR operation since it took over the lease of the line, and he is seen here at Woodham Halt with Class 73 No. 73118. GARY BOYD-HOPE



Collett '56XX' 0-6-2T No. 6686 is currently under restoration at the BTR's Heritage Skills Centre. The frames are pictured in March 2019, and the hope is to have it at the rolling chassis stage by 2021. GARY BOYD-HOPE



BR '9F' No. 92245 awaits reassembly as a museum exhibit at Barry on March 11, 2019. The loco will eventually be used to tell the story of Barry's famous scrapyard. GARY BOYD-HOPE

A FURTHER LOOK AT 0-6-0s



For this instalment of Practice & Performance, Keith Farr analyses the performance of another selection of 0-6-0 tender engines on passenger duties.

In the January 2020 issue of *The Railway Magazine* we surveyed the performance of various 0-6-0 tender locos, from Collett's '2251' class on the Great Western to a 'J19' and 'J39s' on the former Great Eastern. We shall now look at five more classes, still leaving many others unremarked; after all, on Nationalisation in 1948, BR inherited 4,259 0-6-0s, comprising umpteen different types from before the 1923 Grouping.

One of those was the impressive-looking former North Eastern Railway stud classified 'J27' by the LNER and used extensively on heavy duty moving coal in Northumberland and County Durham. With crews on mileage bonus payment, they always seemed in a hurry – as did the 'Q6' 0-8-0s – often tender-first, apparently revelling in being thrashed, and forming the centre piece of John Heaton's comprehensive article in the March 2011 issue of *The RM*.

In contrast, let us examine a 'snippet' behind another former NER class on a rural duty. Classified 'J21' by the LNER, these 0-6-0s were not in the same league as the 'J27s' but were just as useful. According to the Railway Correspondence & Travel Society's definitive history of LNER locomotives, between 1886 and 1895 Gateshead and Darlington works turned out 201, of which 171 (NER Class 'C') were compounds and the remainder, the 'C1's, were 'simples'.

NER Locomotive Superintendent T W Worsdell claimed the compounds consumed less coal than the 'C1's, but his brother and successor, Wilson Worsdell, thought otherwise and converted all the compounds to 'simple', to be reclassified 'C'. Some were superheated, others not; by 1913, 121 had Joy's motion and slide valves and the remaining 80 Stephenson piston valve gear. See panel on page 28 for general dimensions.

Challenging route

Tough little engines, what became the 'J21s' formed 10% of the North Eastern Railway's motive power contribution to the LNER and, unlike the similar 'J25s', were widely used on passenger as well as freight duty. And they lasted well into BR days, with the final survivor, No. 65033, active from South Blyth shed until April 1962.

A route on which the 'J21s' are remembered was the line across the Pennines from Bishop Auckland in the east, over Stainmore Summit and down into Edendale; at Kirkby Stephen it divided into branches north to Penrith and south-west to Tebay. This was the challenging route taken by pairs of 'J21s' in the 1930s with Saturday Newcastle to Blackpool excursions; they would also double-head mineral trains from the Durham coke ovens to iron and steel works on the Cumbrian coast.





One of the crew of 'J11' 0-6-0 No. 64286 from Darnall shed takes a breather as the loco sits at Deepcar on the Woodhead route. P J HUGHES/COLOUR RAIL

The Stainmore route from Barnard Castle to Eden Valley Junction, Penrith, was closed to passengers in January 1962, after the 'J21s' had largely been replaced by LMR and BR Moguls, which were within the load limit for Belah Viaduct, the work of Thomas Bouch, engineer of the first Tay bridge. Logs of 'J21s' are therefore hard to come by, although a perusal of the Railway Performance Society's (RPS) electronic archive unearthed a 'snippet' from Barnard Castle to Kirkby Stephen recorded by the late Michael Bland in July 1953 (Table 1). The gradient was less severe westbound than eastwards, but several miles of 1-in-68 had to be conquered before reaching the 1,370ft summit. For six years after the closure of Devon's Princetown branch in 1956, Stainmore was the highest point on any English passenger line.

Michael Bland's log shows signal checks on departure from Barnard Castle and at ▶



Above: The final surviving 'J21' 0-6-0 No. 65033 works over the Stainmore route, near Bowes, on May 7, 1960, with an RCTS railtour from Darlington to Carlisle and back via Penrith. GAVIN MORRISON

TABLE 1: BARNARD CASTLE-KIRKBY STEPHEN

Train: 4.15pm Darlington-Penrith
Loco: 'J21' 0-6-0 No. 65103
Load: 3 + 2 vans/124½/128 tons
Date: July 20, 1953
Recorder: M N Bland

Distance miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.0	Barnard Castle	0	0 00	-/* sigs	2310F
1.1	*Tees Valley Junction*		2 48	24	71R
2.5	Lartington	5	5 49	-	67R
0.8	*Lartington West*		2 52	21/* sigs	69R
2.5	*Hulands*		6 29	30½/34	69R
3.8	Bowes	8	9 05	-	82R
4.8	MP 26		9 09	31	93R
5.8	" 27		11 07	30½	68R
6.8	" 28		13 05	30½	68R
7.5	*Stainmore*		14 28	30/45	68R/98R
10.3	Barras	18	18 54	-	60F
1.5	Belah		2 39	32/49	60F
6.5	Kirkby Stephen East	10	9 58	-	72F

* speed reduced by brakes

TABLE 2: SHEFFIELD (VICTORIA)-PENISTONE

Train: 3.22pm Sheffield-Manchester
Loco: 'J11' 0-6-0 No. 64336
Load: 5/160 tons tare
Date: July 13, 1954
Recorder: G J Aston

Distance miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.00	SHEFFIELD (VIC)	0	0 00	-	Level
1.25	Neepsend		2 58	34	132R
2.90	Wadsley Bridge		5 39	37½	132R
4.85	Oughty Bridge		8 35	40½	132R
7.95	Deepcar		13 15	39½	120R
8.80	Wortley		14 40	39½/38	120R
12.25	*Barnsley Junction*		18 05	39	160R
12.90	Penistone	23	21 26	-	100R



This pair of 'J11/3s' – Nos. 64386 and 64406 – head the morning Penistone to Ecclesfield oil train through Silkstone in August 1960. P A HOGARTH/*RM* ARCHIVE



'J11' No. 64452 has arrived at the Midland Railway's Barnsley Court House station on May 9, 1959. The platform bay was at the Penistone end of the station, which closed in April 1960. GAVIN MORRISON

Lartington West, and they lost a minute or so on each of the ensuing sections to Barras. Yet up to Stainmore No. 65103 was plodding away at 30mph on 1-in-68, albeit with a light load and, one assumes, under a summer sun. It would have been different during the snowstorm in February 1955, as vividly featured in the British Transport Commission film, Snow Drift at Bleathgill.

Major artery

Moving south, we come to another trans-Pennine route, now largely defunct, but which was once a major artery. This was the former Great Central line, electrified under BR between 1952 and 1954 at 1,500volts DC overhead. Its most important traffic was freight, largely coal, from Wath marshalling yard to Mottram, Manchester.

Between Wath and Penistone, the coal trains needed up to four 2-8-0s or two plus Gresley's 2-8-8-2 Garratt to tackle the 1-in-40 of Worsborough Bank through Silkstone tunnels, creating more than mere discomfort for the unfortunate loco crews.

The same work could be accomplished in half the time with a pair of Class 'EM1' Bo-Bo 1,868 horsepower electric locos and without asphyxiating anybody. So priority was given to electrifying the Wath to Penistone section, commissioned in February 1952.

By June 1954, the new tunnel at Woodhead and electrification on to Manchester, including the Glossop triangle, were complete; but from Sheffield to Penistone, just beyond convergence with the Wath route, the overhead wires were not 'live' for another four months. This gave steam locos a last chance to tackle the ascent – less steep than the dreaded Worsborough Incline, but still with some serious climbing.

The RPS archive reveals a log timed by the much-travelled G J Aston from Sheffield (Victoria) to Manchester (London Road) via Woodhead, during the period when steam gave way to electricity at Penistone.

For the first 12.9 miles, the five-coach train was entrusted to nothing more than a 'J11' class 0-6-0, one of 175 built for the Great Central Railway between 1901 and 1910 at its Gorton works (Manchester) and by Beyer, Peacock, where Mr Aston's No. 64336 was completed in October 1903.

The 'J11s' were larger than the 'J21s', and Table 1 suggests Staveley GC-based No. 64336 was living up to the class nickname of 'Pom-poms', arising from the alleged similarity between their sharp exhaust and heavy gunfire. On gradients steepening to 1-in-120, the 50-year-old 0-6-0 must have been flayed to achieve a minimum of 38mph, even with only five coaches on its tail, suggesting an equivalent drawbar horsepower (edhp) between 600 and 700. The time of 21½ minutes for the 12.9 miles from Sheffield to Penistone compares with 21½-23min by three 'B1's in my article on that class in *The RM* for August, 2015, although the 4-6-0s had heavier loads.

At Penistone, the 'J11' handed over the train to EMI electric loco No. 26056.

In the early-1950s, the Wath/Sheffield to Manchester trunk route seemed ideal for electrification, with regenerative braking from a descending freight train returning power to the overhead line to assist another train ascending.

However, the coal industry was declining and passenger services, restricted to 60mph, were unimaginative; in January 1970 they were replaced by DMUs running via the Sheffield to Manchester Hope Valley line. This left the EMU suburban service between Hadfield/Glossop and Manchester, and DMUs linking Penistone and Sheffield (Midland), latterly via Barnsley. Freight continued via Woodhead until July 1981, concluding with a Harwich (Parkeston Quay) to Edge Hill working by a pair of 'EM1s' in multiple.

Less sprightly

I digress, and must return to 'J11s'. November 1955 saw the demise of No. 64436, although the last of the class, No. 64354, was in service until October, 1962, 59 years after it first emerged from Gorton. Under Edward Thompson as CME, 64354 was given piston instead of slide valves, placing it in the 'J11/3' sub-group, briefly considered for one of Thompson's LNER standard classes.

Similar in size to the 'J11s were the Midland Railway/LMS '4Fs', although by most accounts they were less sprightly; and they were the most numerous of the 0-6-0 families we are discussing. Aiming to reduce double-heading of the heavy Toton to Brent coal trains, in 1911 Derby turned out a couple of prototype 0-6-0s: No. 3835 with 160lb psi boiler pressure, 20in x 26in cylinders and a Schmidt superheater, the other, 3836, carrying a 175lb psi boiler, 19in x 26in cylinders and a Swindon superheater.

Trials against each other, and a couple of MR '3F' 0-6-0s, found No. 3835 to be the better loco and the design went ahead, albeit with some minor changes; the first production '4Fs' were rolled out from Derby in 1917. Come the Grouping, six years on, 197 had

PANEL: PRINCIPAL DIMENSIONS OF LOCOS IN TEXT

Class	'J21' NER/LNER	'J11' GCR/LNER	'4F' MR/LMS	'Q1' SR	'J37' NBR/LNER
Weight:					
Loco	42t 08c	52t 02c	48t 15c	51t 05c	54t 14c
Tender	36t 16c	48t 06c	41t 04c	38t 00c	40t 19c
Coupled Wheels	5ft 1¼in	5ft 2in	5ft 3in	5ft 1in	5ft 0in
Boiler Pressure	160lb psi	180lb	175lb	230lb	180lb
Total Heating Surface	1,133sq ft	1,452.0sq ft	1,158.0sq ft	1,472sq in	1,243.33sq ft
With superheater	1,041.6sq ft	1,397sq ft	1,404.0sq ft	1,690sq in	1,419.72sq ft
Grate Area	17.2sq ft	19.0sq ft	21.1sq ft	27.0sq ft	19.8sq ft
Cylinders (2)	19in x 24in	18½in x 26in	20in x 26in	19in x 26in	19½in x 26in
Nominal TE	19,238lb	21,959lb	24,555lb	30,081lb	25,211lb



'J37' 0-6-0 No. 64620 of Dundee shed waits to depart from Inverbervie with the 12.39pm to Montrose in July 1950. The station was at the end of a 12-mile branch opened by the North British Railway as Bervie in 1865, becoming Inverbervie in July 1926. It closed to passengers in October 1951 and freight 15 years later. E M PATTERSON/*RM* ARCHIVE

TABLE 3: KEIGHLEY-SKIPTON

Train: 10.47am Leeds-Morecambe/Carnforth
Loco: '4F' 0-6-0 No. 44570
Load: 10/273½/300 tons
Date: June 9, 1960
Recorder: J N D Proudlock

Distance miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.00	KEIGHLEY	0	0 00	-	244R/247F
2.89	Steeton		5 27	50	L/359R
4.76	Kildwick		7 39	49	Level
6.13	Cononley		9 18	51	L/229R
7.88	*Snaygill*	11	11 20	52	L/719R
9.19	SKIPTON	13	13 35	-	213R

TABLE 4: SKIPTON-KEIGHLEY

Train: 7.00pm Carnforth-Leeds
Loco: '4F' 0-6-0 No. 44044
Load: 6/2180/200 tons
Date: June 9, 1960
Recorder: J N D Proudlock

Distance miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.00	SKIPTON	0	0 00	-	213F
1.23	*Snaygill*		2 35	47	719F
3.01	Cononley		4 38	56	Level
4.35	Kildwick		6 00	61	229F/L
6.23	Steeton		7 50	61	338F
9.19	KEIGHLEY	15	11 20	-	247R/244F

been built; however, the newly appointed LMS motive power superintendent – J E Anderson, from Derby – was in thrall to MR tradition and perpetuated such idiosyncrasies as short-travel, short-lap valves in the 'Big Goods', as the '4Fs' were known on the Midland. Even after Stanier's arrival from Swindon in 1932 to become CME of the LMS, '4Fs' were being churned out until 1941; the last of 772 locos was not withdrawn until 1966.

Old-fashioned even by mid-20th century standards the '4Fs' may have been, but they were sturdy engines spending much time on secondary passenger work, as the 300-plus logs of their generally modest exploits in the RPS archive suggests.

Into the early-1960s they could be found on summer Saturdays taking day trippers from the West Riding to Morecambe and the Fylde coast via Hellifield; they struggled gamely on the ferocious gradients of the Somerset & Dorset; and they took Birmingham season ticket holders to and from work, with regularity if not always aplomb. Their geographical spread was vast: from Bournemouth West and Southend Central to the Lowlands of Scotland; farther north, No. 44255 with its tender cab spent much of the late-1950s on Fort William shed waiting to rescue anything overcome by the 'white fiend' on Rannoch Moor.

On July 30, 1960, 44255 assisted BR '4MT' 2-6-0 No. 76001, temporarily based at Fort William, with a morning train to Mallaig; and August 11 saw the '4F' again on Mallaig passenger duty. In December 1962, a year into the diesel era on the West Highland, 44255 was officially withdrawn; but lack of regular activity was compensated by its tenacity, as in June 1963 it was back at Fort William before going to Coatbridge for scrapping. Regrettably, no-one appears to have recorded how it fared on the fierce gradients of the Mallaig Extension.

Adverse signals

Farther south, John Heaton has already examined '4F' performance on their more familiar Leeds to Morecambe axis (*RM* Oct 2019), so I am confining my observations to a couple of sprints (a word not always associated with '4Fs') on the Keighley to Skipton section, recorded by Noel Proudlock.

The run in Table 3 had a bad start, with the loco late off shed at Leeds and adverse signals at Apperley Bridge, making departure from Keighley 12½min down. Comprising nine LMS corridor coaches and one ex-North Eastern non-corridor, the tare load was 273½ tons, perhaps 300 tons full if it were a fine day, and No. 44570 managed to reach and maintain 50mph on a generally level course, but exceeding the schedule by half-a-minute.

Table 4 demonstrates that the 0-6-0s could hurry when in good condition and well-driven. Normally, the 7.00pm from Carnforth had a portion from Morecambe attached at Wennington Junction, where the routes converged; on this occasion, however, they ran through to Leeds as separate trains, the Carnforth portion scheduled away from Skipton at 8.38pm. In fact, it left just after 8.36, presumably with the Morecambe train behind to scoop up passengers who had missed it.

The driver was clearly in a hurry. With six LMS corridors weighing 180 tons tare and perhaps 200 gross, No. 44044 stormed away from Skipton to attain 47mph in 1¼ miles, the 'Derby roar' created by the loco's complex 'plumbing' enlivening the otherwise tranquil Pennine landscape. By Kildwick, the '4F' had passed the '60' line and, after a fast finish, was into Keighley in 11¼ minutes, the start-to-stop average of 48.7mph over 9.19 miles suggesting '4Fs' might have had a bad press.

From the most numerous 0-6-0s to the most powerful we have to go south of the Thames. Here, Maunsell's 'Q' class of 1938 was vaguely similar in appearance to a '4F' ▶

but incorporated more up-to-date features including, in most cases, a multiple-jet blastpipe and large diameter chimney. War was imminent and the geographically vulnerable Southern Railway urgently needed more powerful freight locos with better steaming characteristics than the 'Q's' but with wide route availability. And, by this time, the innovative O V S Bulleid had superseded Maunsell as CME.

His task was to produce a 0-6-0 weighing less than 54 tons and capable of using 93% of SR track mileage. Authorised by the Government in 1941, the resultant 'Q1' was unlike anything else on UK rails. To provide maximum power, its firebox was a shortened version of a 'Lord Nelson's', with a 27sq ft grate and 'LN' flanging blocks. The boiler was about the largest that could be squeezed into a short locomotive: tapering from 5ft 0in to 5ft 9in and, despite being only 10ft 6in long, providing a heating surface of 1,302sq ft. The two inside cylinders had overhead outside admission piston valves and Stephenson link motion, while the five-nozzled multiple-jet blastpipe would be an aid to steaming.



Former LMS '4F' 0-6-0 No. 44216 coasts down to Skipton from Hellifield with an empty rake of excursion stock on May 16, 1959. R H SHORT/*RM* ARCHIVE

'Black out' requirements

Like their designer's Pacifics, the 'Q1's had Bulleid Firth Brown (BFB) wheel centres with holes instead of spokes, saving about 10% in weight. The absence of running plates and splashers also kept down weight; in Bulleid's opinion, such frills were unnecessary, merely impeding access to cylinders and valve gear.

The flat-bottomed smokebox was fabricated, the cab was lined with thin sheeting and all the driver's controls needed were within his reach, with the reversing gear steam-operated to save space. To meet wartime 'black-out' requirements and to protect the crew from bad weather the tender had an extension meeting the cab roof, which itself was short; when questioned about this, the relevant draughtsman allegedly replied he'd reached the edge of the paper: a good story, if – like so much of the 'Q1' itself – a fabrication.

Initially numbered in the Bulleid style, locos 'C1-C16/C37-40' were completed at Brighton works and 'C17-C36' at Ashford, all in 1942, although the boilers emanated from Eastleigh. To the traditionalist, the new locos were hideous. Defence came from an unexpected quarter. C Hamilton-Ellis, author of The Trains We Loved and The Beauty of Old Trains, wrote: "The appearance of the 'Q1' class goods engine has been greeted with extravagant invective...Much derision has been aroused, for instance, by the absence of running plates and the consequent complete exposure of the wheels...What is needed is a new aesthetic style, suited to the structural peculiarities of the modern engine, and it would appear that Oliver Bulleid has begun to evolve such a style."

Although the 'Q1's could haul more than the 'Q's, their brake power was no greater, restricting their maximum permissible loads. During comparative tests with an 'unfitted' 70-wagon train and a single vacuum brakevan on the 1-in-252 descent from Micheldever to Eastleigh, 'Q1' No. C18 needed 740 yards more to stop than 'S15' 4-6-0 No. 844.

Bulleid asked why we could not have power brakes on all vehicles and, as a first step, more brakevans or 'fitted heads' of vacuum-braked wagons were included in freight consists. And when some crews doubted the safety of 'Q1s' running tender-first at speed, which they were designed to do, he tried to reassure them by riding in the tender cab of No. C21 running backwards at up to 65mph (some sources claim an unlikely 75mph).

'Sussex Downsman'

Although 'Q1's did work passenger trains their forté was freight, on which they were thoroughly tested before acquiring some passenger duties with light stopping services. And at weekends, when demand for freight was lower, they also became available for ramblers' specials and railtours.

One such was the 'Sussex Downsman' railtour on March 23, 1964. En route from Waterloo to Guildford via Leatherhead, Michael Rowe clocked No. 33027 wheeling its

TABLE 5: CHARING CROSS-TONBRIDGE

Train: 11.22 Excursion?
Loco: 'Q1' 0-6-0 No. 33003
Load: 167/185 tons
Date: September 3, 1949
Recorder: S A W Harvey

Distance miles	Timing point	Actual m s	Speed mph	Gradient 1-in	
0.0	CHARING CROSS		0 00	-/* sigs	Level
0.8	WATERLOO	2 53	- (2½ net)	210F	
0.9	*Borough Mkt Jct*	4 17	- * sigs	Level	
1.1	LONDON BRIDGE	5 17	- (3½ net)	136R/103F	
2.4	*North Kent Jct*	5 06	- * sigs	756F/L	
3.0	New Cross	6 14	- (5½ net)	L/396F	
2.3	Hither Green	4 28	48	140R	
4.1	Grove Park	7 16	-	120R	
1.3	Elmstead Wds	3 30	38	120R	
2.3	Chislehurst	5 08	40	L/146R	
3.6	Petts Wood	7 55	- * sigs	234R	
4.8	ORPINGTON	11 13	-	310R	
6.3	Chelsfield	13 45	36/* sigs	120R	
7.6	Knockholt	16 20	-	170R	
11.6	Dunton Green	22 05	60/* sigs	150F	
13.1	SEVENOAKS	25 05	- (21 net)	160R	
0.6	Tunnel IN	2 00	-	160R	
2.6	Tunnel OUT	4 50	-	144F	
4.9	Hildenborough	8 58	-/0* sig stop	122F	
7.4	TONBRIDGE	18 08	-		Level

TABLE 6: MALLAIG-FORT WILLIAM

Train: 12.10pm Mallaig-Glasgow
Loco: 'J37' 0-6-0 No.9303
Load: 4 + 6/200 tons tare
Date: September 23, 1932
Recorder: G J Aston

Distance miles	Timing point		Actual m s	Av speed mph	Gradient 1-in ¶
0.00	MALLAIG	dep	0 00		75R
2.76	Morar		8 35	19.3	70F
7.46	Arisaig	arr	18 30	28.4	50R
0.00	Arisaig	dep	19 40/0		280F
8.19	Lochailort		16 45	29.3	50R/50F
17.31	Glenfinnan	arr	34 05	31.6	L/48R
0.00	Glenfinnan	dep	35 00/0		50F
6.74	Locheilside		11 00	36.8	Level
13.40	Corpach		19 50	45.2	Level
14.45	Banavie		21 30	37.8	50R/L
16.05	*Mallaig Jct*		24 10	36.0	200F
17.05	FORT WILLIAM	arr	26 30		Level

¶ Between Mallaig and Fort William, gradients change more than 160 times, making the right-hand column above very much a summary. There was a speed restriction of 30mph from Mallaig to Glenfinnan and 40mph to Fort William, with more severe limits in many places. The train was timed to the nearest five seconds.

Right: Bulleid 'Q1' 0-6-0s worked occasional passenger duties, and on September 26, 1964, No. 33012 calls at Bramley & Wonersh heading south-east on the Guildford to Shoreham line. This line across the North Downs closed on June 14, 1965. COLOUR RAIL

nine-coach, 330-ton train on the descent through Clandon at a full 60mph. Later on the tour, the 'Q1' attained 33mph on the 1-in-88 towards Tunbridge Wells West, its soft Lemâitre exhaust no doubt turning into a steady rasp as edhp rose to the 1,050-1,100 range.

In 1962, during a brief encounter with a 'Q1' between Guildford and North Camp, the late Norman Harvey recorded No. 33033 taking the 430-ton Kent/Sussex coast-Birkenhead train over the largely uphill 8½ miles, start-to-stop, in 14min 37sec. From Guildford, the line rises at 1-in-100 before dropping for a mile at 1-in-132 and continuing on the level to Wanborough; here, after the initial climb, 33033 worked up to 55mph.

Finally, we have a tabulated log (Table 5), albeit one peppered with signal checks. On Saturday, September 3, 1949, S A W Harvey boarded what seems to have been an excursion at Charing Cross, perhaps hoping for a pre-Grouping 4-4-0. He would have been disappointed: instead of the graceful lines of an 'L' or a 'D' at the head of the 185-ton train, perhaps formed of a pair of 'birdcage' three-coach sets, he found 'Q1' No. 33003.

Signals dogged the run through the suburbs, where the special (if it was) made several stops to pick up passengers. From New Cross they had a clear run up the 1-in-140/120 into the North Downs, achieving 48mph before stopping at Grove Park. Acceleration uphill to Elmstead Woods was excellent, with speed rising to 38mph on 1-in-120 and 40mph on easier gradients to Chislehurst.

Signals lowered the pace from Orpington to Knockholt summit but a clear road enabled the 'Q1' to touch 60mph in the ensuing dip to Dunton Green. The 13.1 miles from Grove Park to Sevenoaks had taken 25min start-to-stop or, in the timer's reckoning, about 21 net. As a final blow, the normally fast descent to Tonbridge was ruined by a signal stop causing the final 2½ miles to take more than nine minutes.

By the early-1960s, third-rail electrification in Kent and the introduction of Sulzer diesels meant less work for the 'Q1s' and withdrawals began, starting with 33028 from Three Bridges in February 1963. By January 1966, the whole class had gone, although No. 33001 is preserved in the National Railway Museum.

"The appearance of the 'Q1' goods engine has been greeted with extravagant invective... what is needed is a new aesthetic style... and... Oliver Bulleid has begun to evolve such a style".

So far, no Scottish class of loco has featured in either this or my January 0-6-0 survey, simply because few people timed them, with one exception: the widely travelled and ever-dependable G J Aston.

Table 6 contains one of his earliest logs, of a former North British Railway 'S' Class 0-6-0. Initially, those with 165lb psi boiler pressure were classified 'B' and those with 175lb boilers 'S' but eventually they all received 180lb boilers, placing them in Class 'S' and becoming 'J37' under LNER ownership. Construction of the 104 0-6-0s was shared between the NBR and the North British Loco Co. Based on the earlier 'J35s', they were placed by BR in power class '4F' but then upgraded to '5F'.

Sharp curvature

Although their domain was chiefly in and around the Fife coalfield and Dundee, the 'J37's ventured on to the West Highland line with freight and, in NBR and LNER days, would occasionally take a passenger train along the Mallaig Extension, which was no stranger to 0-6-0s in the shape of one of the Holmes 'J36's' based at Fort William. The 'J37's' were larger and more powerful and quite capable of tackling the 1-in-48/50 gradients of the far west, although one wonders about the effect of the leading coupled wheels of the 54¾-ton 0-6-0s on the sharp curvature and the loco's riding.

It is clear Mr Aston's 'J37' was running up to and above the maximum permissible 30mph west of Glenfinnan and '40' onwards to Fort William; in many places the limits were even more severe, particularly over the Caledonian Canal swingbridge at Banavie, where the restriction was – and still is – 5mph.

Average speeds, particularly to or from stops, are of little use when it comes to assessing maxima or minima on this sharply graded railway; although 19.3mph from Mallaig to Morar seems slow even with only 200 tons tare behind the 'J37' it suggests a competent start from Mallaig, up the 1-in-75 sharply curved and probably slippery from salt sea spray and oil dropping from loaded fish vans. And the 31.6mph average from Lochailort to the Glenfinnan stop means the tortuous 1-in-50/48 climb from the shore of Loch Eilt to the summit above Glenfinnan must have created merry music from No. 9303.

From Glenfinnan the road is almost entirely downhill or level, and alongside Loch Eil, with Ben Nevis towering above Fort William ahead, the 'J37' was well in excess of the 40mph limit. Regrettably, the recorder did not include schedule details but, despite a late start from Mallaig, it seems likely they were on time at Fort William. Here, a 'K2' Mogul took over for the 123-mile continuation to Glasgow.

'J37' No. 9303 was withdrawn almost 43 years later as BR 'J37' No. 64609. Some of the class lasted to 1967, but Scotland's final working steam loco was 'J36' No. 65236 *Maude* at Seafield Colliery, Fife, and now preserved at Bo'ness. ■

■ *Thanks for assistance are due to those mentioned and to Dr Peter Rodgers, the RCTS and Alan Wild.*

■ *NB: In my April contribution about GWR 'Saints', Table 3, mileages at Wootton Bassett should read 47 and at Chippenham 58.*



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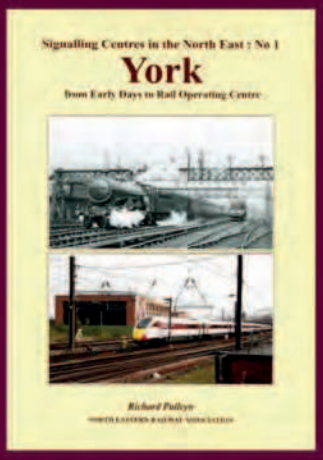
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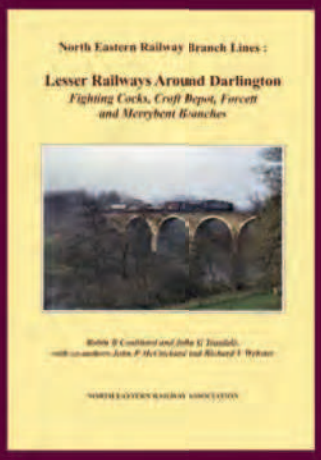
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THE MIDLAND'S MYSTERIOUS PAGET LOCOMOTIVE



LIEUT.-COL. C. W. PAGET, C.M.G., D.S.O., General Superintendent, Midland Railway, 1907-19.

Ben Jones looks back at one of Britain's most enigmatic experimental steam locomotives. An ill-fated attempt to break away from traditional 'Stephensonian' designs that was smothered by the internal politics of the Midland Railway.

KNOWN as the 'Paget Locomotive', or 'Paget's Folly' by its critics, 2-6-2 No. 2299 was an experimental steam locomotive constructed at Derby Works in 1907/08 to the design of Midland Railway General Superintendent, Sir Cecil Paget.

His novel concept could have played a greater role in shaping the future of steam locomotives, but internal politics at Derby Works reduced it to little more than a footnote in British railway history.

Paget, son of Midland Railway (MR) chairman Sir George Ernest Paget and then Derby Works manager, had been widely tipped to replace Samuel Johnson as locomotive superintendent in 1906, but the job instead went to Richard Deeley.

Cecil Paget remained as his assistant until 1907 when he was promoted to become the company's first general superintendent, responsible for train operations and the men associated with it.

Deeley, reluctantly, had his title changed to chief mechanical engineer and was unhappy at losing influence over the operational side of his locomotive fleet. The resulting tensions within the MR did Paget's personal project no favours at Derby Works.

The Midland shrouded No. 2299 in secrecy, with the result there is only one known photograph, only released after the Grouping of 1923, which saw the MR become part of the new London Midland & Scottish Railway. By that time the locomotive had been scrapped for almost a decade.

Paget initially financed the project himself, but ran out of money and the MR is said to have covered the shortfall on the understanding all subsequent tests were undertaken on its terms.

> "The perfectly balanced, free-running design could have exerted a much greater influence on British locomotive design if it hadn't been the victim of internal jealousies and conservative thinking at Derby."

Inspired by the Willans stationary engine concept, which was being used with great success in electricity generating stations of the time, the locomotive had no fewer than eight single-acting cylinders arranged in two groups of four placed between the first and second and second and third driving axles.

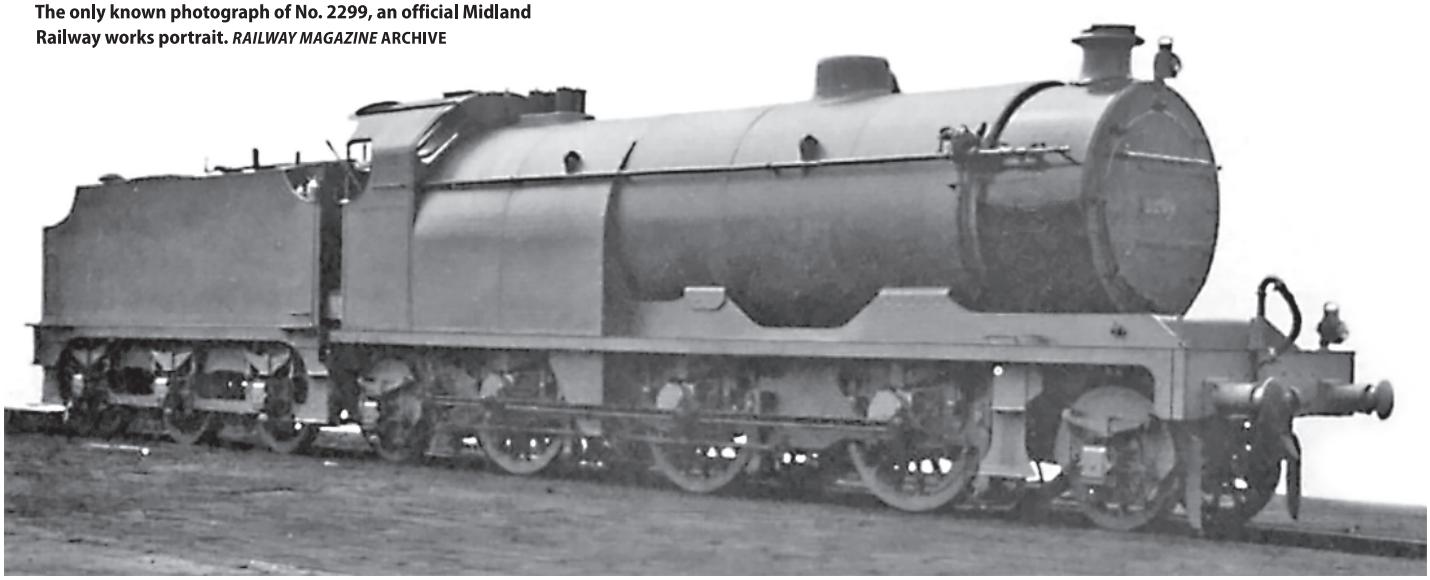
Rotary steam distribution valves were placed over each and a bronze sleeve in the valve body was rotated to control piston cut-off. Two were connected to the leading driving axle of the 2-6-2. Four were connected – two each side – to the middle axle, with the final two situated behind the rearmost driving axle. These drove a jackshaft which operated and reversed the valves, with cut-off being controlled by rotary sleeves.

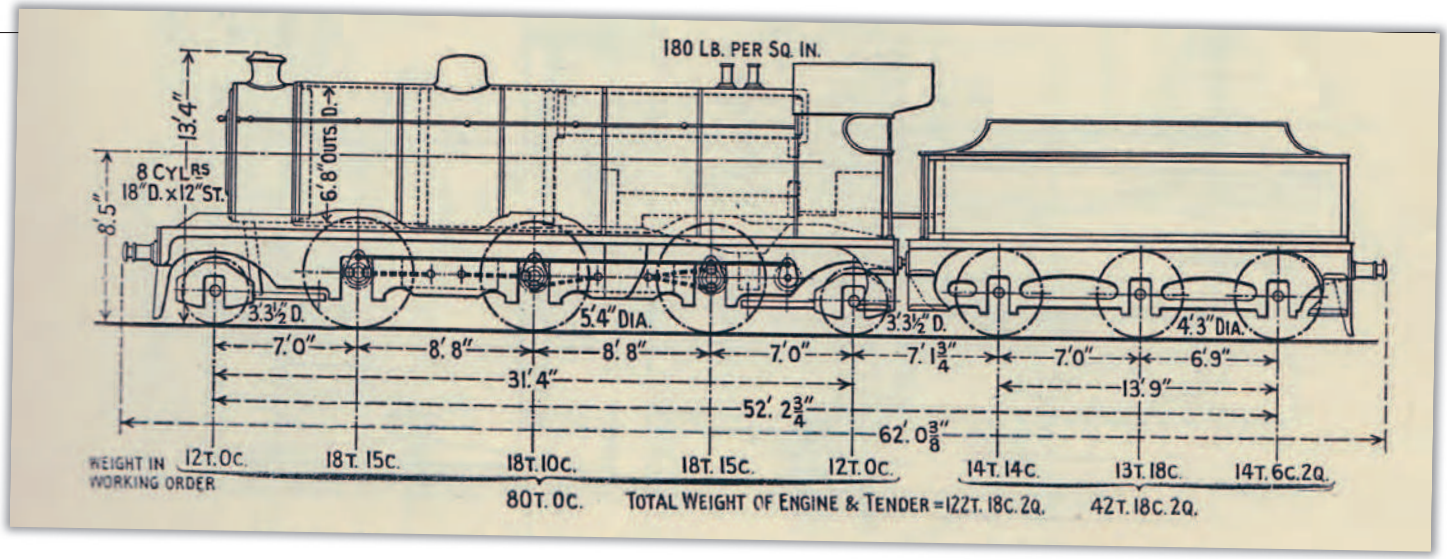
The large diameter boiler had an unusual integral steel firebox, lined with firebricks, as used in industrial furnaces. This eliminated the need for an expensive copper firebox, standard for British steam locomotives of the time, and around 75% of the firebox stays.

The locomotive was also well ahead of its time in other details, including the view of the line ahead from the cab and ash disposal from the ashpan and smokebox – all of which were designed with crews and fitters in mind.

The frames were placed outside the driving wheels, crucially providing the space to accommodate the four large diameter cylinders in two overlapping barrels.

The only known photograph of No. 2299, an official Midland Railway works portrait. ***RAILWAY MAGAZINE*** **ARCHIVE**





Side elevation drawing of Paget's revolutionary locomotive. BEN JONES COLLECTION

Pony trucks were fitted front and rear, making it the first 2-6-2 tender locomotive in the UK and the only example of this type until Sir Nigel Gresley's 'V2' 2-6-2 of 1936 for the LNER.

Reports suggest No. 2299 was free-steaming and smooth at speeds of up to 80mph, but it experienced problems with seizing of the phosphor bronze sleeves in the cast-iron steam chest and leakage in the glands and piston rings.

In 1912, one of the rotary valves seized while on a test run and it was reported No. 2299 blocked a main line for seven hours. As a result it was put in store, sheeted over and hidden in a corner of Derby Works paint shop until 1915, when it was broken up.

It may or may not be a coincidence this was done while Cecil Paget was in France, serving his country as commander of the Royal Engineers' Railway Operating Division.

Almost nothing was known of the locomotive until 1924 when author E L Ahrons mentioned it in his masterpiece

"The locomotive was also well ahead of its time in other details, including the view of the line ahead from the cab and ash disposal from the ashpan and smokebox – all of which were designed with crews and fitters in mind."

The British Steam Locomotive. Indeed, when Paget retired from the MR in 1919, no mention was made of No. 2299 in *The Railway Magazine's* profile of him (*The RM*, June 1919).

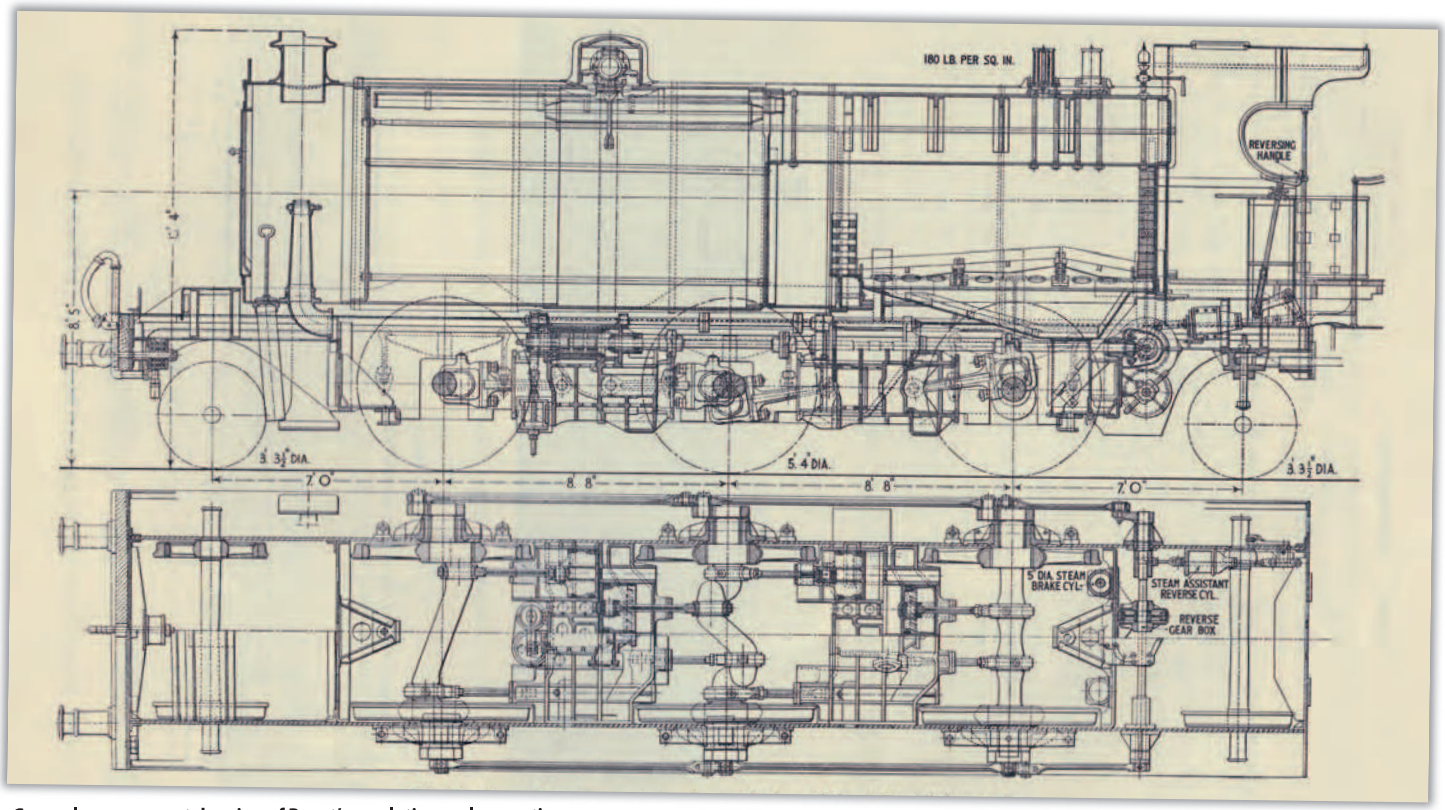
It was not until 1945 that the-then LMS chief mechanical engineer Charles Fairburn broke the *omerta* on No. 2299 by releasing works drawings to *The Railway Gazette*.

The drawings were used alongside a detailed description by Paget's MR colleague James Clayton, who assisted with the design of the locomotive. At the time, Clayton had recently retired as personal assistant to Southern Railway chief mechanical engineer O V S Bulleid. Interestingly, Bulleid's ill-fated 'Leader' also used sleeve valves, the only other British steam locomotives to do so.

While on the surface Paget's heroic venture appeared to be a failure, the project's supporters were convinced it could have changed the direction of British steam traction had its designer been allowed to continue.

The rotary sleeve valves could have been modified for greater reliability or exchanged for piston valves given more time, but the cheap and simple boiler was years ahead of its time.

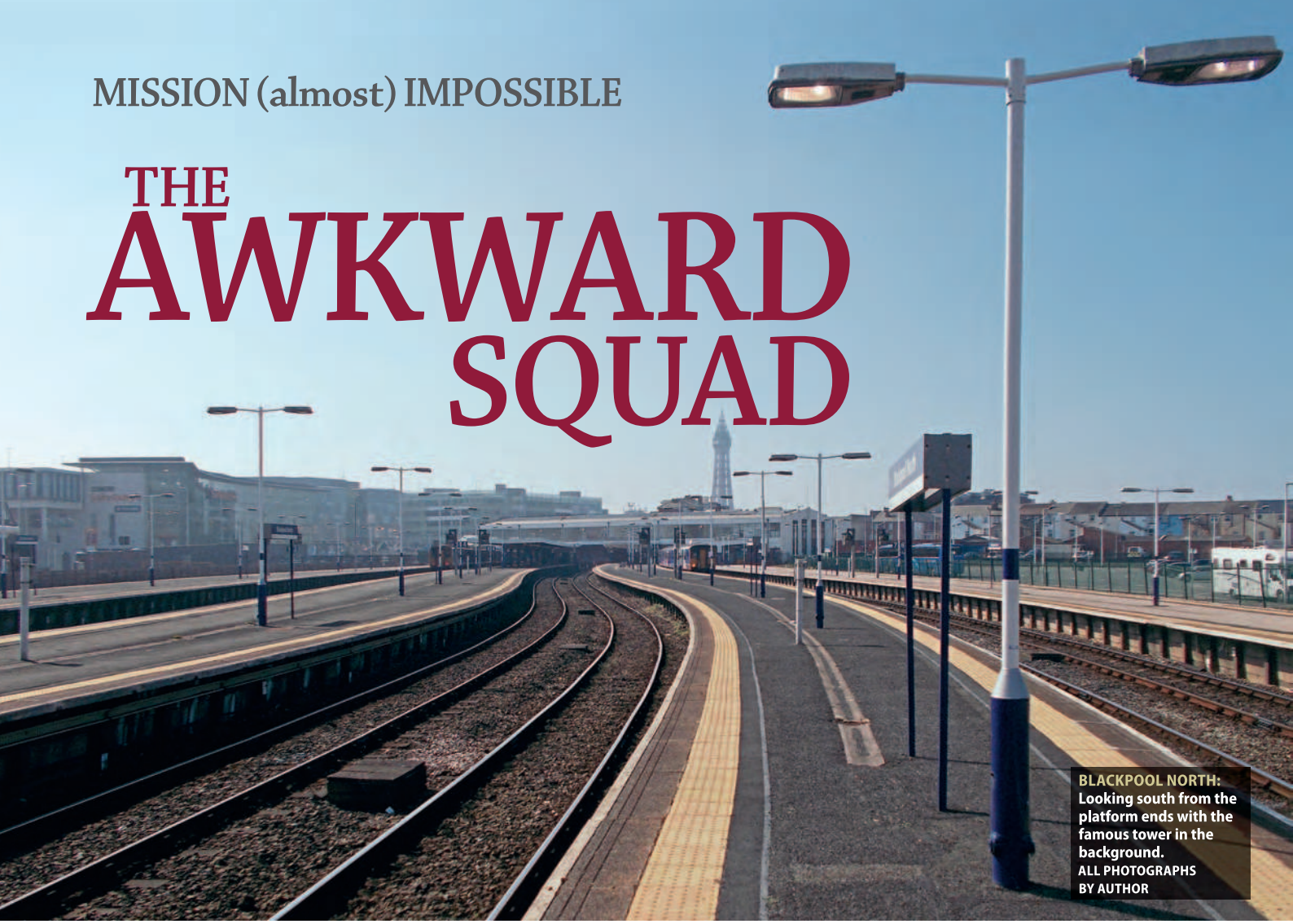
The perfectly balanced, free-running design could have exerted a much greater influence on British locomotive design if it hadn't been the victim of internal jealousies and conservative thinking at Derby. ■



General arrangement drawing of Paget's revolutionary locomotive. BEN JONES COLLECTION

MISSION (almost) IMPOSSIBLE

THE AWKWARD SQUAD



BLACKPOOL NORTH: Looking south from the platform ends with the famous tower in the background. ALL PHOTOGRAPHS BY AUTHOR

BRITAIN'S 20 MOST DIFFICULT STATIONS TO VISIT

Paul Smith has recently completed a mission to visit and photograph every one of the 2,595 stations and halts on the Network Rail system. In doing so, he discovered that not all of them are as easy to access as you might imagine.

QUITE how the idea of visiting all the operational National Rail stations germinated in my head I cannot recall.

Perhaps it was compiling a series of UK rail atlases with my co-author Keith Turner, but in 2015 the decision to 'go for it' was made.

I wanted to start in Scotland as it was 50 years since I'd toured there with a college friend visiting steam shed sites, and 30 years since I'd honeymooned there with my late wife Shirl.

I decided to photograph the stations without trains in view whenever possible, so all the features could be included. This precluded jumping off a train and taking a quick snap – but the paucity of services at many locations meant the only alternative was to visit by foot or motor vehicle.

'Holding' system

While the huge majority posed no problems, there were a few that weren't so easy.

Skegness and Blackpool North, being terminal stations at holiday resorts, operate a 'holding' system whereby passengers are not allowed onto the platform until the train has arrived and is ready to be boarded.

A fair degree of persuasion thus had to be employed (bearing in mind I had no intention of travelling by train on those occasions). At Blackpool, a member of Northern Rail staff had to loan me an orange hi-vis jacket before I was allowed on the platform, to show I'd been authorised.

Another inconvenience was the times stations were open – or not open.

While most of the minor ones had 24 hours access, those that were staffed in conurbations generally opened and closed as per the timing of the first and last trains, but the real problems arose when the opening times were tied to events.

Manchester United football ground – Old Trafford – for example, was only open when games were being played at the nearby stadium, and **Bordesley**, apart from one service on a Friday, was restricted to when Birmingham City were playing at the nearby St Andrews stadium.

In Lincolnshire, **Gainsborough Central** was locked up all week in the year I visited and only open on Saturdays for a couple of services.

Sampford Courtenay, in Devon, was in the unusual position of being a heritage line station that's also used by a main line train operating company so was only opened up by the train guard, as required. Consequently, quite a lot of



MANCHESTER UNITED FOOTBALL GROUND: Class 323 unit No. 323235 has just arrived on October 29, 2016. For the record, the match was Manchester United v Burnley in the Premier League and it ended 0-0.





▲ **SKEGNESS:** The semaphore signals and signalbox are still very much in use.

◀ **SKEGNESS:** Sadly, only the platform that I stood on to take the shot was operational



SOUTHEND AIRPORT: A view of the 'futuristic' buildings and footbridge. The signage outside includes the term 'Train Station', which probably tells you all you need to know about designers!



BORDESLEY: Birmingham city centre in the distance.



GAINSBOROUGH CENTRAL: Looking north during the few hours it was open on Saturdays.



SAMPFORD COURTENAY: Totally devoid of any facilities whatsoever.



▲ **LYMPSTONE COMMANDO:** Looking south.



▶ **LYMPSTONE COMMANDO:** Just in case anyone was in doubt about whether to de-train here!

planning was required to photograph those four.

When the intention is not to stay for longer than it takes to record a few pictures, parking can pose problems. Many stations have a very welcome 20-minutes drop-off zone, but too many of those that charge do not.

To compound the matter, such stations are invariably surrounded by myriad roads with double yellow lines stretching some distance to discourage drivers from parking free of charge.

Long walks

Long walks therefore had to be entertained to avoid hefty car park charges for just a few minutes (assuming I could find a space at all, of course). The hardest station in this respect was Stobart Rail-owned **Southend Airport,** where just five minutes are allowed, so any photography there has to be pretty sharp.

Now we come to what could be considered as 'the *very* awkward squad'. A candidate for this category when I visited, and still is to a lesser degree, was **Lympstone Commando** on the Exmouth branch. When opened, it was for the exclusive use of people with business at the nearby Commando training camp, but since then a dedicated footpath has been installed between the camp and the station, so ordinary passengers are now allowed to use it.

However, the army still possesses the key to the station's entrance gate and so can open and close it as required!

To ensure access, I contacted the camp in advance and was greeted on the platform by Dermot Buckley, of the Royal Marines, when I arrived on the train.

The station's nameboard, despite bearing First Great Western branding, states in no-nonsense military terms: 'Person who alight here must only have business with the camp'.

Peartree: This one came as a shock. Having arrived by car, I was met by a locked steel gate across the entrance, a mass of spiked metal security fencing, a CCTC camera, a push-button device and an intercom.

When I enquired on the intercom if I could access the station, I was informed I could only be allowed in if I had booked on a train, and it was due in less than 10 minutes.

So I had to return to Derby by road and organise a revisit at an appropriate time.

Cheerfully received

The following six stations are either on private property or accessed only by a private road:

Redcar British Steel: An e-mail to SSI Steel – the owners at the time, requesting access – was sympathetically received, and a date and time arranged. Sadly, it turned out to be the week that production was stopped at the plant and a lot of livelihoods were at stake but, nonetheless, I was cheerfully received, kitted out with hard hat and hi-vis jacket (I already had boots on) and dispatched to the station with a young employee as my guide. At that time it was one of the least used in Britain with just 50 entries and exits in 2016/17.

Stanlow & Thornton: This station lies ▶

within the Stanlow oil refinery and is largely used by employees. A similar e-mail to Essar Oil produced a positive response, so after I had reported to reception, a gentleman from the firm's security department escorted me to the platforms.

I was informed Oil Sites Road, which leads to the station, was only accessible by vehicle drivers holding appropriate passes, but that those on a bicycle or on foot may use it.

Longcross: Other than walking directly to it off Wentworth golf course, the station can only be approached through Burma Road, a private perimeter thoroughfare giving access to Longcross Studios and other businesses. Although I was aware of this up to a point, it was only when I asked one of the security guards at a checkpoint there that I discovered how to actually reach the station.

Bizarre access

I followed the directions I was given and drove up Burma Road, stopping just before the road curved to the right. I got out of the car and started along a rough gravel path leading into a wood and then onto the platform. Certainly one of the more bizarre access routes I've ever had to take to a station in Britain!

Hawarden Bridge: The station is not on the Shotton Steelworks site, with access to it for motor vehicles via a private road that leads to the steel plant off the B5441 road. The Chester Millennium Greenway also passes the station and presents an alternative route, but I didn't use that method.

Fishguard Harbour: As at most harbours and airports, vehicle parking can be fraught with restrictions and/or hefty parking charges, so a train was the obvious option. Fishguard & Goodwick station, barely a mile away, has a good car park. The services were fairly frequent and it had a nice cafe. Fishguard Harbour is unique as it's the only station on the National Rail network that does not have a running-in board or totem.

IBM: When this oddly named halt on the Wemyss Bay line, west of Glasgow, opened on May 9, 1978, it was to serve the IBM plant. After that had closed, the site became a business park, but by the time I visited in 2017 it had totally closed, with half the buildings demolished and concrete blocks sealing off the internal roads, and nothing to suggest there was a station on the site.

Only the knowledge it was there and technically open to the public spurred me on to investigate.

I found the easternmost entrance to the site open and followed the internal road around for a few hundred yards until I came to a set of concrete blocks… and there, in the distance, a BR totem sign could just be made out, partially hidden by trees.

Thankfully the halt was not locked up – on the contrary, despite the desolation all around, people were still using it. Not enough of them, though, for as passenger numbers continued to diminish it was mothballed on December 8, 2018.

Llangynllo: This one is well hidden from view and thus proved more difficult than anticipated. Driving through the area, tracking the Central Wales Line, I lost the internet signal and with it the GPS that would have pinpointed the station.

Fortunately, as always, I did have my 1.5in- to-the-mile atlas as back-up, and although not highly detailed at that scale, it showed the narrow road I needed to be on. Having ventured along it, I came to a T-junction with a signpost stating 'Station' pointing back along the road I'd just come along. I'd missed it!

So back I went, scouring through the trees and foliage along the way to see if I could find any clues to its location. Eventually, I came across a farmer's crossing I'd seen first time around but dismissed.

I got out of the car and leaned over the gate and there it was, less than a hundred yards or so down the line. As I returned to the vehicle, I looked down the lane in the direction of the station and there were two houses about the same distance away.

Back garden

Knowing where the station was, I proceeded to look for the entrance and came to the conclusion that the only way to access it was to go through the gardens of the houses. So I passed through the gate, walked along the path and there was the station path, starting in the back garden of the house on my right!

There was absolutely no signage on the lane indicating that Llangynllo station was there, let alone how to get to it.

Looking at the tall sign on the station platform, I realised it would at one time have performed the function for which it was installed, but over time the surrounding trees and foliage had grown to such a point it had become hidden from view from the lane.

Now for four stations with no road access at all:

Berney Arms: "Good grief it's bleak, what





▲ **PEARTREE:** The conglomeration of ironmongery preventing access to the station. Note the locked gate, the push-button device, the CCTV camera, and the security spikes.

◀ **PEARTREE:** Class 153 unit No. 153321, at the rear of a set of two, about to depart to Crewe, having brought me in from Derby. Now just the electronic gates to get through to let me off the platform.



REDCAR BRITISH STEEL: Looking west.



STANLOW AND THORNTON: This station lies entirely within Stanlow oil refinery site.



LONGCROSS: The golf course is on the right and the wood, through which I trudged to reach the station, on the left.



LLANGYNLLO: Looking south and showing the tall but hopelessly inadequate and pointless BR sign – all because of uncontrolled tree growth.



FISHGUARD HARBOUR: Class 150 unit No. 150217 on the sole remaining platform and about to depart.

on earth am I doing here? I must be crazy", were the thoughts that crossed my mind as I set out to find this extraordinary halt in windswept east Norfolk. I had plotted a route to Stone Road in Halvergate, where I was to pick up Weavers Way, a 'path' that is supposed to take you to the station.

Other methods were available to reach it: by boat or by train. However, with only two services a day calling in either direction there was a lot of waiting to be done and I didn't have the time even if the Berney Arms pub had been open, which it wasn't. So the die was cast: I had to walk it.

A signpost loosely pointed to Weavers Way in the general direction across an unholy mish-mash of fields, bogs, trenches and who knows what. It was July and bound to rain, so I put my wet weather gear on and off I set.

My first mistake was to assume I was following the 'Way'. I climbed a gate, tramped across a boggy field, and continued in a roughly southern trajectory for half an hour or so before I mentally gave in and realised I was hopelessly lost!

Fortunately, I'd had the nous to print out an OS map of the area showing Weavers Way and now was the time to look at it. Another bonus was that the internet and GPS had not abandoned me this time and so, by comparing the satellite view with the OS map, I could plot a path to the 'Way'.

Ten minutes later I was where I should have been at least 20 minutes earlier – but that was just the start of another set of problems.

The 'Way' was not signposted in what could be considered a normal manner but by tiny arrows on gate posts at the entrance and exits to the fields.

Fields full of cattle!

As an urbanite, I didn't view this as an exhilarating prospect, and although the land was flat, I still couldn't see any sign of a railway or a station. Having stumbled this far though, it seemed pointless to go back, so on I went, looking straight ahead.

Most of the cattle were sat down, until I got near them. Out of the corner of my eye, I could see that one had got up and was coming towards me. Was it a bull? Was I about to be flattened from behind by a couple of tons of prime beef? Do I hold my nerve or run?

I settled for the former and continued to keep the same pace, eventually making it with huge relief to the gate at the far end of the field.

After a few more fields of cattle, there it was, the object of this nerve-shredding endurance… Berney Arms.

HOW MANY EXACTLY?
NOT AS SIMPLE A QUESTION AS IT MIGHT SEEM...

THE question as to exactly how many main line stations there are in Britain is not particularly straightforward.

Lichfield Trent Valley, Tamworth, Willesden Junction, Shotton, Liskeard, Glasgow Queen Street, Glasgow Central, Liverpool Lime Street, Liverpool Central and Moorfields, although listed as one, are in fact two separate stations from different origins and former railway companies, but National Rail and the TOCs combine them for administrative and management purposes.

Also, during the time of my project, Barlaston, Wedgwood, Norton Bridge and Newhaven Marine, while on the National Rail database, were all inaccessible to passengers.

The first two had been 'temporarily' closed on May 23, 2004 to accommodate upgrade work on the West Coast Main Line and never reopened, but they were still extant, and it was possible to stand on the platform ramp to photograph them.

The latter two had become inaccessible.

Norton Bridge had also closed 'temporarily' on the same day for the same reason but never reopened as the access footbridge crossing the tracks was removed, leaving the station marooned. It was officially closed on October 15, 2017.

Newhaven Marine closed to passengers in August 2006, because of safety concerns regarding the canopy and other structures, and was fenced off and eventually demolished, but Network Rail has only started the official closure procedure this year.

Since my odyssey, IBM (Dec 8, 2018) and Angel Road (May 31, 2019) have closed and the following have opened: Maghull North (June 18, 2018), Meridian Water (June 3, 2019), Robroyston (Dec 15, 2019), Warrington West (Dec 16, 2019), and Worcestershire Parkway (Feb 23, 2020).

Corfe Castle, on the Swanage Railway, is also now used by South Western Railway on a seasonal basis.

At the time of going to press (spring 2020), I estimate the total to stand at 2,595.

Whether we will still have that many after the Covid-19 pandemic remains to be seen.



HAWARDEN BRIDGE: Class 150 unit No. 150254 about to depart for Bidston. The 'bridge' is hidden behind the unit



IBM: The entrance to the station off the former IBM site, complete with diminutive BR sign.

All this just for a photograph!

I walked onto the platform and reflected on what had happened… and then reflected that I was going to have to go through it all again to get back.

The thought that the mission had been accomplished galvanised me as I trudged my way through field after field. Even the one that had held that threat previously was safely negotiated.

However, following the Weavers Way all the way back this time revealed where I had gone wrong, for I reached the road a few yards away from the gate I had climbed over in error, and there was the post with a tiny Weavers Way arrow surrounded by weeds and undergrowth.

No wonder I missed it: a seemingly pointless station in the middle of nowhere…

Middlewood: Not misnomered! Knowing where it was in relation to roads in the area, and driving west along the A6 towards Stockport, I came across a sign saying 'Station' pointing to what appeared to be a private road on the south side. I had not planned to access the station from this road but was daft enough to think here was a proper authorised route to get me close.

I took the road and from this point no further station signs were encountered, which was hardly surprising as the route I took led only to a canal towpath, which then required some tricky manœuvring to turn the vehicle around ▶



BERNEY ARMS : Looking west along the platform, with steam-age running-in board.



MIDDLEWOOD: The bridge that carries Middlewood Way over the line.



ALTNABREAC: The former station house, now in private use, with the litter bin and its bag (fairly full given the tiny number of passengers) in the foreground.

without getting wet. Resuming travel along the A6, an entrance to Middlewood Way was passed before turning south along Norbury Hollow Road. This continued into Middlewood Road from which I hoped to be able to find a pathway to the station. At last, a signpost with a little man icon and the BR logo appeared on the left, pointing down a narrow pathway.

A short walk down this path led to Middlewood Way and, after turning left and following the old trackbed to the site of Middlewood Higher (there had been two of them and with no access they were operated as an interchange), a flight of steps led down to the station.

And after all this, I still cannot figure out why that 'Station' signpost was installed on the A6. Did I take a wrong turn?

Altnabreac: As one of the most remote stations in Britain, and with no road access other than forestry and farm tracks, travelling by train was the only option. I decided to catch one from Georgemas Junction.

I had not been to that station before but had seen classic pictures of it in steam days taken from the road bridge. However, whereas the line to Thurso in those pictures was clearly visible, the Class 158 running from there suddenly appeared through a large conglomeration of foliage before halting at the station.

On boarding the train, my ticket was checked by the train manager and as not many people get off there she asked me what I was doing.

When I told her, she said she would radio ahead to the train I had planned to return on to make sure that, as it was a request stop, they stopped to pick me up!

Walking trail

I duly detrained at Altnabreac to take the photographs and noticed it had something Birmingham New Street didn't – a litter bin on the platform! My return train was 20 minutes late but at least it stopped.

Corrour: In similar fashion to Altnabreac, Corrour could realistically only be reached by train other than by walking one of the trails.

For this I booked a return from Tulloch and was pleased to get a locomotive-hauled train back, Class 67 No. 67011 on the overnight sleeper.

That covers the 20 most difficult stations, but there was one at which I encountered an unexpected situation – Westcliff. Through all my travels and travails, I met nothing but kindness and a willingness to help from railway staff. Except here.

Asking if I could enter through the barrier to photograph the station I was met with a firm: "No, there is a byelaw that says no photographs can be taken". He checked with his colleague in the ticket office who, needless to say, concurred.

There is, of course no byelaw, as an email to c2c confirmed the following day. In fact the company was totally supportive as long as sensible rules were followed.

A location that didn't quite make the main list, due to its greater use by commuters as well as trippers, is **Clacton**, which operates in a similar way to Blackpool and Skegness.

I couldn't help noticing that other coastal termini seem able to get by perfectly well without such draconian measures.

So, my personal odyssey took the best part of four years, between 2015 and 2018.

It seemed like a good idea at the time and having started it, I just had to finish it, which was accomplished at **Deptford,** of all places, on May 5, 2018.

But, of course, it does not end there, for happily, new stations are being added regularly (see panel) and the pursuit just continues. ■

■ *The achievement would not have been possible without the help of others. I am grateful to Paul Jordan for the generous use of his car to make many of these trips (he also accompanied me on some of them), to John Ledward for carting me around parts of southern England, to Phil Mackie for accommodation when I was trekking through Kent, and to my daughter Sally Salmon.*



CORROUR: Having deposited me at the station, Class 156 unit No. 156447 heads south to Glasgow Queen Street.



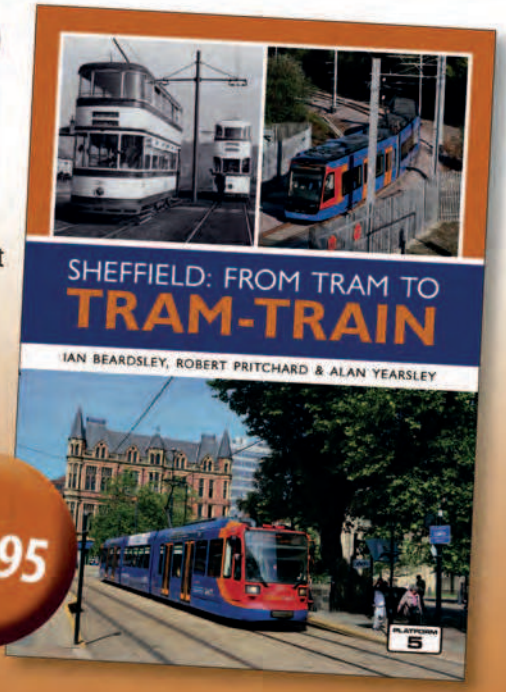
CLACTON-ON-SEA: Looking towards the buffer stops with the maintenance depot on the right and Class 360 Unit No. 360107 stabled on the left.



DEPTFORD: The final one of the 2,595!

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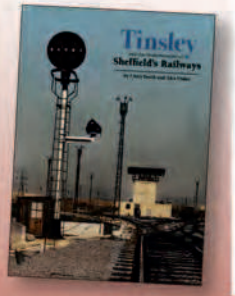


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COATS OF MANY COLOURS

PART 1

Twenty-five years of rail Privatisation has spawned an incredible range of diverse livery schemes for Britain's trains – some very inspirational and eye-catching, some less so. The range of colours used by designers for their train operator clients is a far cry from the corporate blue and grey of British Rail. CHRIS MILNER takes a trip down memory lane.

LIVERIES of modern trains can be a contentious subject. A number of trains now carry plain colours or little branding as part of a more conservative approach, with questions over the future of franchising, but Privatisation has provided some varied and lurid branding schemes.

While the liveries on these pages are not in any particular order, future instalments will look at liveries not covered by part one – PTE brandings – as well as freight and open access operator liveries which have fallen by the wayside.



Right: The Wessex Trains franchise was run by National Express between 2001 and 2006, and its Class 158 DMUs were externally branded in silver & maroon as 'Alphaline'. Here, No. 158864 waits time at Bristol Temple Meads on August 19, 2002 with a Cardiff to Portsmouth train.



Above: First Great Eastern's grey, green, blue and white scheme was similar in its style to the soon-to arrive 'Barbie' livery. Set No. 315837 is seen at Stratford on a Liverpool Street to Shenfield train on August 30, 2002.

Right: In 1999, First Group decided to adopt a new corporate livery for Class 175 trains which became known as the 'Barbie' livery. Here, Class 180 No. 180104 stands in platform 3 at London Paddington on August 20, 2002, with an HST in the former franchise livery in platform 2.

Below: First Group has run the Great Western franchise since February 1996, and this early livery of green & gold, a follow-on of the Great Western Trains livery, is seen on an HST working past Dawlish Warren from Paddington to Penzance on August 17, 2002.







On April 1, 2004, the Anglia franchise was taken over by National Express, which decided to brand itself as 'One', with rainbow-coloured loco and carriage ends. No. 90003 *Raedwald of East Anglia* is at Liverpool Street on launch day of the franchise. Within four years, NatEx embarked on a rebranding exercise for some of its franchises.



The Midland Mainline franchise, part of National Express, first awarded in 1996, adopted a bold colour scheme of teal, orange & cream, in essence and adaptation of BR's executive livery. This scheme lasted until a new livery was adopted in 2003. Here, HST power car No. 43054 passes Syston, north of Leicester, on a Sheffield to St Pancras express on April 3, 2003.





Between March 1997 and December 2004, Arriva operated the Regional Railways North East franchise under the 'Northern Spirit' brand. The operator's main livery for local and rural services was turquoise with a large green 'N' on the bodyside. However, units for long-distance cross-Pennine services were painted in maroon with the 'N' in gold, and these services later went on to become the basis of the TransPennine franchise from 2004. Both versions of the Northern Spirit livery are seen at Sheffield, with Class 156 No. 156488 in platform 1 on April 8, 2003, and Class 158 No. 158778 ready to depart for Manchester Piccadilly three days later.

SUMMER RELEASES

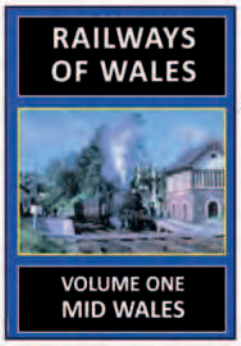
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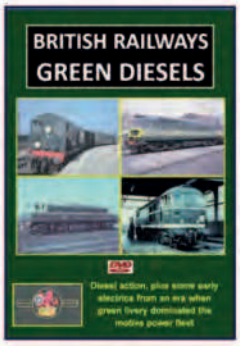
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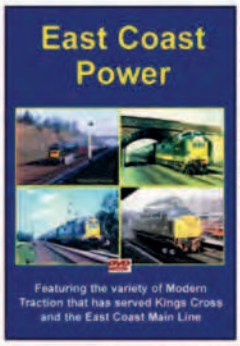
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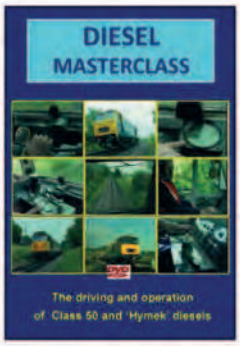
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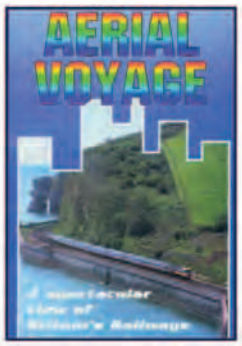
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TALKING POINTS

Taylor Hobson has a fascinating history

I READ with much interest the feature on R J Blenkinsop and his use of a "fabulous lens", made by Taylor Hobson of Leicester.

I worked for Taylors for more than 22 years from leaving school, and my first photographic experience was modified (by me) television lenses on a Praktica body.

I am pleased to say they are still making fabulous lenses, mainly for the motion picture industry, which they have been doing since the 1890s.

Readers can find the fascinating history of Taylor Hobson, now rebranded as 'Cooke Optics' (for historical reasons) at website: www.cookeoptics.com

Ray Phipps
By email

Worcester 'madness' for GWR passengers

WE ALL know project management on the railways leaves a lot to be desired.

I see that the cost of Worcestershire Parkway is quoted as £22million for three platforms, on two levels, with 500 car park spaces. Contrast this with the £13.8m for Kenilworth's single platform.

However, I'm appalled to see GWR trains to Worcester don't always call at Parkway every time – in both directions. This is madness for GWR's passengers as well as bad business practice.

Gone are the days when there were two routes to Worcester from London – one via the Golden Valley and the other via Oxford and Evesham.

Martin James

PUTTING THE RECORD STRAIGHT (*RM* MAY)

Southern's finest hour

THE archive picture (p33) of soldiers apparently returning from Dunkirk contained an inaccurate caption. Although we used what was on the reverse of the picture in good faith, several readers have taken issue with the pristine appearance of the soldiers, that they are fresh and clean and not from battle. Two readers identified them as Royal Artillery men, likely to be off on a new posting. Our thanks to them.

Rail reopenings – part 2

The train in the image at Lydford (p29) is travelling towards Plymouth, not away from it. Also, D244 is arriving at Ripon, not departing (p33).

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STAR LETTER

Inspired by Dick Blenkinsop



DURING my lockdown two things happened as a result of reading the wonderful article about Dick Blenkinsop and his excellent photographs in *RM's* May edition.

Firstly, I bought the book Big Four Cameraman. Secondly, it reminded me that in 1961, at the age of 15, I managed to do something Dick may wish he'd done.

At that time I lived at Mablethorpe, and my 'spotting 'mates and I realised the writing was on the wall for steam, and we had better get to Scotland while we could.

To be sure of getting into sheds we applied to BR for permits and received quite a few. We travelled by train and stayed in youth hostels.

First stop was York for the shed and yard then onto Leeds for three sheds, with another youth hostel for the night.

Next morning we took the 'Thames-Clyde Express' via the S&C with 'D31' to Carlisle. The three sheds at Carlisle were the next victims before retiring to our hostel.

Next day, up to Glasgow for sheds at Eastfield, St Rollox and Parkhead. Another youth hostel overnight before heading to Edinburgh for Haymarket, Dalry Road, St Margaret's, Bo'ness and Bathgate sheds. The latter two even had engines not in the Ian Allan books, as they were stored awaiting disposal – we were just in time!

After a night in the Scottish capital the next day took us to sheds at Kipps (Coatbridge), Motherwell, Hamilton, Polmadie and Corkerhill on the way back to Glasgow.

On the return south to Carlisle behind 'D49' we passed Dumfries shed and grabbed what we could.

Then back over the S&C to Leeds and York for another trip round there and finally home.

That was some adventure, and along the way we saw 1,016 locos, the majority steam.

It was sadly obvious if we had gone 12 months later we would have missed so much.

Fortunately, I took along my Brownie camera, so much of what we saw was committed to film, and I still have the negatives and the notebook.

Why just negatives? I just couldn't afford the prints and then never got round to it. Possibly I should print them now?

Roger Bryant.
Grantham

Redhill station - Evacuation trains from Dunkirk 1940

THANK-YOU for the feature in *The RM* (May) about the trains used for the evacuation of troops from Dunkirk.

The lower picture (p43) showed the Up platforms at Redhill, where troop trains from Dover and other ports arrived.

I lived up the line just beyond the bridge No. 1083, shown in the background, where engines coming off the trains would assemble before going back down the main through line to the engine sheds for coaling, watering and use of the turntable.

My mother and many other ladies went to the station to hand out mainly tea, sandwiches and cigarettes.

My earliest memories are of this time, not just the British troops, but those from France and Belgium, who wore totally different uniforms and helmets.

Redhill was the only realistic junction in southern England that avoided London and where trains could go north, south, east or west.

Virtually all traffic came in from the Tonbridge direction, and after reversing went out on the Guildford/Reading line to the Aldershot area and numerous other points mainly in the West Country.

The number of trains handled through Redhill in the last week of May and the first week of June was:-

Monday 27	7
Tuesday 28	28
Wednesday 29	49
Thursday 30	66
Friday 31	78
Saturday June 1	77
Sunday 2	44
Monday 3	44
Tuesday 4	45
Total	**438**

Full details, including train times into and out of Redhill, destinations and locomotives involved, can be found in Return from Dunkirk, by Peter Taplow. In addition to these trains, on June 2, eight evacuation trains for children were handled through Redhill.

Shortly after this we had the Battle of Britain overhead, since Biggin Hill, Kenley and Croydon were only minutes away, and Redhill aerodrome was used as a dispersal airfield when other airfields became unavailable.

Then in September the skies were filled with German planes on their way to bomb London. They often used the railway lines as navigational aids, and some flew so low you could clearly see the pilot in his cockpit.

Towards the end of the war we sometimes travelled on the train from Redhill to London. As we approached the Croydon area we passed thousands of houses that were either demolished or had their roofs blown off. Croydon was the most heavily bombed London borough.

Crawford Wright
Swanmore

More 'Nuckle' memories

I FOUND the Nicola Fox article in the April edition of *The RM* fascinating for rekindling many childhood memories.

Growing up in 1950s Coventry I was within cycling distance of Coundon Road station where I was allowed to venture from an early age.

The station master's house and ticket office always had a warm fire going, even if the limited waiting area was often shared with baskets of pigeons awaiting their next train.

Goods traffic consisted mainly of lengthy coal trains, which would occasionally shunt the goods yard for deliveries to Porettas, the local coal merchant.

The yard is long gone but the railway connection lives on in the names of roads allocated to the housing development on the site.

The passenger service in the mid-1950s was, I distantly recalled, operated in push-pull fashion, so I was so pleased to read Dick Blenkinsop's mention in this May edition of acquiring a chimney from a Stanier '2P'.

I believe these were the two locos working the Nuneaton to Leamington service, unusually with the locos sandwiched between carriages. Later they were to be replaced by Stanier 2-6-2s, Nos. 41321/322, from Nuneaton.

Workers' trains to the Daimler Halt were well patronised, usually three trains morning and evening, with the carriages given a thorough external clean (by hand) in Coventry's Quinton Road sidings.

The view of Coundon Road towards Coventry is interesting in that on rare occasions a train could be signalled up to the semaphore starter, with the gates closed; I doubt that could happen today!

I attended the local Bablake school, where the music room offered the best 'spotting opportunities' – the highlight was just after 4pm when the three locos for the evening return works' services ran through light engine.

Dieselisation came in the 60s in the form of Met-Cam Class 101 DMUs, but it is so good to see the line go some way to its former glories.

Brian Lerigo
Tring

TALKING POINTS

Strathbungo

AN IMPORTANT aspect of the design of Strathbungo station (*RM* May, p98) is the width of the overbridge and the booking office building on it, as well as the positioning of the Down booking office, shown in the photograph.

This was to permit the possible widening to four tracks, which was never required.

Similar provision was made at neighbouring Crossmyloof station and the crossing of the line by the Cathcart Circle station.

The two left-hand distant signals are controlled by Muirhouse Junction, and the right-hand one by Langside Junction.

The road is off for a train heading for Glasgow St Enoch.

Jack Kernahan,
Fortrose



Melmerby photo

THE photo of the DMU departing Melmerby (*RM* May, p33) is particularly interesting as it shows the redundant connection to the Masham branch, which lost its passenger service way back on January 1, 1931, with freight facilities surviving until November 11, 1963.

Remarkably, the semaphore home signal and the mechanical disc signal for movements leaving the branch are still in place even though the track has been removed!

C A Allenby
By email

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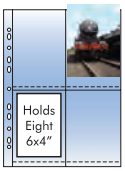
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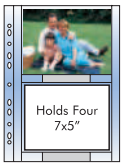
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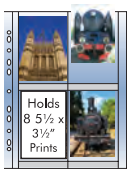
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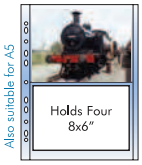
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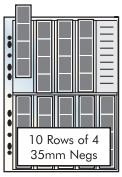
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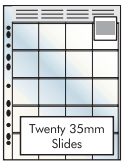
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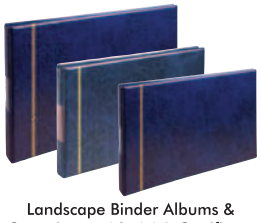
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Panorama

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'Large Logo' Class 37 No. 37262 is reflected in the waters of the Kyle of Sutherland as it crosses the Shin Viaduct at Invershin, on the Far North Line, with a Wick to Inverness service on September 1, 1987. LES NIXON



The Tanfield Railway's Marley Hill shed must surely rank as one of the most atmospheric in preservation, still playing host to industrial steam 166 years after it was built. Here, the railways' 'Austerity' 0-6-0ST No. 49 stands alongside Hudswell, Clarke 0-6-0ST *Renishaw Ironworks No. 6*, while work is carried out on sun-dappled RSH 0-4-0ST *Sir Cecil A Cochrane* on April 24, 2011. HENRY ELLIOTT

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GBRf Cemex-liveried Class 66 No. 66780 approaches the site of Embsay Junction with the 13.22 Rylstone Tilcon-Hunslet Tilcon working of limestone aggregate on April 27. This photo was taken in full accordance with the Government's lockdown restrictions. JULIEN KING

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO
JUNE 1920

Battlefield tours via Zebrugge ferry

THE Lancashire & Yorkshire and North Eastern Railways have reinstated the service to Belgium via Hull and Zeebrugge, the first sailing from Hull (Riverside Quay) being on May 15, and the last for the season from Zeebrugge will be on October 5. The service will vary from two to three sailings per week in each direction. The main feature is the introduction of weekend tours to the battlefields of Belgium. Passengers are enabled to leave towns in the North of England after business hours on Saturday and be back before noon on the following Tuesday, having visited such notable places as Zeebrugge, Ostend, Dixmude and Ypres.

50 YEARS AGO
JUNE 1970

Longmoor lease signed

A SIX-MONTH lease from the Ministry of Defence on the 1½-mile section of the now-closed Longmoor Military Railway between Liss and Liss Forest was signed by Captain Peter Manisty, Chairman of the Association of Railway Preservation Societies, on behalf of the Longmoor Trust on April 29. The line will be reformed as the Longmoor Steam Railway and Southern Transport Centre. Locomotives and rolling stock, which have been housed by the Army at Longmoor are being moved to Liss, where it is planned to erect an engine shed.



LONGMOOR 50 YEARS AGO: 'Merchant Navy' No. 35028 *Clan Line* is one of a number of preserved steam locos on display during an open day at the Longmoor Military Railway shed on July 5, 1969. P BERRY/*RM* ARCHIVE

Robbery coach burnt

A ROYAL MAIL coach from which the "Great Train Robbers" plundered more than £2½million during the ambush between Leighton Buzzard and Cheddington in August, 1963, has been broken-up and burned in the scrap yard of A King & Sons Ltd, near Norwich. The operation was watched by police and security men so that nothing would be left for souvenir hunters

Restored railway to Drax Power Station

TO serve Drax Power Station with "merry-go-round" coal trains, Eastern Region has restored a four-mile long section of the Hull & Barnsley Railway from Hensall Junction to Drax, passing through Carlton Towers Station. This section of line was closed in 1959.

20 YEARS AGO
JUNE 2000

Ladbroke Grove impact speed 'highest in history'

THE release of the third interim report into the Ladbroke Grove train crash of October 5, which killed 31 people, reveals that the closing speed was 145mph – almost certainly the highest velocity impact in world train crash history.

The leading Class 165 carriage, which virtually disintegrated in the crash, has been reconstructed in two-dimensional form to identify modes of vehicle structure failure.

Tests are being undertaken to determine the crash performance values of aluminium and steel.

Twenty Class 37s to work in Spain

ENGLISH Welsh & Scottish Railway, which already has 40 Class 37s working in France, is to send a further 20 Type 3s to Spain.

Contracts were signed between EWS and Spanish national operator Renfe in mid-April for the supply of locomotives for use on infrastructure trains working on the construction of a new high speed line in northern Spain.

RCTS
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The RCTS: then and now

THE *Railway Observer* (*RO*) has become an invaluable research tool and makes the annual subscription a veritable bargain.

Being able to trace the rebuilding of Bulleid 'Merchant Navy' class Pacific No. 35018 *British India Line*, its subsequent service history, withdrawal, preservation and eventual return to the main line is a prime example that research of its pages allows.

The index to Volume XXVI for 1956 carries nine references to the rebuilding. The first, in the February issue, is an ex-works photograph of No. 35018 taken by Les Elsey at Eastleigh, which precedes the article Rebuilding of the SR Bulleid Pacifics.

Here, the desirability of rebuilding the class is outlined along with the main features to be modified. The choice of No. 35018 was down to serendipity, it was the next 'Merchant Navy' due for a heavy general repair.

Full specifications of the rebuild followed in the April edition, along with the news it entered traffic on February 21 between Eastleigh and Waterloo.

Further reports followed during the year noting the expected savings in coal, water and oil consumption were of the order of 25% to 33%. However, feedback from drivers and firemen collated in June's *RO* noted '35018' lacked some of the 'exceptionally rapid acceleration' and 'hill climbing' ability and free running in excess of 90mph.

No complaints were received of the boiler's ability to produce steam even with the pressure reduced from 280psi to 250psi. The August edition of the *RO* reported Nos. 35013/4/20/2 had all been similarly modified at Eastleigh. The last of the class, No. 35028 *Clan Line*, was modified in October 1959.

After testing, No. 35018 was re-allocated to Nine Elms shed and later to Bournemouth on November 24, 1960, only to return to Nine Elms on January 17, 1961.

It was one of the early withdrawals after general repairs ceased and was condemned in August 1964. After being stored at Nine Elms it was sold to Woodham Brothers at Barry.

Following a 15-year sojourn the Pacific was bought by the Mid-Hants Railway on November 29, 1979, and transported to Ropley on March 3, 1980.

Little work was undertaken before the loco was stored at South Coast Steam, Portland, in May 2003. Nine years later, West Coast Railways, at Carnforth, became the owners, and according to the *RO* in May 2012, Carnforth became its latest preservation home.

The difference, however, was that behind closed doors No. 35018 was meticulously given a general repair, returning to steam in May 2017.

Test runs over the Hellifield circuit were reported, with the locomotive running in unlined black.

The long-awaited first railtour took place on September 30, 2017 from Carnforth to York, but those who witnessed the run and those who later saw the photographs in the *RO* realised all was not well and were not surprised at 35018's failure at York.

A further test run to Hellifield ended in failure on March 7, 2018, but two weeks later it emerged from Carnforth in fine fettle.

It is not just the history of steam that can be reconstructed from the magazine's pages – the detail of today's motive power receives the same treatment.

For information on the Society visit: www.rcts.org.uk



The career of No. 35018 *British India Line* is temporarily on hold, but it is seen here in better times, near Hellifield, on April 18, 2018. A WILSON/RCTS

TRACKRECORD

The Railway Magazine news digest



Retro-liveried Irish Rail 071 Class pioneer No. 071 is seen coming up from the Boliden Tara mines terminal at Alexandra Road, Dublin, with the 16.30 empty working train back to Navan on April 20. JAY MONAGHAN



P54 STEAM & HERITAGE
Return of 'Terrier' *Poplar*



P70 CLASSIC TRACTION
Metro-Vick Co-Bo progress



P76 TRACTION & STOCK
First tests for TfW Class 230s

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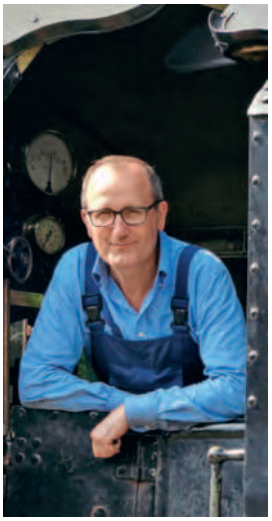
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HRA considers 'what next?' as preserved lines look beyond lockdown



Heritage Railway Association chief executive Steve Oates has been in the hot seat for two years, having served as Isle of Wight Steam Railway chairman beforehand. He remains an active volunteer on the railway. HRA

HERITAGE Railway Association (HRA) chief executive Steve Oates has openly described the current situation facing preserved railways as a "very confused picture" as the organisation prepares to issue reopening guidance for life post-lockdown.

Following the release of the Government's Covid-19 Recovery Strategy paper on May 11, the HRA is actively trying to assimilate the wealth of documentation coming out of Westminster in order to prepare practical information to help railways make informed decisions on how and when to reopen.

Recovery

Mr Oates and the HRA believe that heritage lines fall under Step 3 of the Recovery Strategy, which states: 'The ambition at this step is to open at least some of the remaining businesses and premises that have been required to close, including personal care (such as hairdressers and beauty salons) hospitality (such as food service providers, pubs and accommodation), public places (such as places of worship) and leisure facilities (like cinemas).

The Government's current planning assumption is that this step will be no earlier than July 4, subject to a number of caveats.

"The thrust of what is coming out of Government, and its demeanour and attitude has changed," Mr Oates told *The RM*.

"In a short space of time it has moved from 'this is how it must be' to 'let's get back to work', and with tourism a major player in the country's economy, our railways have a significant role to play.

"How they can do that safely and viably is what myself and a number of other individuals from heritage railways are looking at."

> "Our railways will do all they can to meet the Government's guidelines, but the final decision on whether to visit a railway will be down to the public alone."

One of the central issues facing railways will be the requirement to maintain social distancing on trains and at stations, something the Office of Rail and Road (ORR) has also covered in its Inspection Guidance also issued on May 11.

Primarily, the report looks at the preparatory inspection and administration that each railway should undertake before attempting any form of post-lockdown operation, but it also says: 'It is likely that some form of social distancing will remain in place for passengers and staff/volunteers.

'Beyond the risks associated with an extended shut down period, the principal challenge railways face will be how to manage the impact of social distancing requirements for both passengers and staff/volunteers.

Controls are likely to include minimising the numbers of staff/further volunteers whilst maintaining safety, implementing physical controls (barriers, screens etc), social distancing, good hygiene, and clear messaging'.

The ORR paper also advises that railways should assess how they manage the impact of the Covid-19 risk, and apply social distancing (and other controls) in particular on stations and platforms, on board trains, between passengers, between train crew and in the confined space of a locomotive footplate.

Cleaning

It adds: 'Railways should assess the need for deep cleaning before reopening, where and by whom. Railways should institute a suitable cleaning regime for operation – for example of coaches, offices, waiting rooms and lavatories. Focus should be on high traffic touch points such as doors and buttons.

Arrangements for staff and passengers to ensure personal hygiene on railway premises must include consideration of

KING COAL – BEYOND THE CORONAVIRUS

IT HAS been widely reported elsewhere that the Heritage Railway Association (HRA) is actively looking at the situation surrounding the future supply of coal to our preserved railways, and despite the ongoing coronavirus situation, the organisation is heavily immersed in trying to secure supplies long-term.

In February, the Government responded to the August 2018 consultation on the burning of domestic fuels in England (including bituminous coal).

Writing in the HRA's house magazine, chief executive Steve Oates said: 'While the Government statement on burning domestic fuels in England does not prevent heritage fuel users from burning coal, it does present our industry with significant future supply problems'.

The Banks Group's mine at Shotton in Northumberland was the last remaining site in England producing washed bituminous lump coal for heritage users, but that ceased extraction at the end of May.

Thanks to the coronavirus the remaining stocks will last into next year, but unless new permissions are granted, that will be the end of steam coal mining in England.

The HRA has actively supported the Banks Group's bid to open new mines at Highthorn, Northumberland, and Dewley Hill, near Newcastle-upon-Tyne.

If given the go ahead Highthorn would be the UK's largest mine, producing around three million tonnes a year over the next three to five years.

The HRA has written to the Ministry of Housing, Communities and Local Government (MHCLG) urging approval of the Highthorn application, which was supported by a number of letters from HRA member railways to the MHCLG.

The Welsh government is expected to undertake a consultation on the burning of domestic fuels, including bituminous coal, in the near future. In the meantime Fros-y-Fran, near Merthyr Tydfil, remains the last mine in Wales, but that is scheduled to cease production in September 2022.

Unless the Banks Group applications are successful, the UK's preserved railways will have no other option but to import coal from overseas. However, doing it is not straight forward or easy, and in his write-up Mr Oates said: 'Importing consistent and suitable supplies of screened, sized and washed lump coal from Russia, Poland, the US, Columbia and elsewhere around the world is difficult both technically and commercially. It requires knowledge, expertise and substantial cash flow reserves. It will almost certainly increase costs to heritage railways'.

The major concern in all this is how much this could impact some of the smaller railways that do not use large quantities of coal, and cannot perhaps absorb the additional expenses that their larger brethren may.

This is especially relevant now after the impact of Covid-19, which has already threatened the survival of some railways.

As Steve Oates told *The RM*: "The lack of secure and affordable coal might be one threat too many for some. The reality is that heritage railways will carry on after Covid-19, but we cannot come out of this crisis then still have to fight for coal.

"Unfortunately, there are many people – from Government ministers to some of our own heritage railways – who haven't yet grasped the depths of the issue."



Where would we be without coal? The fireman of visiting 'B1' 4-6-0 No. 61264 is working hard as the loco climbs out of Keighley on March 10, 2017. ROBERT FALCONER



Above: The scene facing most of our preserved railways after two or more months of no lineside upkeep. This was the West Somerset Railway's (WSR) Blue Anchor station on May 18, showing the rusted rail tops and significant weed growth. DON BISHOP

the availability of hand-washing facilities/anti-bacterial hand sanitiser gels.

This is also something the HRA is looking at in detail. "There has got to be a general position that, if a railway reopens, it must increase its cleaning and hygiene approach as a matter of course," said Mr Oates.

What form on-train social distancing may take is still the subject of ongoing discussion, and will be governed in part by the type of rolling stock in use on any particular railway.

Compartment stock, for example, may be limited to family household groups in each compartment, while 'open' stock, including some Mk1s, may be restricted to back-to-back seating, avoiding passengers other than a family sitting opposite.

"When it comes to the crunch, the message to the public will be straight forward," said Mr Oates. "Visit a railway if you want to, but if you don't, then don't!

"Our railways will do all they can to meet the Government's guidelines, but the final decision on whether to visit a railway will be down to the public alone."

Below: A similar scene at the WSR's Dunster station on the same day, giving the site a sense of abandonment. The railway is actively working to stay on top of such growth. DON BISHOP



Audience

This leads directly onto the second of the two central issues surrounding a return to semi-normality – can railways reopen economically?

Can they attract a big enough audience, and can they make money on services?

This is particularly relevant to lines that rely heavily on paid staff for their operation; staff which in a number of cases have been furloughed until the end of October.

"If a railway has to unfurlough its staff in order to reopen, but cannot attract an audience or accommodate enough passengers on each train, then it could lead to financial problems and even redundancies," explained Mr Oates.

"It may be helpful if only certain staff return from furlough initially, but there are other considerations such as how much of the railway do you reopen, or how many stations?

"A railway does not necessarily need to reopen its full length to begin with, and it may be more economical to run trains over a shorter distance until the audience grows or the financial position improves.

"Timetables and operating days could be planned to deliver good value, but not over-burden manpower or finances. Volunteer availability must also be taken into account."

Those railways that are primarily reliant on volunteers may face similar issues – volunteering is a matter of choice, and such railways will have to ensure they have a minimum number of suitably qualified people available in order to run a train service safely, *and* maintain the required cleaning/hygiene regimens.

That said, with the greater percentage of the volunteer work force generally all of retirement age – the most vulnerable in relation to Covid-19 – railways will have to take this into consideration.

Of course, having willing staff and volunteers is one thing, but what about the audience?

"Like any visitor attraction, before any railway considers reopening it is important they also look at the local visitor economy, as it is pointless to reopen if the surrounding visitor economy is closed," said Mr Oates.

Management

"This is particularly relevant to those lines that rely on seasonal visitors or holidaymakers. If the B&Bs are closed, or the petrol stations, then there will be no audience to run a train service for.

"It is essential therefore that railways find out what their local destination management organisation is doing or planning. What are nearby attractions doing or planning? What are nearby railways planning? Call them all, and share views. The sad truth is our railways are in the midst of three winters.

"They emerged from one winter at the start of the season, only to find themselves faced with another as lockdown began. For some, they will leave lockdown later in the year and immediately enter the next winter season, wiping out 2020 in its entirety."

Some railways such as the Gloucestershire Warwickshire Railway (see separate story) have already decided to cancel all 2020 events, including Christmas services, but how many follow suit remains to be seen.

In the meantime, Steve Oates and the HRA will continue to provide suggestions and guidance for railways as the situation evolves and changes.

"It's essential that all lines follow the ORR's inspection guidance, and we will develop information that supports that or is in addition to it," he said.

"Ultimately, we can only make suggestions, but by doing so we hope to make the transition as smooth as possible."

Almost £3m raised for SOS appeals as public dig deep

PRESERVED railways across the length and breadth of the country have been left heartened and humbled by the overwhelming pledges of financial support that have come forward during the coronavirus crisis.

As reported in *RM's* May issue, in excess of 50 heritage lines have been running various forms of 'Fight Back Funds', 'SOS' and 'Crisis' appeals, or general appeals for donations since before the lockdown started in some cases.

Many have taken advantage of social media platforms such as Facebook to keep appeals in the public eye, while others have attracted the attention of the local and national press, and even television.

The range of offerings put forward has often been both innovative and inspiring, from the Fairbourne Railway selling hand-made protective face masks, to the North Yorkshire Moors Railway auctioning dining and footplate experience sessions with Paul 'Piglet' Middleton and general manager Chris Price.

'Virtual' value

The Severn Valley Railway has launched a share offer, which together with its donations appeal has netted more than £680,000, while other lines have run online auctions, Adopt an Engine schemes or sold 'virtual' experiences and tickets of the equivalent value that a member of the public might spend during a day out at a railway.

Using updates published by the railways themselves or through making direct contact *The RM* amassed a list of totals to date (late May) for almost all of the known appeals, which when added together came to a staggering £2,919,900.

This figure is by no means complete and does not include every appeal, so the combined total is likely to be well in excess if £3million.

Heritage Railway Association vice-chairman Chris Price said: "There is no doubt that all those involved with heritage railways should take heart from the fact that the British people have once again underlined their love of railways.

"While there is no doubt that my fellow enthusiasts have dug deep, we should also note that this has by no means been the case exclusively. The donations have come from the whole demographic spectrum and will make a real difference.

"We are all under pressure with many unknowns in front of us, but at least we know there are many people willing us to get through this, and I have no doubt that to a soul we will do our best to do so."

A number of individuals have also actively raised funds to help their our railways. Martin Creese of 30742 Charters had raised more than £5,200 by mid-May.

SIDELINES

Trojan returning to steam this year

OVERHAUL of the Great Western Society's diminutive Avonside 0-4-0ST No. 1340 *Trojan* has restarted at the works of Loughborough-based Locomotive Maintenance Services following a break caused by the Covid-19 lockdown.

David Wright's team is currently focused on fitting the 308 stays required for the new inner firebox, which when fitted will each require caulking and riveting.

In spite of the enforced shutdown the Didcot Railway Centre-based loco is still expected to return to steam later this year.

Trojan is actually the oldest locomotive in Didcot's operational fleet, having been built in 1897 (W/No. 1386) for Messrs Dunn & Shute of Newport Town Dock.

It was later bought by the Alexandra Docks Railway in 1903 and was transferred to the GWR's books when the docks system was absorbed as part of the 1923 Grouping.

In 1932 the GWR sold the loco to Netherseal Colliery at Burton-upon-Trent, which in turn sold it on to Alders of Tamworth in 1947.

It arrived at Didcot in 1968, but was not fully restored until 2002. It last steamed in 2011.

Vandals cause damage to Mid-Norfolk stock

THE Mid-Norfolk Railway suffered a serious vandal attack at Dereham over the weekend of May 1-4.

Extensive damage was inflicted to a number of vehicles, including a recently restored Mk1 brake coach and a DMU.

Norfolk Police would like to hear from anyone who may have seen anything suspicious, or holds CCTV footage from the area at the time.

Contact PC Sophie Webster at Dereham Police Station on 101, quoting crime reference number 36/29074/20.

GC reunification appeal reaches £150k

THE Great Central Railway's ambition to create an 18-mile railway linking Leicester with south Nottinghamshire is edging close to fruition as its current fundraising appeal reached £150,000.

In early March, the Friends of the Great Central Main Line launched a £3million appeal to complete Phase 3 of the project to reunite the northern and southern sections of the GCR.

The project will involve the construction of two new bridges and the reinstatement of 550 yards of the original formation lost following the closure of the line in the 1960s.

For more information on how to donate visit: www.gcrailway.co.uk/unify

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LBSCR 'A1' 0-6-0T No. 70 *Poplar* stands at Seldon Road North Signalbox with the local train to Woodside in the 1890s. The loco would move to the KESR in 1901 as No. 3 *Bodiam*. RAIL ARCHIVE STEPHENSON

Terrier Trust to outshop 'Rooter' as LBSCR *Poplar*

AN OPERATIONAL example of William Stroudley's popular 'Terrier' 0-6-0Ts will once again carry the London, Brighton & South Coast Railway's (LBSCR) yellow ochre livery when the Terrier Trust's No. 3 *Bodiam* returns to steam after overhaul in 2022.

The last UK-based 'Terrier' to run in Stroudley's livery, often referred to as 'Improved Engine Green', was the Bluebell Railway's 'A1X' No. 55 *Stepney* in c2009.

The livery is also carried by 'A1'/'A1X' hybrid No. 54 *Waddon* at Exporail in Canada, and 'A1' No. 82 *Boxhill* at the National Railway Museum, but like *Stepney* these locos are on static display and not capable of being steamed.

Bodiam is currently under overhaul at North Norfolk Railway Engineering's Weybourne works as part of the Terrier Trust's £150,000 'Terrier 150' appeal. This was launched in early-2019 to fund parallel overhauls of *Bodiam*, together with No. 32678 (*Knowle*).

Wing plates

As part of *Bodiam's* overhaul, it will revert to its original guise as LBSCR No. 70 *Poplar*, complete with dummy condensing pipes and smokebox wing plates as fitted when first outshopped in 1872.

No. 70 was the first of 50 'Terriers' to be constructed that year, and one of the first batch to enter service.

After almost three decades with the LBSCR it moved to the original Kent & East Sussex Railway (Rother Valley Railway) in 1901, and was a regular performer until the line closed to passengers in the 1950s.



No. 70 *Poplar (Bodiam)* will carry Stroudley's ochre livery when completed, as worn by the National Collection's 'A1' No. 82 *Boxhill*, pictured here in the old Museum of British Transport Museum at Clapham on April 8, 1964. GEOFF PLUMB COLLECTION

As BR No. 32670, it later found use on the Hayling Island branch before being acquired for preservation, returning to the preserved KESR in 1964.

During its tenure on the 'old' KESR, No. 3 received its distinctive tall bunker, and was rebuilt with a new boiler as an 'A1X'.

As a consequence the longer 'A1X' smokebox and enlarged bunker will not be replaced, as they have more relevance to the loco's history than the original pattern example.

"The aim is to conjure up the general appearance of the locomotive in her original 1872 livery," explained Terrier Trust spokesman Graham Hukins.

"We will achieve a far greater degree of authenticity in 2024 when the loco will be turned out in another livery it has never worn in preservation: KESR deep green lined with straw and black, which she carried following an overhaul at Brighton in 1947."

More than £55,000 of the £150,000 appeal target has been raised to date, much of which has been spent on the overhaul of *Knowle* at the KESR's Rolvenden workshops.

Warming fire

The loco's boiler received its first warming fire in late-February, almost exactly 80 years since the 'Rooter', as Southern Railway No. 2678, first arrived at the old KESR on hire to cover a 'temporary' locomotive shortage.

At that time the loco still carried the larger bunker fitted in the early-1930s when based on the Isle of Wight system as No. W14 *Bembridge*, and as part of the overhaul the Isle of Wight bunker has been reinstated.

Initially, it will carry Southern plain black with 'sunshine' lettering on the tank sides, but the restoration of the 'Wight' bunker opens the door for a potential return to its Isle of Wight identity as No. W14.

In due course the larger bunker will benefit the loco's future operation as, with a potential return to Robertsbridge on the cards, the larger bunker would allow the loco to complete two round trips from Tenterden to Robertsbridge without the need to replenish the coal supply.

Had it not been for the Covid-19 lockdown the loco would likely have been complete by now, and potentially enjoying an exchange visit at Didcot Railway Centre in return for the visit by GWR Large Prairie No. 4144 to the KESR.

Further information on 'Terrier 150' and details of how to contribute to the appeal can be found at: www.TerrierTrust.org.uk/appeal

Vintage Trains cancels 2020 railtour programme after coronavirus strikes

TYSELEY-BASED train operating company Vintage Trains has made the decision to cancel its advertised 2020 railtour and charter programme.

The move follows an in-depth review of the Government's recovery strategy for the potential easing of lockdown rules for the hospitality and engineering sectors.

"The Government is actively discouraging travel by train, and it is now clear social distancing will be maintained in some form for an extended period, and its enforcement with regard to staffing, managing passenger movements and driving locomotives would present insurmountable problems," said VT spokesman Denis Chick.

"By carrying significantly fewer passengers, it would be also impossible to run an economically viable service.

Apology

"For those who have booked on the trains we have advertised, we apologise we will not be able to offer these journeys now – we have no choice legally, morally or commercially.

"We are not offering to postpone or rebook any trains at the moment."

Instead VT is offering pre-booked passengers the opportunity to have a full refund, or credit note valid for one year, or the opportunity to donate the train fare to Vintage Trains Charitable Trust.

Any donations made in this way will only be spent on returning 'Castle' No. 5043 *Earl of Mount Edgcumbe* to the main line and upgrading VT's Mk2 stock. It will not be spent on general revenue support or overheads.

However, consideration is being given to the potential of a phased return to work for Tyseley Locomotive Works staff, although this is wholly dependent on the establishment of satisfactory measures required to maintain staff safety.



A sight many hope to see return before too long: Tyseley's No. 7029 *Clun Castle* runs through Bordesley Junction with a Cosford Air Show special on June 9, 2019. ANDREW BELL

VINTAGE TRAINS SEEKING VOLUNTEERS TO HELP WITH COVID-19 FIGHTBACK

VINTAGE Trains (VT) is appealing for volunteers to come forward and help with its coronavirus resilience plans while some of its paid staff are furloughed.

Naturally the train operating company is continuing to work on its recovery plans behind the scenes, and how it can safely resume operation when the time comes.

However, VT cannot use furloughed staff for any tasks, and the only way to progress its recovery is for volunteers to come forward and fill lost or suspended roles.

"We have done everything we can to minimise costs during our shutdown, many of our staff have been furloughed and the collection placed in safe storage, and we are fortunate in having no large debts or loans," said VT company secretary Robin Coombes.

"Our priority has been to take care of and support our staff and volunteers as best we can, to survive the crisis and emerge in recovery mode.

"This we are confident we can do, but we need more help."

The skills VT is seeking at Tyseley include:

- General office administration
- Database and spreadsheet creation
- Managing and providing content for social media channels
- Marketing
- Web site design, content and management
- Sales skills and/or management
- Customer Management Systems
- Train planning
- Telephone answering
- On-board personnel for safety and passenger care once services restart
- Individuals with a business network in Birmingham/West Midlands
- Individuals with a strong rail industry network

The roles would be based at home owing to lockdown restrictions, but VT has said there may be opportunities to continue the roles once some normality to returns to life.

Anyone interested in helping out and requiring more details should email Robin Coombes on: robin.coombes@vintagetrains.co.uk

'County' boiler takes shape at Huyton

THE first Hawksworth 'County' boiler to be seen since 1964 is taking shape in the workshops of Heritage Boiler Steam Services at Huyton, near Liverpool. The boiler, belonging to the Great Western Society's re-created 4-6-0 No. 1014 *County of Glamorgan*, has now had the barrel section riveted together, and at the time of writing was close to having the former '8F' firebox permanently riveted on. The boiler is seen during a trial fitting of the firebox on April 15. GWS



Embsay line to rename loco after nursing heroes

THE Embsay & Bolton Abbey Railway and Stately Trains owner Stephen Middleton are honouring NHS staff fighting Covid-19 by renaming one of the line's locomotives after two of nursing's most famous pioneers.

1916-built Hudswell, Clarke 0-6-0ST No. 1208, which is owned by Mr Middleton, already carries a dual identity, with the names *Illingworth* and *Mitchell* carried on either side of its tank. However, in capturing the mood of the nation, the former Nidd Valley Light Railway loco will be renamed *Nightingale/Seacole*.

Both Florence Nightingale and Mary Seacole found fame thanks to the advances they made in nursing during the Crimean War of 1854, which went on to change the face of the profession.

It is often said Seacole did not get the recognition she deserved. Coming from British-Jamaican background, she pioneered the widespread use of herbal remedies to nurse injured soldiers back to health.

The renaming ceremony will take place as soon as it is judged to be safe to do so, with representatives from the Florence Nightingale Foundation and the Mary Seacole Trust performing the unveiling.

In a statement the railway said: "It will be a lasting remembrance of this difficult time, honouring the frontline staff and others who have put their lives at risk.

"The naming is particularly appropriate as the Florence Nightingale Foundation is marking 200 years since Florence Nightingale's birth."

Gloucs-Warks pulls plug on all events for this year

THE Gloucestershire Warwickshire Railway (GWSR) has taken the bold step to cancel its entire calendar of events for the rest of the year, including the lucrative 'Santa Special' season.

Like all of the UK's heritage lines, the railway suffered a major loss of income as a result of the coronavirus lockdown, and therefore the decision to cancel the rest of the year's events was not taken lightly.

However, the GWSR is aiming to reintroduce train services at some point during the year, but only when it is safe for both volunteers and visitors to do so, given continuing self-distancing rules.

By its own admission many of the GWSR's volunteers are regarded as being particularly vulnerable given their age, which has the potential to make operating train services and running events particularly difficult.

"Although restrictions are easing on the national network, it is still too early to say when we can think about running train services between Cheltenham Racecourse and Broadway again," said Glyn Cornish, chairman of the Gloucestershire Warwickshire Railway Trust.

"As a result, the railway's board has sadly concluded it has no choice but to cancel all remaining special events this year.

"I know this will disappoint hundreds of families, but we just don't know when we will be able to start operating again.

"Given that many of our volunteers are in the 'at risk' age category, we may find there are too few volunteers to operate a full service, never mind run events."

PM offers vocal support for Llangollen line's future

PRIME Minister Boris Johnson has said be believes the Llangollen Railway (LR) has "a glorious future ahead" after being asked about the railway during Prime Minister's Questions on May 13.

Mr Johnson's statement came after the LR's local Westminster representative, Simon Baynes MP, asked: "The hospitality and tourism businesses in my constituency of Clwyd South are vital for the health of the local economy, of which a very good example is the Llangollen steam railway.

"Will the prime minister join me in congratulating the railway on its current restructuring and fundraising campaign designed to see it through the coronavirus crisis?

"After the crisis is over, will he please hop on board one of its steam trains when he is next in Llangollen?"

Mr Johnson replied: "I have a picture at home of myself and William Hague aboard the Llangollen steam railway, I am proud to say.

"I congratulate the group on what they are doing to raise funds. I have no doubt that they have a glorious future ahead with my Honourable Friend's support."

Coincidentally, it happened on the same day the LR announced its Covid-19 appeal had received around £75,000 in share purchases and donations, helping to secure its future.

The railway has also applied for a £70,000 Resilience Grant from the Welsh Government and a Bounce Back Loan from the bank, backed by the Government.

At the time of writing the LR had yet to hear regarding either of these applications.

Southern Locomotives take on *Brocklebank Line* restoration

SWANAGE Railway-based Southern Locomotives Ltd (SLL) is adding a 'Merchant Navy' to its fleet of Bulleid Pacifics, having agreed to take over the restoration and ownership of No. 35025 *Brocklebank Line*.

The ex-Barry Scrapyard '8P' is currently based at a private site in Sellindge, Kent, having moved there after the 35025 Brocklebank Line Association was evicted from the Great Central Railway in 2007.

The cost of relocating the loco left a large dent in the association's finances, and despite some work having since taken place, progress has been very slow, with the group making contact with SLL at the end of last year.



Rebuilt Bulleid 'Merchant Navy' No. 35025 *Brocklebank Line* heads a Down Bournemouth express passenger train near Hook, Hampshire, circa 1958. JOHN BIRD

Restored

SLL is no stranger to Bulleid 4-6-2s, having successfully restored 'Light Pacific' Nos. 34028 *Eddystone*, 34053 *Sir Keith Park*, 34070 *Manston* and 34072 *257 Squadron*, while a fifth – No. 34010 *Sidmouth* – is currently under restoration at Herston Works.

Additionally, the group restored 'Merchant Navy' No. 35027 *Port Line*, which it used to own along with unrestored classmate No. 35022 *Holland America Line*.

The latter went on to provide a spare boiler for No. 35027, until both locos were sold to Jeremy Hosking.

The overall condition of *Brocklebank Line* was a key factor in SLL's decision to accept the loco into its fleet.

The boiler is thought to be in reasonable order, while a new smokebox was made, the wheels had their tyres turned, and the axleboxes and brake gear were all overhauled during its two decades at the Great Central.

It also has a replacement 6,000-gallon tender tank, which was one actually acquired by SLL several years ago and sold to the Brocklebank Line Association.

Suitable parts

However, SLL has said the upkeep of the 'Light Pacific' fleet must take priority, and No. 35025 will not be moved from Sellindge until the time is right.

No work will be undertaken until the restoration of *Sidmouth* is complete, although SLL will be keeping an eye open for suitable parts that may come on the market.

When replacement parts are manufactured for *Sidmouth*, duplicates will be made for No. 35025 if required.



Historic Dunston Staiths damaged in arson attack

THE famous Grade II-listed Dunston Staiths in Gateshead were severely damaged by fire during a suspected arson attack on May 16.

Emergency services were called to the scene in the early hours of the morning after the fire broke out at the former North Eastern Railway (NER) coal transporter.

Fire crews extinguished the blaze and left the scene, but were called out again, together with a fireboat, after the fire re-ignited a few hours later.

Northumbria Police is treating the fire as a deliberate act of vandalism, and a criminal investigation has been launched.

Sadly, the fire came following months of fundraising to restore the structure after a previous blaze damaged the structure last year.

Dunston Staiths were built by the NER between 1890 and 1896, being 80ft high and curving 1,750ft out into the River Tyne to form a basin where ships could berth on both sides to receive their cargoes of coal.

Three rail tracks ran across the top, serving six sets of moveable chutes.

They remained in use until 1980, and as well as being Grade II listed are categorised as a Scheduled Ancient Monument.

Pony Club launched to help steer 'P2' construction forward

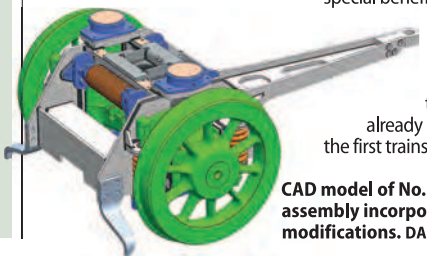
THE A1 Steam Locomotive Trust (A1SLT) has launched a new £20,000 appeal to fund the construction of the leading pony truck for new-build Gresley Mikado No. 2007 *Prince of Wales*.

No. 2007 will incorporate a modified leading pony truck to avoid the issues that affected the original 'P2s', which the LNER later solved on its 'V2' 2-6-2s.

The A1SLT commissioned DeltaRail to construct a 'virtual' 'P2' and analyse the performance of the original Gresley swing-link suspension design and modified pony truck using side control springs. The results were then used to redesign the pony truck for No. 2007, using side control springs and incorporating roller bearings.



The new pony truck steering arm fabrication at North View Engineering Solutions in Darlington. DAVID ELLIOTT/A1SLT



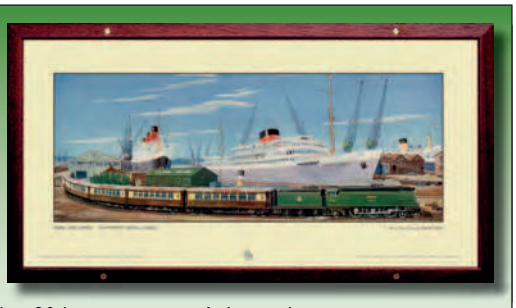
CAD model of No. 2007's pony truck assembly incorporating the design modifications. DANIELA FILOVÁ/A1SLT

The Pony (Truck) Club aims to attract 20 supporters to each donate £1,000 (plus Gift Aid) in up to four payments of £250. Members receive the following special benefits:

- Exclusive Pony (Truck) Club rosette
- Opportunity to buy ticket (seat already reserved) on one of the first trains hauled by No. 2007
- Reasonable access to No. 2007 at all times
- First choice of components to sponsor as Dedicated Donations Special supporters' day with *Tornado*
- Exclusive Pony Truck Frame engineering drawing signed by David Elliott and Daniela Filová, the design team
- Invitation to witness the fitting of the pony truck to the engine.

To become a member of The Pony (Truck) Club, email enquiries@p2steam.com or call 01325 460163.

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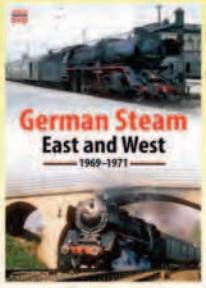
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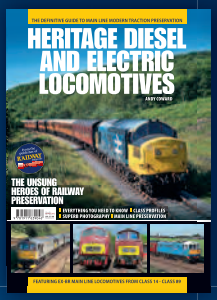
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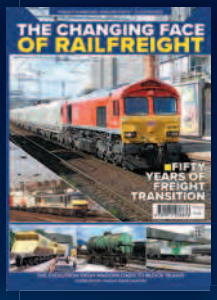
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£50k appeal for boiler of Manning, Wardle at Severn Valley

THE Warwickshire Industrial Locomotive Trust (WILT) says it requires £50,000 in order to cover the cost of a new boiler for its Manning, Wardle 0-6-0ST *Warwickshire* (2047/1926) at the Severn Valley Railway.

The former Rugby Portland Cement Ltd loco has not steamed since 1977, when its boiler was found to be defective, and has spent many of the intervening years on static display at Kidderminster station.

During the mid-2000s the WILT began fundraising for the loco's return to steam, and by 2010 more than £100,000 had been raised.

Stripped

Warwickshire was subsequently stripped at Bridgnorth and the overhaul started, which has seen new inside cylinders fitted and much of the bottom-end overhaul completed.

Around £50,000 has been spent to date, with sufficient funds remaining to cover the first stage of the new boiler's construction.

However, a further £50,000 is needed to complete the boiler and cover the cost of fitting vacuum brake equipment and steam heating.

Anyone wishing to make a donation and help return this historic loco to steam should send a cheque payable to Warwickshire Industrial Locomotive Trust to Robin Jones (treasurer), 36 Eborall Close, Woodloes Park, Warwick CV34 5QA.

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Hastings project moves to Statfold for completion

MIKE Hart has transferred his former Sproxton ironstone quarry Hunslet 0-6-0ST *Hastings* (469/1888) from the Elsecar Heritage Railway to Statfold Engineering Ltd in order to get the locomotive's restoration back on track.

The part-restored *Hastings* first arrived at Elsecar in March 2018 shortly after the loco's acquisition by Mr Hart, and considerable progress has been made on reassembling the bottom end.

The chassis actually moved to Statfold in early-2019 for cylinder, slidebar and motion refurbishment as well as fitting new tyres, from where it was taken to the North Norfolk Railway to have the overhauled boiler fitted.

It returned to Elsecar last September, where work by the volunteer team has concentrated on getting the loco piped up, sandboxes fitted and further progress made towards getting it re-wheeled.

However, a bout of flu hitting the Elsecar workshop team, followed by the coronavirus lockdown, meant no work had been carried out for almost three months, and the decision was therefore taken to move the loco to a professional workshop. The transfer took place on April 23.

"We've had to change our plans a little to get the restoration of *Hastings* back on track," said Mr Hart.

"With Elsecar Heritage Railway unlikely to be able to reopen for a while yet, and us 'oldies' probably not allowed out to play for a little while more, *Hastings* has returned to Statfold Engineering Ltd so that – with the hoped-for easing of restrictions – they will be able to get on with completing the remaining chassis work."

The work in question includes the refurbishment of the axleboxes, installation of the overhauled wheelsets and completion of the remaining motion repairs.

The loco is currently off its wheels and made the move from Elsecar to Statfold (via low loader) on an accommodation skate.

One outstanding task completed during early April was the manufacture of *Hastings'* new brass dome cover by Dorset Copper Fish. The original was 'lost' circa 1965.



Hunslet 0-6-0ST *Hastings* arrives at Statfold Engineering on April 23 following transfer from Elsecar. HENRY NOON

New home sought for RSH 0-6-0T *Meteor* after ESR decision

ROBERT Stephenson & Hawthorns 0-6-0T No. 31 *Meteor* is in need of a new home.

This follows East Somerset Railway's (ESR) decision to inform owner John Painter that the powerful loco is not required for the railway's future needs.

The former Ashington Colliery passenger locomotive (7609/1950) has been based at Cranmore since early 2010, although limited headway has been made on its overhaul in that time.

A new inner firebox has been supplied and new tyres fitted, but further progress has been dependent on the availability of funding.

In the 10 years since *Meteor* arrived from the Avon Valley Railway the ESR has considerably expanded its contract engineering business, completing the restoration of Ivatt '2MT' 2-6-2T No. 41313 for the Isle of Wight Steam Railway, and more recently the overhaul of the Dartmouth Steam Railway's GWR 2-8-0T No. 5239 *Goliath*. Another Dartmouth loco – Large Prairie No. 4110 – is currently undergoing a contract restoration in the Cranmore workshops.

Additionally, the railway has expanded its own ex-BR loco fleet, largely eliminating the need for ex-industrial motive power on service trains.

Add in the ESR's own maintenance requirements for the home fleet and the workshop is largely booked up for at least the next five years, leaving little capacity for an 'as-and-when' project like *Meteor*.

Consequently, the ESR has agreed to help Mr Painter find a new home for *Meteor*, where it can hopefully have its overhaul completed in exchange for free use of the loco.

However, Mr Painter would consider selling the loco if no suitable arrangement can be established. Currently, No. 31 is in a dismantled state, spread over a number of wagons in Cranmore yard.

Any serious expressions of interest in rehoming *Meteor* should be made to: info@eastsomersetrailway.com

■ No. 31 was delivered new to the National Coal Board's extensive Ashington system in April 1950 as one of three locomotives built to haul the 24-hour miners' passenger trains. The service was so popular that two additional locomotives were ordered in 1954, albeit to a different design.

Official passenger operations had ceased in 1949, but the last miners' train actually ran in May 1966.

In May 1969, No. 31 left Ashington, but stayed in Northumberland, when it transferred to Whittle Colliery, near Alnwick.

However, it was out of use by mid-1972 and was sold to a member of the fledgling North Yorkshire Moors Railway early the following year.

It was subsequently overhauled and entered NYMR traffic in 1977, carrying the name *Meteor*.

Despite its power, *Meteor* eventually proved unsuited to the NYMR's expanding operation, and after a period at the South Devon Railway arrived at the Avon Valley Railway in late 2000.



***Meteor* departs Goathland with an NYMR train for Pickering in September 1982. By this point the loco had lost the bright orange livery it previously carried.** JOHN HUNT

Tanfield devastated after thieves steal non-ferrous fittings

NORTHUMBRIA police has launched an investigation after thieves broke into the Tanfield Railway's Sunniside base on April 28 and stole copper pipework and non-ferrous fittings belonging to under-restoration Andrew Barclay 0-6-0ST *Horden* (1015/1904).

The break-in has been described by the police as "a targeted theft where thieves preyed on a charitable organisation during lockdown". The railway estimates the fittings will cost more than £20,000 to replace.

"We're absolutely devastated by this callous theft. Our volunteers have put thousands of hours into the restoration of *Horden*," said Tanfield Railway Trust chairman, Derek Smith.

"Before the lockdown it was only weeks away from hauling trains for the first time since 1972. The theft will put that back months and cost more than £20,000, money we can ill afford at a time when we have no income."

Anyone with any information is being urged to contact Northumbria Police via its Report an incident page (https://tinyurl.com/y3pqpttc), quoting log 300 280420.

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SINGLE LINES

■ MATERIAL suitable for incorporation in the 440m-long embankment at Pont-y-Goedwig required for Corris Railway's southern extension was delivered in late March. Transport from a site near Dolgellau was undertaken by a local contractor, with the required plant and machinery able to work within current Government restrictions.

■ FFESTINIOG Railway (FR) has confirmed the Covid-19 outbreak has forced cancellation of the June 20-21 *Welsh Pony* Launch event (*RM* May). FR hopes its planned autumn Vintage Weekend will present another opportunity to launch the restored loco. FR has also confirmed cancellation of its Journey Into The Past heritage tours and annual Young Persons Training Week event, both projected for August.

■ RAVENGLASS Railway Museum and Ravenglass & Eskdale Railway have been awarded a £250,000 National Lottery grant towards restoration of the camping coaches *Elmira* and *Maid of Kent*, located at Ravenglass station.

■ CROWLE Peatland Railway has bought ex-Lisbon Tram Car No. 711 from an Essex location with the help of the SSE Keadby Wind Farm Fund. Following cosmetic work the vehicle will enable the line to offer passenger rides in due course.

■ NORTH Bay Railway Engineering Services, currently closed because of the coronavirus crisis, has been contracted to build a new 'ZB' boiler for Bure Valley Railway. The line has two 'ZB' 2-6-2s – No. 6 *Blickling Hall* and No. 7 *Spitfire* – but the boiler could also be fitted to 2-6-4T No. 10 *Mark Timothy*.

■ ADRIAN Shooter's Darjeeling Himalayan Railway Sharp, Stewart B-Class 0-4-0STT (3518/1888) No. 19, which spent last summer at Launceston Steam Railway, departed from Cornwall on April 3.

■ A 2FT-GAUGE target trolley built by D Wickham & Co of Ware in Hertfordshire (3170/1943) and owned by The Rail Trolley Trust has been placed on display in the museum at Statfold Barn Railway. These unmanned vehicles, powered by a two-cylinder JAP petrol engine, carried representations of armoured vehicles to train troops in anti-tank gunnery. Long-term, the owning trust hopes to occasionally demonstrate the trolley in operation compete with target – but not under live fire!

Appeals raise big amounts to support narrow-gauge lines

APPEALS launched to help narrow-gauge lines weather the Covid-19 crisis have received huge support.

Coronavirus hit at the worst possible time, just when railways need to start earning cash following the winter close-down.

Talyllyn Railway – the first preserved railway in the world – is celebrating its 155th year of operation and approaching 70th anniversary of the formation of the Talyllyn Railway Preservation Society in October.

It has fixed costs of £25,000 a month, and an appeal to see it through three months without income raised the initial £75,000 target at the beginning of May.

Similar stories can be told around the country.

New members

For example, not only had Welshpool & Llanfair Light Railway's Tracks to Recovery appeal topped £31,000 at the end of April but several dozen new memberships had been signed up.

Ffestiniog Railway has confirmed its appeal has raised 'well in excess' of £100,000.

In April, Northumberland's 15in-gauge Heatherslaw Light Railway (HLR) feared imminent collapse.

Non-essential items were sold on eBay, an inventory of assets was prepared in case the railway would have to be put up for sale, and an on-line Crowdfunder campaign was launched aimed at raising £8,000 to keep the railway going.

The response was fantastic, and by the first week of May more than £12,600 had been raised, with the target then raised to £15,000.

Many railway's are inviting advance purchases of tickets to assist cash flow.

A variation on this theme is Kirklees Light Railway's Adopt an Engine scheme, which offers three levels of adoption, all including a day pass on the railway.

Virtual events

Forced to abandon running, many lines have held scheduled galas in digital form.

Isle of Man Railways April 10-13 Rush Hour event proceeded online with the collaboration of Manx Electric Railway Online, Manx Electric Railway Museum and Isle of Man Transport, achieving more than 250,000 views via Facebook pages.

Minimum-gauge lines adopted similar formats, Ravenglass & Eskdale Railway holding an Armchair Steam & Diesel Gala via its Facebook page over May 8-10, followed by Romney, Hythe & Dymchurch Railway's Virtual Steam and Diesel Gala on May 16.

Not only are heritage railways not operating, behind the scenes projects have halted, with staff furloughed and volunteers not travelling.



The boiler of Talyllyn Railway's Fletcher, Jennings 0-4-2ST No. 1 *Talyllyn* was pictured at Ropley boiler shop in last month's *RM*. This picture shows the frames of the loco in the Pendre Enterprise Park industrial unit, which was leased with the intention of progressing projects as rapidly as possible at the stage when work stopped until it is safe for restrictions to be lifted. Similar situations exist at workshops around the country. BARBARA FULLER



The basic frame of Talyllyn Railway's new four-wheel open carriage has been constructed, also in the leased unit, but plainly completion is going to be later than the originally envisaged date. Equally obvious is that when this picture was taken the actual wheelsets had yet to be fitted! BARBARA FULLER

Bure Valley fights insurance claim rebuff

THE Bure Valley Railway (BVR) has had an insurance claim rejected following its decision to close the tourist attraction because of the coronavirus pandemic.

BVR managing director Andrew Barnes had worked in Canada during the SARS crisis several years ago, and decided to take out business interruption insurance, which included an extension covering an unspecified notifiable disease occurring within 25 miles of its premises.

"This was the most comprehensive cover available in the UK market," said Mr Barnes.

"The Association of British Insurers website had been saying this was the type of policy that would pay out in the event of Covid-19, but this has now been changed to say that only pandemic insurance will pay out.

'Challenge'

"This is a bit of a challenge as no pandemic insurance has ever been written in the UK!"

The reason given for rejecting the claim was that BVR losses were not a result of the virus, but as a result of action taken by Government to restrict movement, and this was uninsured.

BVR challenges this on the basis the Government action was a direct result of the virus, and this was the primary cause.

BVR's fight against the insurer's decision has generated considerable publicity, including an extensive April 30 article on the railway and its claim in the *Insurance Times*, an insurance industry publication.

On May 1, the Financial Conduct Authority announced plans to bring test cases over the wording of a number of business interruption insurance policies where claims have been rejected by insurers.

Narrow-gauge experts join heritage association board

STEVE Clews, of the Welshpool and Llanfair Light Railway, and Stuart Williams (Talyllyn Railway) have joined the board of the Heritage Railway Association (HRA).

Mr Clews, already a member of the HRA's operations and safety committee, is a driver and mechanical inspector with the Welshpool line, of which he has been chairman since 2014.

Mr Williams became general manager of the Talyllyn in 2017, having previously been chairman of the standard-gauge Dean Forest Railway.

Geoffrey Claydon has retired from the HRA board on which he served for 17 years.

SINGLE LINES

■ THE body of Talyllyn Railway's ex-Corris bogie carriage No. 17 continues to receive attention from a reduced staff at Stanegate Restorations, in Haltwhistle, where it was sent last November. The old panels have been removed, the wood framework repaired and primed, and replacement panels are being painted. The interior varnish work is also being overhauled, with the aim of retaining the 'old' feel of the carriage.

■ RICHMOND Light Railway (RLR) owner Jeremy Martin has formed a 'one-man working party' relaying track between the shed point and the branch line point during the current lockdown. The rails are being relaid on metal sleepers. As soon as the tank and cab side sheets for RLR's Hunslet 0-4-0ST *Elin* returned to the railway from shot-blasting – and anticipating the imposition of travel restrictions – they were dispatched to a volunteer's home, complete with painting equipment, where they could be hand sanded and filled during the pandemic crisis.

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SIDELINES

Purfleet project to prevent landslips and fly-tipping

PREVENTATIVE work has been undertaken to secure an embankment above the London, Tilbury & Southend (LTS) line at Purfleet.

Network Rail was prompted to act after a minor landslip and a local fly-tipping issue, with contractors moving in to install protective netting and remove vegetation and more than 600 tonnes of debris that could have fallen onto the railway or overhead line equipment.

Around 300 metres of new security fencing has also been installed to prevent further fly-tipping.

£370k restoration scheme for North West footbridges

REFURBISHMENT work valued at £370,000 has been completed on a 110-year-old footbridge at Arnside on the Carnforth to Barrow route.

Steelwork has been repaired, replaced and repainted, and new anti-slip flooring and lighting has been installed to bring the 1910-vintage bridge up to current safety standards.

Similar work costing £340,000 has also been completed on a 157-year-old Grade-II listed footbridge at New Mills Newtown station in Derbyshire.

Oxfordshire level crossing replaced

A FOOT crossing at Tackley Halt, in Oxfordshire, closed on April 28 following the completion of a replacement footbridge.

The temporary footbridge has been installed as a result of repeated misuse of the level crossing, with 15 incidents reported in the last 18 months alone.

In the longer term, a subway will be provided to maintain the public bridleway route and access to platform 2.

New barriers at Ashfield crossing

LIFE-EXPIRED barriers at Sutton Forest level crossing in Ashfield, Nottinghamshire, were replaced with new equipment in May.

The new barriers are designed to improve the reliability of the crossing, and were installed between May 11 and May 18.

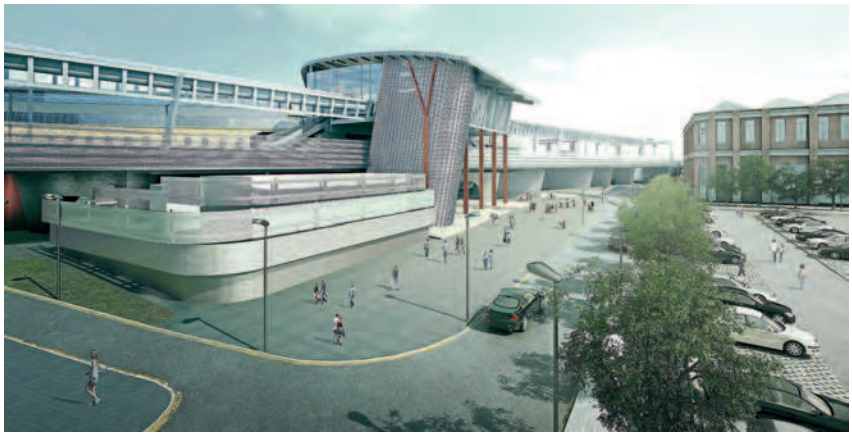
Transport experts call for quick start on Manchester 'super hub'

WORK to redevelop Manchester Piccadilly into a public transport 'super hub' should start as soon as possible, according to a new report by rail consultant Greengauge 21.

The company argues that rather than waiting for the arrival of High Speed 2 (HS2) and High Speed North (HSN) in the 2030s, the proposed new east-west underground station for high-speed services should be brought forward to alleviate congestion on current routes through Manchester.

Greengauge 21 proposes a new tunnel from Ordsall into Manchester Piccadilly from the west, which could connect to the planned HS2 and HSN routes, transforming Piccadilly into one of the country's best-connected stations.

Fast trains from across the North West, North Wales and Scotland could travel through the new platforms, relieving the current double-track 'Castlefield Corridor' route through Deansgate, Oxford Road and Piccadilly platforms 13/14, with trains emerging east of the city centre to traverse the Pennines to Yorkshire and the North East.



Congestion at Manchester Piccadilly has been affecting train performance across the north of England for several years, most notably on east-west through routes. Greengauge 21 argues work to build new underground platforms should start as soon as possible following the Government's shelving of the 2014 proposal to widen the platform 13/14-Deansgate corridor (pictured). NETWORK RAIL

Plans to build two additional platforms at Piccadilly and provide more capacity on the Castlefield Corridor were shelved by the then Transport Secretary Chris Grayling in 2017.

Removing long-distance trains from the Castlefield Corridor could help to provide capacity for frequent cross-city services from Piccadilly to Victoria serving Oxford Road, Deansgate and Salford Central via the Ordsall Chord, providing dedicated metro-style services to nearby towns such as Rochdale, Burnley and Stockport.

The Revisiting High Speed North report also sets out the need to accelerate plans for a northern transport revolution, and proposes incremental rail developments to help kick-start the economy of northern England.

The report's authors argue that upgrades to the network need to start immediately in order to deliver benefits across northern England ahead of HS2 Phase 2b and HSN, which are not expected be completed until the 2040s.

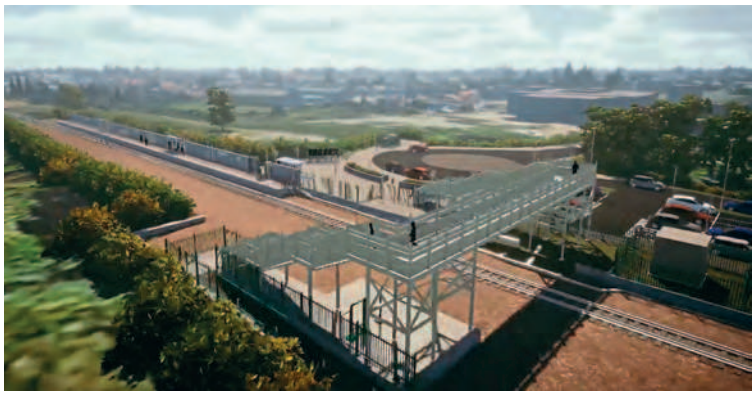
2022 opening for Soham station?

NETWORK Rail has submitted a detailed planning application for a new station at Soham in Cambridgeshire.

The £18.6million single platform station is situated on the Ely to Bury St Edmunds line, and will be built to accommodate four-car trains. It will feature waiting shelters, a 50-space car park, information screens and public address system, a stepped footbridge to connect to a public right of way, and passive provision for the construction of a second platform in the future.

Construction is expected to begin later this year – subject to gaining the required consent – and should be complete by spring 2022.

The station will be served by Greater Anglia's Ipswich to Peterborough route, which will eventually double to an hourly frequency in line with the operator's franchise commitments.



A computer-generated image of the planned station at Soham in Cambridgeshire. NETWORK RAIL

Brandon station demolition approved

GREATER Anglia (GA) has been given permission by local authorities to press ahead with its £1million redevelopment of Brandon station in Norfolk.

GA is now free to demolish redundant and dilapidated buildings to improve facilities, including providing more car parking spaces.

Better waiting shelters, additional lighting and CCTV, and improved drainage will be installed, with the number of car parking spaces rising from six to 100.

Southend line OLE upgrade complete

A £46MILLION project to replace life-expired overhead line equipment (OLE) on the Shenfield to Southend Victoria line was completed in April, two months ahead of schedule.

More than 100km of new overhead wire has been installed to replace equipment dating from the electrification of the line in the 1950s.

Unlike the old wires, the new system adapts to temperature changes and is less prone to sagging wires during hot weather.

Major Guildford project: Ten-day blockade delivers new track and signalling

A TEN-day engineering blockade around Guildford station in Surrey has been hailed a success by Network Rail.

NR staff and contractors worked a total of 20,000 hours between April 10 and 20 to lay around 1,500 metres of new track, install 41 new track circuits to improve the reliability of signalling, and replace 1,200m of conductor rail between Guildford and Clandon.

The renewals at Guildford required 18 engineering trains, two Kirow cranes, two tamping machines and two Road Rail Vehicles (RRVs).

NR also eliminated a 20mph speed restriction at St Catherine's Tunnel, the scene of two landslips in 2019, where an embankment and rockface were strengthened to prevent further landslips.

Guildford station footbridge was given a fresh look with new paintwork and anti-slip tiles.

Work also took place at Witley, where tamping machines carried out track maintenance, and at Godalming, where new timbers and rails were installed at the bridge over the River Wey.



The Up platform at Goring-by-Sea and the Down platform at Lancing are being extended in order to accommodate eight-car trains, which are to become the standard formation for Littlehampton to London Victoria services. The work mean trains won't have to be attached and divided at Haywards Heath. Here, Thameslink No. 700131 runs empty through Goring-by-Sea on May 7. JOHN VAUGHAN

Gatwick Airport's £150m upgrade work resumes

THE latest stage of the £150million Gatwick Airport station upgrade started on May 17, with working practices modified to meet current social distancing rules.

Platform 7 has been closed to allow construction of the new concourse to begin, although the station's other platforms remain in use.

Enabling works included the diversion of electrical cables and preparation for piling work to provide foundations for the expanded concourse.

When the work is complete in 2023, the station will have wider platforms and improved step-free access, five new lifts and eight new escalators. Work will double the size of the concourse area to reduce the congestion that has become a major problem over the last decade because of the growth of budget air travel.

One side effect of the works will be that Govia Thameslink Railway (GTR) Victoria to Littlehampton trains will be doubled in length to eight cars.

Network Rail is extending platforms at Cooksbridge, Lancing and Goring-by-Sea to accommodate the longer trains.

The change will eliminate the need to divide and combine trains from Littlehampton and Eastbourne at Haywards Heath, creating additional capacity and increasing reliability on the Brighton Main Line.



A Grade-II listed GWR bridge in Steventon, Oxfordshire, will now be retained after Network Rail used computer modelling to find a compromise, allowing overhead line equipment to be energised. NETWORK RAIL

Steventon bridge saved

THE long-running saga over Network Rail's proposed demolition of a Grade-II listed bridge in Oxfordshire is over after computer simulations were employed to find a solution.

Extensive testing and modelling by NR has determined that the bridge can be retained for electric operation, but with a maximum speed of 110mph, rather than the planned 125mph.

The lower speed limit is required as the contact wires have to dip to a lower than standard height to pass through the arched bridge.

NR planned to replace the bridge with a higher structure as part of electrification work on the Great Western Main Line.

This would have met current standards for electrified routes – a move fiercely opposed by local residents and heritage groups.

As a result, Great Western Railway Class 80x trains have been forced to switch to diesel mode in the area, despite the 25kV AC overhead supply being energised for several years on either side.

£2.1m repairs for Ribblehead Viaduct

THIS summer will see a £2.1million programme of repairs to the Grade-II listed Ribblehead Viaduct in North Yorkshire.

The 144-year-old viaduct will have its drainage improved, vegetation removed, brickwork restored and ironwork repainted between July and October.

Network Rail is working with Historic England and the Yorkshire Dales National Park to ensure the work is sympathetically carried out in line with guidance for historically significant structures. NETWORK RAIL



Cumbrian Coast line set for June reopening

REPAIRS to storm damage on the Cumbrian Coast Line were due to be completed as this issue of *The RM* went to press.

High tides, strong winds and heavy rain brought by three major storms over a few weeks in February and March caused structural damage to a bridge carrying the railway along the Irish Sea coast at Parton, leading to the line's closure between Whitehaven and Workington.

As well as replacing the damaged bridge (pictured), NR brought forward work to install more than 36,000 tonnes of locally sourced rock armour to protect the railway from the sea.

Through services between Barrow and Carlisle were expected to restart in early-June, although they will be short-lived because later this month the section between Millom and Sellafield will be closed for nine days for track renewal at Eskmeals, near Ravenglass.



An aerial view showing the extent of work to replace the storm-damaged bridge at Parton on the Cumbrian Coast line. NETWORK RAIL

➔ NR engineers have also completed work to reinforce a steep railway embankment at Holmrock between Barrow-in-Furness and Lancaster. The £500,000 project has strengthened land beside the railway to the south of Kent Viaduct. The work began in January and was completed by the end of March.

West Coast upgrades carried out over bank holiday

HUNDREDS of engineers carried out vital maintenance to track, tunnels and railway equipment in Lancashire, Wolverhampton, Daventry and Bletchley over the May Bank Holiday weekends.

Work included the major project to replace track and points at Euxton Junction, south of Preston, the renewal of switches and crossings at Wolverhampton, and the removal of several sections of Bletchley Flyover.

West Coast Main Line services were also disrupted by a two-week closure between Rugby and Milton Keynes, where more than 150 routine maintenance projects took place. The most important task was to improve drainage and replace track inside the historically significant Kilsby Tunnel, near Daventry, which has been affected by water ingress for many years.

Elsewhere on the region, major work has taken place to protect the Stockport-Buxton line from landslips.

Two Victorian earth embankments near Chapel-en-le-Frith have been secured and regraded to make them less steep. Work was finished in May.

Northern platform extensions continue

WORK to lengthen platforms to accommodate longer trains at a number of stations across the north-west of England continues, despite the Covid-19 crisis and the handover of Northern to an Operator of Last Resort (OLR).

Work at Humphrey Park on the Manchester to Warrington line was almost complete by April 24 when three-car CAF DMU No. 195125 called with an eastbound service for Oxford Road. TONY MILES



Re-alignment of Bletchley flyover underway to enable high-level platforms to be built

By Phil Marsh and Ben Jones

SOME of Europe's largest mobile cranes have been deployed to remove sections of the Bletchley flyover spanning the West Coast Main Line as part of preparations for East West Rail (EWR) during April and May.

The flyover was a product of BR's 1955 modernisation plan. Construction of the 37-arch Bletchley flyover started in 1959, with it opening in 1961, but only after being load tested by eight steam locomotives!

It never carried regular passenger traffic, being built for freight travelling across England, avoiding congested routes via London, and remained underused for many years before being mothballed in October 1993.

The line forms a key part of the plan to restore train services between Oxford and Milton Keynes/Bedford. It returned to operational status in 2006, along with a mile of track west of Bletchley, ending in a new loop at Newton Longville, but was again taken out of use in 2019, the track lifted and ballast removed exposing the flyover's concrete deck for removal.



Bletchley flyover deconstruction begins. This is the view on April 24. PHIL MARSH

4D software

This location forms Area 2C of the East West Rail Project, which will result in high-level platforms built on the flyover and a new eastern entrance to the station.

To provide enough space for the platforms, 14 flyover arches alongside and over the WCML will be replaced, with the alignment moved slightly east.

Before the first span was removed, detailed calculations and simulations were carried out using 4D building-information modelling software. Constant monitoring equipment was then fitted to the flyover spans and supporting piers.

Before removal, each span and crossbeam had to be cut free from the bridge deck and supporting piers then lifted using synchronised hydraulic jacks installed underneath each 300-ton span.

It was estimated these could move to a maximum of 5mm before they might start to fracture under stress.

A lifting beam was fixed at both ends of a span connected to pattress plates on its underside.

Span 17 was the first to be removed using a 750-ton counter-balanced crane on April 22 followed by spans 18 and 19 on April 25 and May 3, respectively. The estimated span weight proved to be within 2% of the actual weights.

Volker Laser has undertaken all the jacking works, with project leader Jeff Booth saying: "The spans' removal on the west side, but not over the WCML, were used as a trial followed by a review carried out on everything we did on those spans to enable the lift.

Safety reports

"We have also undertaken safety justification reports to prove our methodology prior to working on the spans over the WCML as this type work has never been done before. This is to mitigate risk to the WCML in every aspect and avoid closing it."

A further eight sections spanning the West Coast Main Line were removed over three weekends in May, with the spans directly over the WCML due to be removed over six weekends in July and August.



A view along the deck of the flyover, looking north-east towards the WCML and Bletchley station. PHIL MARSH



Above: Bletchley flyover spans are being reduced to rubble. Initially, the concrete is reduced to smaller sections before further crushing for reuse as hardcore. PHIL MARSH



Right: The Bletchley flyover on May 5, with spans 17, 18 and 19 removed. PHIL MARSH

"It never carried regular passenger traffic, being built for freight travelling across England, avoiding congested routes via London, and remained underused for many years before being mothballed in October 1993."

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RTC hopeful for summer season of 'Waverley' excursions



Steam on the Settle & Carlisle: Carnforth's Nos. 46115 *Scots Guardsman* and 35018 *British India Line* have just crossed Lunds Viaduct while working one of the Railway Touring Company's 'Waverley' excursions from York to Carlisle on September 8 last year. JOHN COOPER-SMITH

THE Railway Touring Company has rescheduled a number of its railtours that were due to run during the lockdown, but is currently still advertising several steam-hauled tours from July onwards.

Included in these are the summer series of 'Waverley' excursions, which offer semi-regular steam haulage from York to Leeds and over the Settle & Carlisle line to Carlisle.

The timetable as it stands sees the services depart from York at 09.30, picking up at Leeds, Shipley, Keighley, and Skipton. Water stops will be made at Hellifield and Appleby.

Passengers have the option to alight at the latter or continue on to Carlisle, where arrival is expected at 14.20.

The return legs leave Carlisle at around 16.15 and follow the outbound route back to York, collecting passengers and taking on water at Appleby en route.

The first 'Waverley' of the season is currently booked to run on July 12 with 'A3' No. 60103 *Flying Scotsman* in charge, followed by repeat runs on August 9, 16 and 23, and again on September 6, with locomotive being drawn from the Carnforth pool. Further details can be found at: www.railwaytouring.net/uk-day-trips

Pathfinder issue revamped late-summer tour schedule

THE question of when the running of railtours may resume amid the easing of lockdown measures is one that still has no answer.

Following the release of the Government's Recovery Strategy on May 11 there has been a wealth of information coming out of Westminster, including guidance for businesses and transport operators on how they might be able to restart operations.

However, at the time of writing there is no firm date as to when tours may start running again, or any concrete information on how such operations may look after social distancing and contamination reduction measures are taken into consideration.

Railtours tend to only make a profit for operators when fully booked, thanks to the likes of Premier Dining, and with social distancing potentially reducing seating capacity by up to 90%, there is still a very large question mark hanging over the railtour industry.

Nevertheless, Pathfinder Tours has tentatively released a number of late-summer railtour dates, with the caveat that details and dates are subject to change.

First up is the rescheduled 'Blue Boys Merrymixer' on August 15, which makes use of various DRS motive power between Hampshire and the Midlands. An 05.55 departure from Eastleigh behind a Class 68 sees the train head north, with pick-ups at Basingstoke, Reading West, Didcot Parkway, Banbury, Leamington Spa, Coventry, Birmingham International, and Birmingham New Street.

A pair of DRS Class 37s will then take over for a tour of the Midlands' lines, including the freight-only Burton to Leicester via Coalville, and the North Chord at Nuneaton, with Crewe being the ultimate destination.

After a break a Class 66 will head the tour away from Crewe and through the West Midlands to Rugby via Shrewsbury, Walsall and Nuneaton, with a number of freight loops traversed, including Gresty Green Up Loop, Shrewsbury Crewe Bank, Cosford Up Goods Loop and Oxley Up Goods Loop.

Another loco change at Rugby will see a Class 88 electro-diesel take over for the run back to Birmingham International, where Class 57s pick up the train for the homeward run to Eastleigh.

Full details can be found at: www.pathfindertours.co.uk/events/the-blue-boys-merrymixer/

The 'Galloway Fifties' tour, which had been expected to take Class 50s Nos. 50007 and 50049 from Tame Bridge Parkway to Stranraer on April 18, has been rescheduled for August 22, while the 'Mazey Day Cornishman' of June 27 has been renamed the 'Non-Mazey Day Cornishman', and is currently down to run on September 5.

Other rescheduled dates include the Class 97/3-hauled 'Cambrian Coast Express' (originally booked for June 3), which has been pencilled in for September 11, and the 'Cumbrian Freighter', which had been due to run on May 9 and is now down for October 3.

For more details on all Pathfinder Tours trains visit: www.pathfindertours.co.uk

GB Railfreight postpones September 2020 charity railtour – April 2021 slot pencilled in

GB RAILFREIGHT has taken the decision to postpone its 'GBRf 2020' charity railtour, which was scheduled to operate this coming September.

Unsurprisingly, the decision comes as a result of the continuing coronavirus restrictions, and in the interests of passenger safety the 'GBRf 2020 (ish)' tour, subtitled 'This Time it's Personal', will now provisionally take place from Thursday, April 15 to Sunday, April 18, 2021.

GBRf Railtours says it intends to keep the itinerary broadly the same, which on Day 1 begins at London Victoria with a Class 66 run around north London and on to London Gateway, where a pair of Class 73/9s take charge and head back to Temple Mills Loop, then over the GE Main Line to Harwich International for a break.

The '73s' proceed through Ipswich, Bury St Edmunds and Cambridge, then back into north London, before the Class 66 takes the train to Euston.

Day 2 sees a pair of Class 73/1s depart Euston and out to the Wembley area, where a Class 59 travels onto Southern metals via Woking to Eastleigh. A Class 08 will take the train on a tour of the sidings and other areas, after which a fresh pair of '73/1s' will take the train back to London via Basingstoke, Woking, Clapham Junction, Kensington Olympia, and Acton Lane Reception (reversal) and back to Euston.

The next leg is an overnight run over the West Coast Main Line; a Class 92 working from Euston to Birmingham International, where it will be exchanged for a Class 86 as far as Birmingham New Street.

Class 73/1s will then take the train on a tour of West Midlands' lines, from New Street through Five Ways, Longbridge and down the Lickey Incline to Bromsgrove.

The Class 86 will then take the train from Bromsgrove, back up the Lickey Incline, through New Street, Duddeston and Aston and into Bescot Loop, where the Class 73/1s are dropped off.

As the night deepens the '86' will continue on over the Cannock Line, then via Rugeley, Stafford, the Crewe Independent Lines, Wilmslow, Manchester Piccadilly and Bolton as far as Preston. Here, one of GBRf's recently re-instated Class 60s will take the tour on over the WCML to Carlisle, arriving in the early hours of April 17.

There's no rest for the wicked though, and a Class 37/Class 33 pairing (working in multiple) will continue north through Dumfries and Kilmarnock, where they'll turn towards the Ayrshire coast, passing through Troon and Newton-on-Ayr before heading inland again. Returning to Carlisle, the train then takes the Tyne Valley route to Newcastle.

The train will then be hauled by a Class 60 and Class 66 to Heaton Loop, where the Class 37/33 combination will re-attach and return to Newcastle, then Up the East Coast Main Line to York, and on to Sheffield, Chesterfield, Derby and Tamworth, before a set down at Birmingham New Street.

The ultimate destination for the day is the Severn Valley Railway (SVR) at Kidderminster.

The final day will start from the SVR's Kidderminster station with Class 50s Nos. 50007 and 50049 in charge. They will head first to Birmingham New Street for a pick-up, then south through Bromsgrove and Worcester, before heading across the Cotswold Line through Evesham to Oxford, Swindon, Kemble, Gloucester and on to Lydney.

At Newport passengers will have the opportunity to leave the train for a few hours, but those staying on board will continue to Pengam Sidings, where the Class 50s will detach and return home.

A Class 92 and Class 66 will then top-and-tail for the onward run to Cardiff Central and into Cardiff West, then reverse and proceed along the Great Western Main Line and on through Bristol Parkway and Swindon, ending the day – and the tour – at London Paddington.

Full details can be found at… www.gbrfcharityrailtours.co.uk

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Tornado recently operated at 100mph, the first steam locomotive in the UK to do so for 50 years, starred in the PADDINGTON 2 movie and has achieved over 100,000 miles in service. However, we now need your help to keep *Tornado* on the main line and pay for future overhauls - the last one cost almost £500,000. And you can come on-board for the price of a pint of beer a week!

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- A special print of No. 60163 *Tornado* by Jonathan Clay
- Regular newsletters
- Discounts off our promoted tours
- The opportunity to attend the Trust's Annual Convention, days out with *Tornado* at heritage railways and buy exclusive merchandise
- Access to view *Tornado* at all reasonable times.

Together we can keep *Tornado* on the main line - become a Covenantor today from as little as the price of a pint of beer (£2.50) per week!

Due to COVID-19 we have been unable to run railtours with *Tornado* as we usually would. The profit from these trains goes directly to keeping *Tornado* in tip-top condition for main line use. With no steam railtours now operating, we are now relying on the generosity of our supporters' donations more than ever. During this uncertain time, you can help *Tornado* by signing up as a "price of a pint of beer a week" Covenantor.



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Unique Metro-Vick Co-Bo making steady progress at East Lancs

RESTORATION of the sole-surviving Metro-Vick Type 2 Class 28 No. D5705 has been progressing at East Lancashire Railway since it was reunited with its bogies in May 2016.

External bodywork has been repaired and all useable parts stripped from a spare power unit. Since then attention has been concentrated on the inside of the loco.

The brake frame has been rebuilt and all pipework and valves overhauled. Wiring is now being fed in and terminated at the relevant items.

The large components in the electrical cubicle have been overhauled, with motor contact boards Nos. 1 and 2 wired in and refitted to the wall. The end-to-end cables from No. 1 end have been pulled through into the cubicle, having previously been looped up in the trunking.

Wiring in No. 2 cab is on-going, where the air pipes located under the floor have had to be replaced.

Inside the engine room/cooler group area the No. 1 end traction motor blower has been refitted. The V8 Mk3 power unit has had its heads, pistons and liners removed. These will be replaced by those recovered from a spare Crossley V12 power unit, which had lower engine hours.

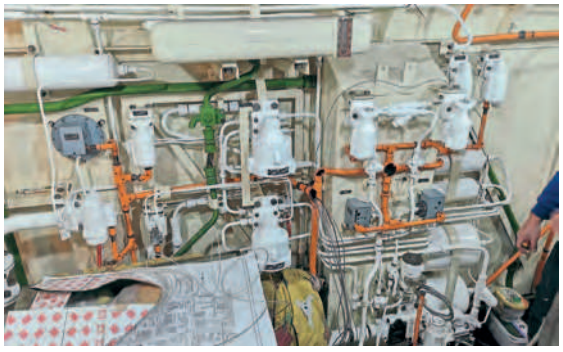
The Metro-Vick is being worked on, along with Class 15 No. D8233 (*RM* May, p75) at Bury, but this is now on hold because of the lockdown.

Volunteers are keen to get back to completing these two mammoth restorations.

The Class 15 bogie appeal (detailed in *RM* May, p75) is still open as funds are needed so work can resume on this loco, when the opportunity arises.



Right: Class 28 No. D5705, the only survivor of the 20 Class 28 Metro-Vick Co-BoDEs, made a rare public appearance at Bury Bolton Street station during the East Lancashire Railway's July 2016 diesel gala. This followed the loco being reunited with its bogies on May 14. Since then the complex restoration of this unique loco was going on steadily until stopped by the lockdown. PICTURE: RORY LUSHMAN



The Class 28's completed brake frame, with new wiring being pulled through. ROB MASON

Woodhead line groups to form partnership

THE Woodhead Railway Heritage Group (WRHG) & Woodhead Line Ltd (WLL) have agreed to form a partnership, with both groups continuing to work on their perspective projects

WLL has acquired Class 144 'Pacer' No. 144017 (DMS No. 55817, MS No. 55853 and DMSL 55840), which is one of the 18 sets stored on the Keighley & Worth Valley Railway (KWVR) following withdrawal by Northern (*RM* May, p6).

WLL is a not-for-profit organisation seeking to reopen the Hadfield to Torside section of the Woodhead route.

Negotiations are on-going to acquire the former Hadfield station coal yard from Network Rail for use as the project's operational base.

Museum and hub

The three-car 'Pacer' will go on loan to the Appleby-Frodingham Railway Preservation Society, in Scunthorpe steelworks, when it is released from the KWVR.

The WRHG is based at Guide Bridge station, Audenshaw, where Northern Rail has refurbished the redundant building.

This is now clean and ready for the group to turn it into the Woodhead Railway Museum and community hub.

Further details see website: www.wrhg.co.uk .

Wensleydale adds a Brush Type 2 to fleet

CLASS 31/4 No. 31454 has been acquired by a private buyer, who intends to base it on the Wensleydale Railway.

No. 31454 is currently stored inoperable on the Weardale Railway, and will be overhauled prior to taking up duties on the North Yorkshire line.

The aim is to have the engine overhauled to enable it to work passenger trains later this year, providing Covid-19 lockdown restrictions are lifted in time.

It is fitted with electric train heating, which is essential for running during the winter, such as the 'Polar Express' services.



Former Longmoor Military Railway North British 27426 is seen at the Whitwell & Reepham Railway on September 21. It carries BR green livery, being similar to a small batch of locos delivered to BR in 1953-56 – Nos. 11700–11707 (later Nos. D2700–D2707) – none of which survive. No. 27426 has the same radiator front as the latter five BR locos, but the 'piano back' cab of the first three. PETER NICHOLSON

A North British Longmoor survivor

NORTH British 27426 of 1955 – based at the Whitwell & Reepham Railway, Norfolk – was once stationed on the Longmoor Military Railway (*RM October*).

It carried number WD8205 (later Army 405) at Longmoor, and was named *Matruh,* in memory of a Second World War battle in Egypt.

The 0-4-0DH was one of 14 similar standard-design North British locos supplied to the Ministry of Defence for army use. It went new to MoD Bicester, transferred to Longmoor in 1957, and then to Marchwood depot in 1962.

Restoration was undertaken in a yard in Ipswich when it passed into private preservation. On completion, it moved into public view when transferred to the Colne Valley Railway in 2012. However, it never ran there, but following arrival at the Whitwell & Reepham Railway in December 2015 has seen quite a bit of use.

It retains its Paxman engine, and as soon as it began running at Whitwell for the first time in preservation it was found to be extremely noisy.

A major problem was feared until an old driver revealed this had been the case following transmission modifications at Hunslet in army days, after which it saw little use.

However, the military locos had much longer operational lives than the BR examples.

Five minutes of fame for Waverley Sulzer Type 2

CLASS 26 No. 26040 (D5340) – perhaps one of the least-known of the 13 surviving members of the class – featured prominently in a recent episode of Channel 5's Walking Britain's Lost Railways, Scottish Borders.

Its turn in the spotlight came when presenter Rob Bell visited the Waverley Route Heritage Association (WRHA) and the Border Union Railway at Whitrope Sidings

No. 26040 arrived there in March 2016 following eviction from its previous restoration base at Methil Power Station.

WRHA members have been working on it since then, with the aim of restoring it for static display in the little station's bay platform.

Work has concentrated on replacing rusted bodywork areas and renewing the cab floors.

The engine is seized, and anyone who could assist with this work would be made most welcome to join the volunteers at this remote but scenic location.

Further information on the project and how to donate to help with restoration can be found on website: www.wrha.org.uk.



Class 26 No. 26040 is seen at Whitrope Sidings, Roxburghshire, on February 20. Standing behind it is prototype BRE-Leyland railbus No. RB004, which has operated most passenger services along the short Border Union Railway. When the line reopens for its once-a-month operation this will be augmented by recently arrived 'Pacers' Nos. 142019 and 142020 (*RM* April, p80). PICTURE: IAN BELL

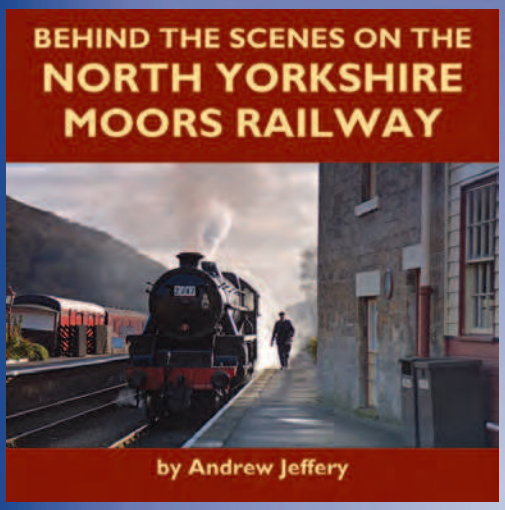
■ Our thanks to contributors: Josh Brinsford; Rob Mason (D5705 and D8233), Bill Renwick (WRHA); Del Tilling (WLL); Simon Thomas (WRHG); Mike Urry (Whitwell & Reepham Railway); and Richard Ward.

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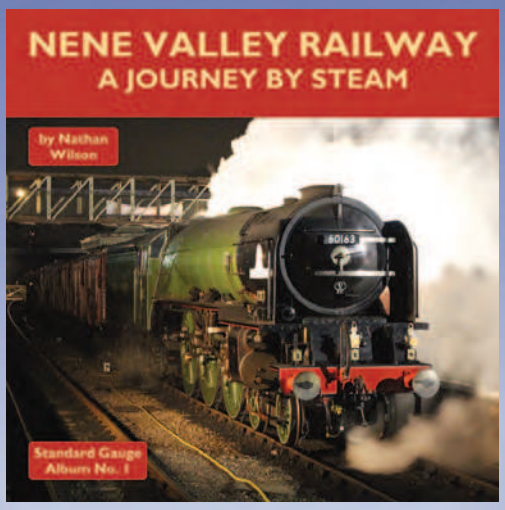
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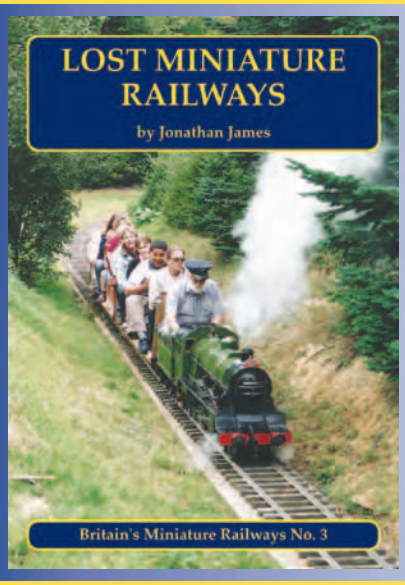
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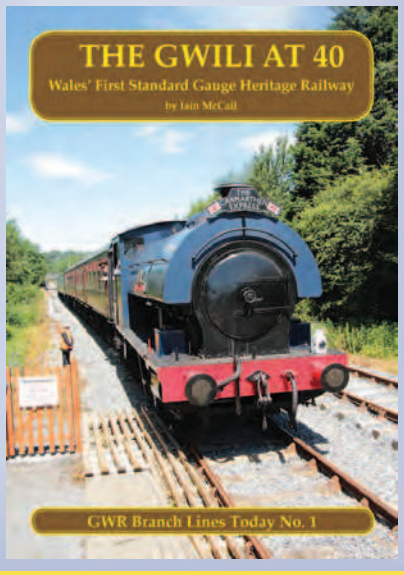
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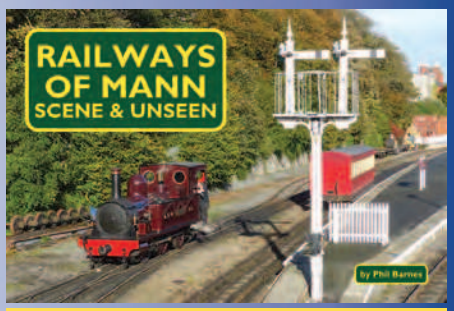
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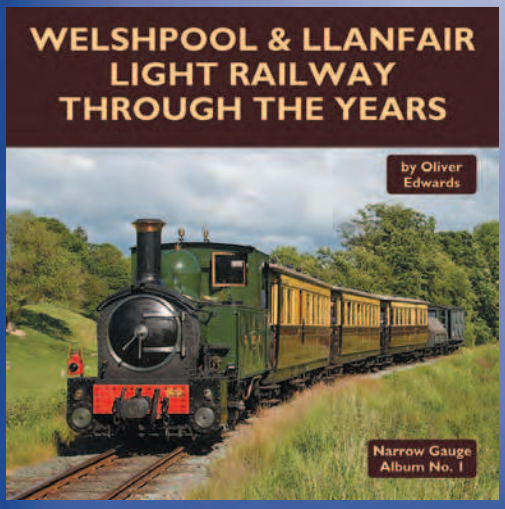
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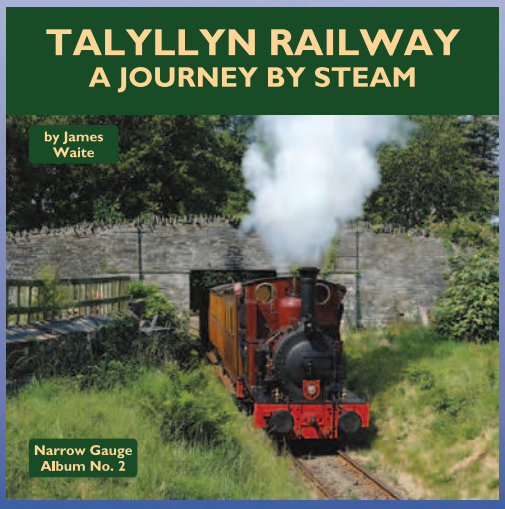
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Right: New MRT Blue Line EMU set No. 22 seen at the Lak Song Blue Line terminus on December 21, 2019. DR IAIN SCOTCHMAN



The new Bang Sue Central station seen on the right as SRT GE-built diesel loco No. 4542 calls at the much smaller Bang Sue Junction station on January 8, 2018. CLIVE HAINES

Rail investment underway in Bangkok

A MAJOR new metro line opened in the Thai capital Bangkok in late April – and a large new central railway station is under construction.

The 28km, 19-station extension of the city's Mass Rapid Transit (MRT) Blue Line means the line is now 48km long, and forms a circle around the city centre, which connects the Thonburi side of the Chao Phraya river to the rest of the city, with a southern branch to Lak Song.

Siemens supplied power and control systems plus 35 three-car EMUs derived from its 'Inspiro' design.

The new 80kph Blue Line trains were built at the Siemens factory in Vienna, and some were tested at the Wildenrath test circuit in Germany before delivery to Thailand. Siemens will maintain the fleet for 10 years.

Significant expansion is planned for the MRT system in the next decade with a 475km-route final network planned.

In the north of the city a massive new 26-track station is being built at Bang Sue.

When complete in early-2021 the new station will largely replace the historic Hua Lamphong terminus in the city centre that opened in 1916, based upon the design of Frankfurt Hauptbahnhof in Germany.

The new Bang Sue Central station will be built on three levels, and will serve the conventional metre-gauge SRT network as well as the new MRT Blue Line platforms underground, which are now open.

The top level of the multi-storey structure, with 10 tracks and 600-metre long platforms, will be the terminus for planned standard-gauge high-speed rail lines plus the Airport Express, operated since 2010 using Siemens 'Desiro' Heathrow Connect Class 360/2 clones.

Precision Railroading leads to hundreds of locos being stored

MOST North American 'Class 1' freight railroads have introduced the Precision Scheduled Railroading (PSR) method of operating in the last four years.

This has resulted in hundreds of locos being withdrawn and sold, with significant falls in coal volumes being transported having exacerbated the fleet reductions.

PSR removes the previous approach of marshalling trains until they reach weight or length thresholds, and is rather more like the European approach of operating scheduled services, especially for wagonload traffic.

PSR has enabled faster end-to-end journey times and a significant reduction in the number of locos and crews required. It has also led to closure of marshalling yards and maintenance depots across the USA and Canada.

The concept was originally developed by the late Hunter Harrison, when he was chief executive at Canadian National and later Canadian Pacific. It has since been applied to every large freight railroad in the USA and Canada except BNSF over the last four years.

Even more locos have been stored by Class 1 railroads in recent months because of the coronavirus pandemic and falling traffic levels, and staff numbers have been cut further, too.

Norfolk Southern (NS) is one of the latest railroads to embrace Precision Scheduled Railroading and dispose of hundreds of locos; this picture shows lines of stored locos at Roanoke, Virginia in June 2019. Since then NS, which has a fleet of around 4,200 locos, has sold 300 locos and announced plans to sell another 400. In February, NS announced it was closing its Roanoke workshops, which opened in 1884. KEITH FENDER



Siemens sells 1,000th 'Vectron'

SIEMENS announced in early May it has now sold 1,000 of its 'Vectron' electric locomotives.

The customer for the 1000th loco was Danish Railways (DSB), which has increased its order for 'Vectron' locos from 34 to 42.

The first of the DSB 'Vectrons' will be delivered later this year.



BDZ's current long-distance top link traction is the Romanian-built Class 46 Co-Co built by Electroputere in 1986/87. Loco No. 46 234 received a special livery created by Bulgarian artist Stanislav 'Nasimo' Trifonov in 2019, seen here at its public unveiling at Sofia on August 13, with a service to Burgas. SHAUN WALLACE

Siemens' 'Smartron' locos for Bulgarian passenger trains

BULGARIAN national operator BDZ has ordered 10 5,600kW 'Smartron' 25kV AC locos from Siemens to replace older locos working passenger services.

The four-axle 'Smartron' is a lower cost version of Siemens' successful 'Vectron' design.

The BDZ 'Smartron' locos will be delivered in 2021/22, and should enable BDZ to operate services more reliably.

The current low availability of older Skoda-built Class 44/45 locos (dating from 1975-1983) has led to BDZ hiring an electric loco from DB Cargo to operate fast services between Sofia and Burgas; the normal loco is DB 86014 originally built for Danish Railways as EA3014.

Bulgarian freight operator PIMK has previously ordered three 'Smartron' locos for use in Bulgaria.

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Freight Track Record



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Interchange plan approval

DEVELOPMENT consent has been given for a new Strategic Rail Freight Interchange (SRFI) close to Junction 12 of the M6 motorway near Cannock, next to the Wolverhampton to Stafford line, south of Penkridge station. The 297-hectare facility will be able to handle up to 10 775-metre long intermodal trains per day. It has the potential to create more than 8,500 jobs and generate up to £912m of economic activity each year. Construction is expected to start in 2021.

Three new freight flows from DB Cargo

DB CARGO and Transfesa have launched a new 72-hour rail service to transport hygiene, medical and food products from Spain to London via the Channel Tunnel and High Speed 1.

The train originates from terminals in Valencia and Murcia, and is formed of European loading-gauge intermodal wagons carrying 'high-cube' refrigerated containers.

It has been introduced at short notice in response to the Covid-19 crisis with co-operation from Network Rail, HS1 and operators in Spain and France.

Transfesa is also part of the giant DB Cargo group.

Once in the UK, the train is unloaded at DB Cargo's Barking Intermodal Terminal in east London, which is linked to HS1.

Medical supplies are being distributed to the NHS while the food products are destined for supermarkets. DBC and Transfesa hope to expand the operation into a daily service in due course.

Spain's Valencia and Murcia regions are major suppliers of fresh produce to the UK.

A second new international flow via the Channel Tunnel is also now running in the opposite direction, transporting steel products from South Wales to Belgium.

The train was introduced on May 5 to move steel from Tata's Port Talbot and Llanwern plants for the Belgian manufacturing sector.

DBC has also launched a new weekly aggregates flow from Peak Forest, near Buxton, to Birmingham for CEMEX. The inaugural train ran on April 20, formed of 22 MMA bogie box wagons, loaded to 1,684 tonnes.

Even with many construction projects suspended during the nationwide lockdown, DBC regards the new service as a hopeful sign of continuing demand for rail haulage of construction materials.



European loading-gauge intermodal wagons loaded with high-cube refrigerated containers at DB Cargo's Barking terminal in east London. DB CARGO UK

'Strategically important' £7m Cricklewood construction terminal opens

DB CARGO UK has officially opened its new £7million railfreight terminal in Cricklewood, north London.

The 151-hectare site off Edgware Road has been built to facilitate the movement of large volumes of construction materials into the capital, and the removal of waste material to sites outside London.

The site is regarded as strategically important, with traffic to and from Cricklewood supporting the £4.5bn Brent Cross redevelopment and Phase 1 of HS2.

The facility complements DB operations at Bow East, Acton and Barking, providing a major boost for the capital's construction supply chain.

Tarmac and FCC Environment are already using the site, and DBC is in discussions with a number of other potential operators for the two remaining vacant plots.

Tarmac is taking deliveries of aggregates by rail from Greenwich in south-east London and Tunstead Quarry in Derbyshire, with each train loading up to around 1,500 tonnes and removing more than 70 heavy lorries from the country's road network.

FCC Environment says its terminal will process up to 250,000 tonnes of waste material per year, with the potential for up to 500,000 annually. Spoil is transported by rail to Calvert in Buckinghamshire where it is being used to fill a former quarry.

Metro Track Record



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£30m support for light rail systems

THE Government is giving £30million to tram and light rail operators in England to keep services running.

The deal was announced at the start of May to cover a 12-week period backdated from mid-March through to mid-June.

Like other forms of public transport, tram and metro services have continued to run for key workers, albeit at reduced frequencies.

However, with a fraction of the normal level of passengers, fare income has not been enough to cover costs.

The grant is being shared by Manchester Metrolink, Sheffield Supertram, West Midlands Metro, Nottingham Express Transit and the Tyne & Wear Metro.

Manchester has the country's largest tram network and will receive the largest amount at £11.6m, followed by Tyne & Wear (£8.6m), Nottingham (£3.7m), Midland Metro (£2.1m), and Sheffield (£1.3m).

Operators have welcomed the funding but some are warning it may not be enough to keep them afloat beyond June – with Greater Manchester Mayor Andy Burnham saying that mothballing Metrolink is still a real possibility.

Of England's two other tram networks, Tramlink in Croydon/Wimbledon comes under Transport for London, which has been given a £1.1billion Government grant and £500m loan, while the Blackpool Tramway has been closed since March 29.



Manchester Metrolink's extension to Trafford Centre opened on March 22 despite the lack of passengers because of lockdown. Here, tram No. 3085 leaves the line's Barton Dock Road stop on May 16 with a service to Cornbrook. This stop was due to be called Event City, but was renamed as the eponymous exhibition centre is being relocated. GREG MAPE

Coventry project plans to develop low-cost tracks

THE Coventry Very Light Rail project has begun to research and develop a low-cost track form for light rail use.

Researchers from WMG at the University of Warwick will work with Coventry City Council and Rendel Ltd to provide an affordable track system.

The goal is to design tracks that will lower any impact on utilities, saving the high cost of digging up roads to move gas, electric, telecoms and sewage systems.

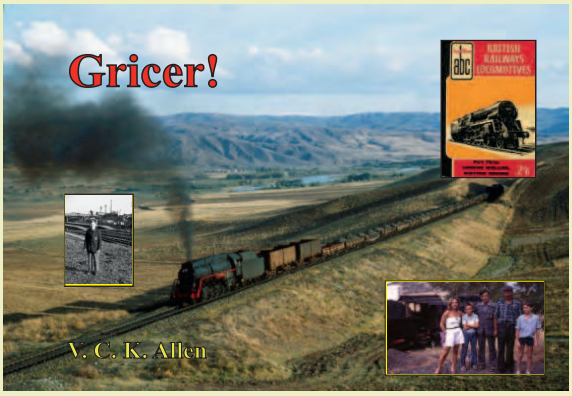
Once developed, the technology could be rolled out to small and medium-sized cities around the world.

Engineers from WMG have already worked with TDI to design a battery-powered light-rail vehicle for use on the Coventry scheme.

The long-term objective is to operate autonomous vehicles holding up to 50 passengers, running without a timetable as a hop-on, hop-off service.



POLICE CHECK NON-ESSENTIAL TRAVEL: Public transport usage has been highest in London throughout lockdown, leading to British Transport Police offices being used at Underground stations to check for non-essential travellers – such as here at Vauxhall station on April 11. ALEX THORKILDSEN



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This book has everything for the railway enthusiast and former trainspotter - it takes us from naughty little schoolboys in the carefree and sun-filled 1950's, scribbling down engine numbers,"bunking" engine sheds and evading shed foremen; and dodging "funny men" on the way; through careers in the Civil Service, British Railways, and later with two of the most prestigious UK holiday Companies, Thomson and Laker, where however the author spent most of his time roaming around Europe photographing steam.

He next started "The Magic of Steam in Poland", a country where, as in most Communist countries, photographing trains had been fanatically forbidden as they were considered part of the military infrastructure; and finally forming Trainseurope and Enthusiast Holidays, leading suppliers of international rail tickets to the British public and to the travel trade, and a market leader in the business of operating steam tours worldwide for a new generation of steam enthusiasts, taking them to wherever in the world steam still operated, and reproducing as faithfully as possible, that which was no longer available in ordinary service, by judicious chartering. Although essentially an autobiography - decidedly racy and candid at times,if not exactly X-rated - we'll meet some of the beautiful girls the author came into contact with, and other influential people of varying orientation, but all having something about them that lifted them out of the ordinary - this is primarily a book of stunning railway photographs, possibly unique in railway literature as it covers the last of BR steam but also in Continental Europe and much of the rest of the world besides, many taken on tours he arranged. And the odd bus, trolleybus, tram and underground train has also crept in too!

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SIDELINES

Class 345s receive ETCS level 2 approval

THE Office of Rail and Road has approved the use of Class 345 Crossrail units running under ETCS (European Train Control System) level 2.

This will allow the sets to run through the Heathrow Airport tunnels when services finally start.

More Mk3s move into preservation

GWS has recently acquired Mk3 sleeper No. 10527 for its base at Didcot Railway centre.

The carriage was moved by road to Milton Park sidings from Long Marston, and was to be trip-worked by DB Cargo into the centre.

The Northampton & Lamport Railway has taken delivery of Mk3 DVT No. 82114, and the Colne Valley Railway had No. 82120 arrive from store at the Mid-Norfolk Railway on May 6.

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End of an era on Greater Anglia as Class 90s transfer to Freightliner

THE last of three movements to transfer 13 Class 90 electric locomotives from Greater Anglia (GA) to Freightliner was completed on May 15, bringing an end to loco-hauled trains between London and East Anglia.

The departure of the final batch leaves Norwich with no formal locomotive allocation for the first time in more than 170 years.

The new 12-car Stadler Class 745 'Flirt' electric units took over all Norwich to Liverpool Street services from March 24, with the Class 90s moved in three batches following removal of all branding and external cleaning.

The first was on May 7, when Nos. 90003, 90010 and 90011 were worked from Norwich to Crewe Basford Hall yard via the GE and West Coast Main Lines.

The following day it was the turn of locos Nos. 90005-008 to move, with the final five – Nos. 90004, 90009, 90012, 90013 and 90015 – transferring on May 15. All locos transferred with their nameplates, which will be returned to GA.

The 13 locos await preparation and repainting by Freightliner, but the arrival of the '90s' is likely to mean their fleet of Class 86/6 locos, which operate in pairs, are likely to be gradually withdrawn by late this year/early-2021.

One loco not mentioned in the moves is No. 90014, which in fact had been moved to Crewe EMD on January 20 for repairs by Class 37 No. 37401.

Greater Anglia confirmed the final Class 90 and Mk3 working was its 17.00 Norwich-London and 19.30 return on March 24 hauled by No. 90001 *Crown Point*, after which this loco and No. 90002 were sold to Locomotive Services Limited, also based at Crewe.

On April 23, Nos. 90001/002 had moved to Eastleigh with Mk3 carriages Nos. 10411, 11068 and 12171 for repainting.

The 15 Class 90s used by GA were all built by BREL at Crewe in 1988, and until 2004 were part of the West Coast Main Line fleet, first under BR and then Virgin Trains.

As Class 390 'Pendolinos' were phased by Virgin on the WCML from 2003, Nos. 90001-15 were transferred to London to Norwich services.

They replaced Class 86s, which were 40 years old, the final '86' running in September 2005.



Above: Seven of Freightliner's Class 90s – Nos. 90003, 90005-8, 90010 and 90011 – sit in Basford Hall yard, Crewe, on May 9, sandwiched between six stored Class 70s and a TransPennine Class 68 and Mk5 set. The picture is taken from the A500 Shavington bypass; the white building in the distance is Freightliner's Crewe depot. STUART J HOOD

Below: The final Class 90 move on May 15 sees No. 90015 leading 90004, 90009, 90012 and 90013 through Atherstone en route from Norwich to Crewe. CHRIS MILNER



Class 68s maintenance moves

FIVE DRS Class 68s – sub-hired to TransPennine – on the move for maintenance and software upgrades from York to Crewe, seen here being led past Bolton Percy on May 15 by No. 68031. Some hours earlier four '68s' had worked to York from Crewe. DAVID TILLOTSON





DB Cargo Class 66 No. 66001 delivers the last of 58 Stadler-built units, set No. 745110, to Greater Anglia. It is seen climbing Belstead Bank, Ipswich, on May 7. KEITH PARTLOW

All Stadler units delivered to Greater Anglia

AN ORDER worth £660million for 58 bi-mode and electric trains placed by Greater Anglia with Swiss manufacturer Stadler has been fulfilled.

Two new fleets totalling 378 vehicles have been designed, manufactured and delivered to the end customer in less than four years, completely transforming the GA fleet.

Stadler has built 14 three-car bi-mode Class 755/3 units, 24 four-car bi-modes Class 755/4 sets, 10 12-car inter-city Norwich to London EMUs (745/0), with 10 12-car EMUs for Stansted Express services being Class 745/1s.

What is also remarkable is the first unit – bi-mode (755405) – was delivered in November 2018 and accepted for service in July last year.

In 10 months the remaining 57 train sets have been delivered, although some are yet to be formally accepted, with a number of units in store as services are running a reduced level because of the pandemic situation.

No. 755403 was the last of the bi-mode units to arrive on April 23, while the final electric set delivered was Stansted unit No. 745110.

The new fleets have allowed GA to cascade its Class 153, 156 and 170 DMUs.

Double naming for Captain Tom Moore





INSPIRATIONAL former British Army officer Captain Tom Moore has been honoured with two namings, as well as being made an honorary colonel.

National treasure Tom raised more than £32million for NHS charities before his 100th birthday in April after completing 100 laps of his garden in Bedfordshire.

Following its repainting with 'Thank You NHS' logos, GB Railfreight named No. 66731 *Capt. Tom Moore – A True British Inspiration* at Eastleigh on April 30 to mark the inspirational veteran's centenary.

The naming was undertaken by GB Railfreight managing director John Smith, with Captain Moore watching the ceremony from home. Neil Booth, director of Railwayana Auctions UK Ltd, came up with the idea of naming a locomotive in honour of Captain Tom, who originally wanted to raise £1,000 by his 100th birthday.

Neil said: "I thought it would be a wonderful idea to honour Captain Tom with his nameplate on a locomotive that travels the country so that lots of people could see it."

Class 800

The nameplate was produced by Procast to a very short timescale, along with a smaller presentation plate for the family.

GWR also decided to name Class 800 IET No. 800025 *Capt. Tom Moore* in response to requests from both GWR staff and members of the public.

GWR interim managing director Matthew Golton said Captain Tom's spirit was 'indomitable' and he set an example to everyone.

It also continues a GWR theme of naming trains after inspirational individuals.

Model company Hornby announced on April 30 it was producing a limited edition of 500 models of No. 66731, with money generated from the sale of each model being donated to the NHS Charities Together.

Within hours of the launch, Hornby upped the edition to 1,000, but as more and more wanted the loco, the model company kept increasing the order before drawing a ceiling at 3,500 models.

Sales will realise £140,000 for the NHS charities.

■ On May 20, formal approval was given by HM The Queen for Captain Tom to be knighted.



More vehicles arrive for First's open access operation

VEHICLES for the second AT300 train set for First Group's open access East Coast Main Line operation were delivered to Hitachi's Newton Aycliffe factory on May 18.

The first set arrived in April.

First has ordered five five-car all-electric units as part of a £100million investment.

The sets will have one class of accommodation and are due to begin service in Autumn 2021.

Here, blue-painted vehicles Nos. 841002 and 842002 from set No 803002 leave the A1, north-west of Darlington, to conclude their journey from Tees Docks.

The other three vehicles arrived earlier in the day. JAMES GARTHWAITE

Arriva Mk3s sent for store



TRANSPORT for Wales sent seven Mk3 carriages to store at Long Marston on May 15, the vehicle no longer meeting accessibility standards. Class 56 was used to haul the consist from Cardiff Canton on May 15, comprising vehicle Nos. 10249 and 12176 to 12181. The move is seen near Ashchurch. JACK BOSKETT

First former LNER HST works on Midland Main Line for EMR

THE first of the former LNER HST sets to be transferred to East Midlands Railway entered service on May 4 following a period of staff familiarisation.

Trailer set NL51 was hauled by power car Nos. 43320 and 43316. A second set began service four days later with power car No. 43238 and 43318, both sets diagrams from either Leeds or Sheffield to St Pancras.

The change from the old EMR HST sets is enforced by last January's change to mobility regulations, as the original sets were non-compliant.

Dispensation

EMR operates HST sets leased from both Porterbrook and Angel Trains, with permission given last December to operate the nine Porterbrook trailer sets until July 28. The six ex-LNER sets have dispensation until December 31, by which time the ex-Hull Trains Class 180 'Adelantes' should have entered service.

The other ex-LNER sets are expected to enter service from late-May onwards.

■ The first EMR Class 170 to be repainted in its distinctive purple livery is set No. 170416.

With a wave from the driver, power car No. 43316 leads the 08.34 St Pancras International-Nottingham past Attenborough Nature Reserve on May 18, with 43320 on the rear. STEVE DONALD





More Merseyrail '777' units arrive

GB RAILFREIGHT'S No. 66768 hauls new Stadler Class 777 Merseyrail EMU No. 777004 past Searchlight Lane, near Norton Bridge.

No. 66768 was moving from Dollands Moor to Kirkdale depot on May 13.

Set No. 777007 was delivered by No. 66715 on May 20, taking the number of units in the UK to three.

Merseyrail has ordered 52 units to replace the Class 507 and 508 sets, with the first '777' entering service later in the year. BRAD JOYCE



Redundant Class 91 line grows – 'Azumas' are also laid up

THE line of stored LNER Class 91s at the Doncaster mail terminal has grown to eight following a substantial downturn in services and passengers.

On May 12, the locos out of service were Nos. 91118, 91102, 91131, 91116, 91112, 91113, 91129 and 91104.

Also laid up are a number of LNER 'Azuma' units in Tyne Yard because of lack of work.

Some days after this picture was taken, the two leading 'Azumas' (sets 801106 & 801228) were joined by Nos. 802301 and 802302 from the Hull Trains fleet.

On the right is postal train No. 325003. Pictures: GARETH GRIFFITHS and JAMES GROUNDWATER



First test run for TfW's Vivarail Class 230s



TfW Class 230 No. 230006 on test at Droitwich Spa, working train 5Q87 from Kidderminster to Honeybourne sidings on May 20. BOB SWEET

THE first of five Vivarail Class 230 diesel battery hybrid units for Transport for Wales (TfW) began main line testing in May 19.

The Class 230s are converted from former London Underground D78 stock.

Set No. 230006 has been finished in TfW's red & pale grey livery, and after emerging from Long Marston, where the unit was built, it undertook a series of test runs between Honeybourne, Worcester Shrub Hill, Kidderminster and Stourbridge Junction.

Further tests were scheduled for the following days.

These are three-car sets – unlike the Vivarail Class 230s supplied to London North Western for the Bedford Bletchley service, which entered service in April 2019 – and will be deployed on the Conwy Valley branch, the Wrexham to Bidston (Borderlands) line and between Crewe and Chester.

Service deployment is envisaged for later this year, with the fleet numbers being 230006-010.

WAGON REPORT

by S F Lappage

THRALL Europa's workshops at York had a brief life and many of the wagons built there seem to be similarly ill-fated.

The works opened in 1997 following the refurbishment of buildings at the former ABB Holgate Park site. Delivery of the first new wagon to EWS took place on July 27, 1998.

The original plan to build 2,500 new wagons was never realised. Many hundreds of vehicles were imported from Astro Vagoane in Romania because of lower costs.

Following a change of management at EWS, follow-on orders never materialised. Closure of the works took place in 2003.

Especially short-lived has been the fleet of 1145 HTA bogie coal hoppers. Increases in carbon tax effectively ended the requirement for wagons to carry coal to power stations.

Although 110 wagons were rebuilt as HRA hoppers for aggregates traffic the remainder are slowly being sent for scrap.

Recent disposals have been: Nos. 310019/033/ 048/084/131/ 144/164/166/ 182/189/226/ 275/305/330/ 453/546/640/ 657/740/788/ 819/825837.

Sims Metals is processing the wagons at Newport Docks.

W H Davis has completed conversion of a further batch of HYA aggregate hoppers: Nos. 37 70 6955 201-8/ 204-2/205-9/207-5/208-3/209-1/214-1/217-4 to 219-0/221-6/ 224 -8/251-3/252- 1/255-4/ 258-8/259-6/270-3/275-2/ 276-0/290-4 to 304-3.

Colas Rail has taken delivery of four new Unimat tampers from Plasser & Theurer – Nos. DR 75008-011 – type 09-4x4/4S Dynamic.

They can tamp up to four sleepers at a time and have in-built dynamic track stabilisation. This allows newly relaid track to be opened to traffic without the need to impose a temporary speed restriction (TSR).

Alternative European Vehicle Numbers (EVN) are carried – Nos. 99 70 9123 008-3/009-1/010-9/011-7.

A further pair of tampers will arrive in the UK from Austria later this year – Nos. DR 75012-013 – alternately, Nos. 99 70 9123 012-5 /013-5.

Older Plasser & Theurer track machines sent for scrap have been Balfour Beatty twin jib cranes Nos. DRP 78218/223/224, USP 5000C ballast regulators Nos. DR 77315/316/ 336, heavy duty diesel cranes Nos. DRP 81507/81511.

Network Rail's P95UK track renewal machine has received a major refurbishment at Arlington Fleet Services workshops at Eastleigh.

The machine was built in Switzerland by Material Industriel (Matisa) in 2004.

It is 262ft 6in over buffers and weighs 240 tonnes in working order.

There are four individual units – Nos. DR 78801/811/ 821/831 – which are beam and clipping, fastener and power, handling and sleeper gantry wagons.

Twin-jib track relayers were introduced to simplify the handling of prefabricated track panels. Previously, the panels were handled by pairs of civil engineers cranes.

A new batch of 14 machines was ordered in 1978-80 to replace earlier stock, built by Cowans Sheldon, Carlisle.

The relayers were hauled to possessions but are self-propelled on-site.

Nos. DRC 78225-238, serial Nos. 31449-462, have a lifting capacity of 12.5 tonnes.

FCA 'Tench' equipment carriers outshopped by the Stoke-on-Trent workshops of DB Cargo have been Nos. 610021/022/ 067/068/2 53/254.

The wagons carry three dropside cages each, with a maximum load capacity of 15.6 tonnes.

Arbel WIA enclosed car transporters Nos. 85 70 4971 042-2/049-7/ 059-6 have been scrapped.



HTA coal hopper No. 310919 was receiving attention outside Bescot TMD on April. S F LAPPAGE



Colas Rail twin-jib crane No. DRC 78235 was stabled in the Up sidings at Bescot TMD on April 4. S F LAPPAGE

Traction Portfolio Track Record



The first use of a non-TransPennine Express-liveried Class 68 hauling Mk5 carriages on a service train came on May 14 when No. 68033 worked the 10.34 Scarborough-Liverpool Lime Street train, which has just passed Seamer. MICK ATKIN



DRS Class 66 No. 66428 *Carlisle Eden Mind* slowly brings 4D47, the13.07 Inverness-Mossend 'Tesco' train into Larbert on May 6, slowing for a red signal at the south end of Larbert station. IAN LOTHIAN

This is one train which stands out in the landscape. Cappagh Class 60 No. 60028 passes Rowston (between Lincoln and Sleaford) with working 6Z42, the 15.56 Doncaster Down Decoy-Willesden DC Rail Sidings on April 15. MAT YARDLEY



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Over the past 35 years Southern Locomotives Ltd has restored five Bulleid Pacifics: Port Line, 257 Squadron, Eddystone, Sir Keith Park, Manston, two Standard tanks, 80078 and 80104, and ex WD Austerity Norman. The latest locomotive to join the fleet is 35025 Brocklebank Line which will be the next project after 34010 Sidmouth.

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35025 Brocklebank Line at Pokesdown with an up Waterloo express. Photo: Colin Boocock

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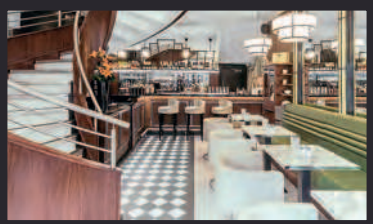
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AVANTI WEST COAST

THE 10.40 Glasgow-Euston normally diagrammed for a Class 390 'Pendolino' was composed of two 'Voyager' DMUs Nos. 211103 and 221142 on April 14.

THE West Coast Main Line was closed from Easter Saturday until start of service on Tuesday, April 14.

The handing back of a possession in the Beattock area (replacement of rail over river bridge) was delayed, resulting in serious disruption to early morning services: the 04.28 Glasgow Central-Euston reached Carstairs and was returned to Glasgow Central; the 1M06/05.40 Glasgow-Euston was started from Preston; the 1M07/06.30 Glasgow-Euston had reached Abington loops, from where it returned to Glasgow; the 1M08/07.37 Glasgow-Euston and 1M09/08.40 Glasgow-Euston both started from Preston; while the 1M10/09.40 Glasgow-Euston departed Glasgow on time, and was held at Abington while the procession was surrendered, and was 20 minutes late into England.

ENGINEERING work caused the closure of the WCML between Motherwell and Lanark Junction over the weekend of Saturday-Sunday, April 18-19. Locomotives reported included Class 66 No. 66098 on 6K01/22.27 Millerhill-Lanark Junction; No. 66558 on 6K02/22.57 Millerhill-Lanark Junction; No. 66780 on 6K03/00.06 Millerhill-Lanark Junction; No. 66429 on 6K04/00.39 Millerhill-Lanark Junction; No. 70810 on 6K05/09.08 Millerhill-Lanark Junction; and No. 66015 on the 10.06 Millerhill-Lanark Junction.

OVERNIGHT Wednesday, April 22-Thursday, April 23, saw major disruption on the WCML when the 4M30/17.40 Grangemouth-Daventry IRFT expired near Brodsbury. The train eventually reached Carlisle New Yard at 06.43, 471 minutes late.

Class 66 No. 66117 was working the 4S47/19.13 Daventry IRFT-Mossend Euroterminal, arriving at 04.30, 115 minutes late. The 1S55/23.30 Warrington Mail Terminal-Shieldmuir Mail terminal was 112 minutes late.

The 1Q81/18.56 Mossend Down Yard to Carlisle High Wapping test train, powered by Class 37 Nos. 37401+37424, was 125 minutes late, and the 21.16 London Euston -Inverness Caledonian sleeper service, hauled by Class 92 No. 92028, was 194 minutes late passing Thankerton.

LNER

FURTHER rakes of Mk4 stock have been moved to Worksop for storage, with Nos. 12232+12402+12450+12448+12302+10302+11299+11302+11402+82202 being towed north from Bounds Green on April 25 by Class 66 No. 66737. The next move saw set BN01, formed of 12207+12417+12415+12414+12307+10307+11298+11301+11401+82207, moved north by Class 66 No. 66719 on April 29.

GWR

THE final rake of modified coaches – Nos. 49113+48123+48133+48134+49111 – were hauled south from Doncaster Wabtec to Laira on April 23 by Class 37 No. 37884.

CLASS 43 No. 43188 is the latest to be named – receiving the name *Newport Castle*.

greateranglia

ROG Class 37 No. 37608 moved Stadler Class 745 No. 745108 from warm storage at Harwich Parkeston Quay back to Norwich Crown Point on April 9. Later that same day, classmate 745109 was noted at Harwich International at 16.40 on a test run to London Liverpool Street.

THE Stadler Class 755 units have taken over completely now, but already there are differences appearing. No. 755336 has an audible transmission howl and was noted on the 15.46 Sheringham-Norwich on April 16.

DELIVERIES of new Class 720 units from Derby Litchurch Lane continues, with unit No. 720533 being top-and-tailed by Class 47 Nos. 47727+47749 on April 22.

This was followed two days later when the same Class 47s moved No. 720513 back from Old Dalby to Litchurch Lane.

The next reported move saw the Class 47s move No. 720535 from Derby on April 29. Two days later, No. 720529 joined them at Worksop, new out of Litchurch Lane.

New No. 720511 was top-and-tailed from Derby to Ilford by Nos. 47749+47727 on May 7.

On May 12, the regular Class 47s moved No. 720508 from Derby to Old Dalby.

THE final Class 755 – No. 755403 – was delivered to Crown Point on April 23 by Class 66 No. 66001. This left just one Class 745 – No. 745110 – to be delivered, which duly arrived at Crown Point on May 7, hauled by Class 66 No. 66001.



The first Class 67 and refurbished Mk4 rake for Transport for Wales staff training moved from Eastleigh Works to Cardiff Canton. They are replacing the Mk3s funded by the Welsh Assembly Government on the Cardiff to Holyhead route. Here, No. 67014 hauls Mk4 carriages Nos. 12217, 12446, 10312 and 11325 with DVT 82216 past Bathampton on April 20. GLEN BATTEN



The first ex-LNER red livery HST set has entered service, replacing the non-compliant East Midlands Railway sets. Prior to introduction in early May, test runs were undertaken, and on April 18, power cars Nos. 43316 and 43320 pass Sutton Bonington with 5Z5, 11.04 Neville Hill-Neville Hill via Leicester test run. PAUL A BIGGS

THE first of the Class 90s destined for a new life with Freightliner – Nos. 90010+90003+90011 – left Crown Point for Crewe Basford Hall on May 7. This follows the previous departure of Class 90 Nos. 90001 and 90002 to Locomotive Services.

On May 8, Nos. 90006+90008+90005+90007 left Norfolk for Crewe.

ALSO leaving Norfolk is the redundant Mk3 coaching stock, with Nos. 12084+12167+12061+12015+12108+12079+12056+12146+12035+12067 being moved from storage on the Mid-Norfolk Railway to Long Marston, hauled by Class 37 Nos. 37059+37402.

The next move involved Nos. 12164+12046+ 12137+12118+12116+12126+12049+12034+12159+12090 being taken away to Long Marston on May 7 by Class 37 Nos. 37402+37716.

A further move on May 12 found Class 37 No. 37402 move Nos. 12125+12154+12064+12091+10417+11088+11101+10406+11093 to Long Marston.

CLASS 755 No. 755327 worked the 09.00 service as far as Colchester on May 11, from where Class 321 Nos. 321432+321352 continued the service to London. This was possibly the first run of the class on a Norwich to Liverpool Street service. The Class 755 returned north later in the day.

TEAL blue Class 92 No. 92006 ran light engine (0Z92) south from Polmadie to Wembley on April 14.

crosscountry

HST power cars Nos. 43304+43378 were observed passing north through Cheltenham on the morning of May 12, running from Laira to Doncaster.

northern

CLASS 195 No. 195111 has gained 'NHS We thank you' vinyls, and has also been named *Key Worker*. It was observed on April 23 on the 1C51 from Manchester Airport to Barrow through Lancaster at 08.58. In addition, Class 331 Nos. 331011, 331109 and Class 158 No. 158860 have also received 'NHS We thank you' vinyls.

Operations Track Record

UNIT Nos. 321903+322484 ran under their own power from Heaton to Doncaster Belmont yard on May 11. It is reported they may have been going to Greater Anglia, joining Nos. 321901+321902, currently at Clacton.

TRANSPENNINE EXPRESS

THE decline in traffic has resulted in Mk5 set TP10 being placed in store at Gascoigne Wood, the unit arriving from Crewe on April 22, hauled by Class 47 No. 47815.

A REVISED timetable from TransPennine Express means an interesting working is now a Manchester Airport-Manchester Victoria-Rochdale-Hebden Bridge-Brighouse-Wakefield Kirkgate-Leeds(reverse)-Castleford-York, and then as normal to Redcar. It is then done in reverse. It gives the rare sight of Class 185 units on operational timetable duties through Woodlesford station. On April 30, No. 185117 was noted on the 11.10 Manchester Airport-Redcar service and No. 185130 on the 11.06 Redcar-Manchester Airport service

ALL services to Glasgow Central via the WCML are now in the hands of Class 397 units.

Hull Trains

CLASS 802 Nos. 802301+802302 ran from Bounds Green to Tyne Yard on May 6.

GRAND CENTRAL

A RAKE of Mk4 coaches – Nos. 12227+12471+12321+ 10319+11327+82228 – were hauled from Wembley to Doncaster Decoy by Class 66 No. 66764 on May 5, prior to going forward to Worksop.

THE second Class 777 unit has arrived in the country. No. 777004 was towed north from Dollands Moor to Saltwood Junction on May 12-13 by Class 92 No. 92032. From here, the train was taken forward by Class 66 No. 66768 as far as Crewe, where it recessed. It went forward later to Liverpool top-and-tailed by Nos. 66768+66765.

TRAFNIDIAETH CYMRU TRANSPORT FOR WALES

ONE side-effect of the lockdown and dramatic decrease in passenger numbers is that Class 153 units are now seen daily on the main Welsh Marches route between Newport and Shrewsbury, sometimes in groups of two or three, or alternatively linked to two-coach Class 150 or 158 DMUs. On Sunday, April 5, the evening IW37 consist headed north through Ludlow with just a single coach.

CLASS 67 No. 67014 moved a rake of Mk4 coaches – Nos. 12217+12446+10312+ 11325+ 82216 – from Eastleigh TMD to Cardiff Canton on April 20.

CLASS 769 No. 769008 made a number of successful test runs between Cardiff and Rhymney on May 4. Fellow class member No. 769002 was on a similar test run on May 7.

West Midlands Railway

CAF-built Class 196 No. 196101 was the first to arrive at Tyseley, delivered by road on April 17.

CLASS 350 units are again going to Long Marston for refurbishment, with No. 350125 being top-and-tailed from Northampton by Class 47 Nos. 47815 and 47848 on May 9. The Class 47 then returned No. 350103 to Northampton, this unit having arrived at Long Marston on April 18..

EMR

FORMER ScotRail Class 170 No. 170416 has been repainted in EMR regional purple livery.

THE first former LNER Mk3 coaches entered traffic on May 4 when the 05.19 Leeds-London St Pancras was formed of 43320+41120+ 41150+40748+ 42091+42146+ 42150+42154+44094+43316 (NL51). It stabled at Cricklewood during the day, returning north on the 18.19 St. Pancras-Sheffield.

OVERGROUND

LONDON Overground Class 710 'Aventra' No. 710276 was moved south from store on April 9 when it was tripped south by Class 20 Nos. 20311+20314 as the 09.30 Old Dalby-Willesden TMD. The Class 20s made a rare and pleasing sight passing through Market Harborough.

DB Cargo

THE daily lunchtime 4E96 container movement from Mossend Down Yard to Tees Dock Export Berth through Newcastle was operated by Class 66 No. 66001 on March 27.

DB-LIVERIED Class 66 No. 66130 took a short Network Rail infrastructure train south from Carlisle to Crewe on April 6, passing through Lancaster at 16.05.

CLASS 60 No. 60074 was noted at Davenport on the Bramhall Lane freight-only line on April 8, working the 6F07 Peak Forest to Warrington Dallam loaded DB Cargo stone hoppers. On April 13, Class 60 No. 60017 was also seen passing along the freight-only line with 6F05 Tunstead Sidings to Lostock loaded Brunner Mond hoppers.

DB CLASS 66 No. 66012 worked a single rail-mounted crane vehicle from Carlisle to Crewe on the afternoon of April 14.

CLASS 66 No. 66014 pulled the 09.00 fully loaded Carlisle to Daventry container through Lancaster at 11.20 on April 23.

CLASS 66 Nos. 66088 and 66025 were observed at Barnetby on April 25 on the Immingham to Drax power station biomass services.

A SCRAP working on May 1 involved Class 66 No. 66107 on a Liverpool Alexandra Docks-EMR Kingsbury-Liverpool Alexandra Docks diagram.



Rail Operations Group Class 47 No. 47815 *Lost Boys 86-88* passes Rearsby, near Melton Mowbray, with the new OLE test train, consisting of former LNER Class 91s Nos. 91128 and 91122 and a mixed rake of Mk3 coaching stock, working 5Q45 Leicester depot to Peterborough Eastfield Junction on April 24. MAT YARDLEY



The future of the Class 86s, dating from the mid-1960s, must be viewed as limited with Freightliner having taken delivery of all 13 ex-Great Anglia Class 90s. Class 86 Nos. 86609 and 86604 lead 4M87 loaded intermodal from Felixstowe to Trafford Park past Chorlton, south of Crewe, on May 6. MAT YARDLEY

Freightliner

THE Friday afternoon 0S68 locomotive movements from Leeds Midland Road to Millerhill through Newcastle were observed on a couple of recent occasions, with Nos. 66506+66524+ 66568 noted on March 20; Nos. 66590+66560+66503 ran on April 3 and included No. 66591, which was left at Tyne Yard.

FREIGHTLINER'S Class 66 No. 66546 was also observed working 6J34 Runcorn Folly Lane to Brindle Heath Viridor Binliner on March 26.

THE Hardendale quarry to

Tunstead stone train was hauled by Class 70 No. 70011 on April 7, running 72 minutes early at Balshaw Lane.

CLASS 66 Nos. 66591+66592 top-and-tailed a train of loaded rails from Crewe to Millom on April 8.

CLASS 70 No. 70001 was noted at Adswood on April 10, working the 6J34 Runcorn Folly Lane-Brindle Heath Viridor Binliner

CLASS 66 No. 66520 powered the Shap (08.30) to Tunstead quarry stone train on April 18. It was reported to be 181 minutes early in Wigan.

A SIX-loco convoy of Class 66 Nos. 66572+66551+66519+66539+66549+66546 passed Euxton on Sunday, April 26, running from Carlisle to Crewe.

CLASS 90 No. 90045, plus another unidentified grey Class 90, was on the 06.03 Crewe-Coatbridge container train on April 22. This was very lightly loaded with only a few containers.

CLASS 90 Nos. 90016+90043 were on time at Lancaster on April 23 double-heading the 06.03 Crewe-Coatbridge six-container train.

Direct Rail Services

CLASS 68 No. 68024 was seen passing by Adswood with a 0Z68 Crewe Gresty Bridge to York light engine move on March 26.

DRS Class 66 No.66435 and DB Class 66 No.66022 were in charge of the 12.15 Daventry-Mossend container train on April 6. This is normally a DRS Class 68 working.

CLASS 88 No. 88009 was heading the 12.13 Daventry-Mossend container train on April 6. It passed through Lancaster at 15.12, 16 minutes early.

LARGE logo Class 37 No. 37401 top-and-tailed a single Mk2 coach with DRS Class 68 No. 68002 on the rear, heading for Carlisle from Crewe on April 4.

DRS Class 68 Nos. 68002+68007 doubled headed a Sellafield to Crewe flask train through Lancaster at 19.01 on April 15. The following day, Nos. 68005+68033 worked the 06.22 Kingmoor-Torness power station. When observed on April 18 the Sellafield to Crewe flasks were hauled by Class 68 Nos. 68002+68007.

CLASS 88 No. 88006 was observed through Lancaster on April 22 on the 06.15 Daventry-Mossend (TESCO) at 09.25. The train was fully loaded with no spare spaces. When seen again two days later, No. 88006 was again in charge of a fully loaded service.

GB Railfreight

GBRf-liveried Class 60 No. 60021 *Penyghent* was sighted working



TransPennine-liveried DRS Class 68 No. 68028 *Lord President* was unusually used for an engineers' train on May 8, the working being 6K05, the 12.46 Carlisle-Crewe. It is seen passing Euxton on the West Coast Main Line. STEVE SIENKIEWICZ



Colas Class 70 No. 70813 passes through York North Yard with the Hunslet Yard to Oxwellmains Lafarge cement train on May 16. York North Yard is poised to see a major development, with houses and offices being built on railway land. RICHARD LILLIE

6E10 Liverpool Biomass Terminal to Drax AES Biomass on March 26. This was the last biomass that our correspondent saw routed via the Mid-Cheshire Line, as the service is now routed via Manchester Piccadilly and Stalybridge.

CLASS 60 No. 60096 was seen passing Adswood with 6E09 Liverpool Biomass Terminal to Drax Aes Loaded Biomass on March 26. This was the second to last biomass that our correspondent saw routed via the Mid-Cheshire Line, as the Biomass now travels via Manchester Piccadilly and Stalybridge.

OBSERVATIONS at Harwich Parkeston Quay in the period under review produced the following reports.

On April 8, only one run to North Walsham and back noted from Harwich Refinery, in the hands of Class 66 No. 66762. It made the empty tanks trip and returned with a full load the following day before returning light engine to Peterborough MPD later that same evening.

Noted on April 15 were two Class 66/7s deployed from Peterborough MPD to Harwich Parkeston Quay, arriving at roughly 07.20. No. 66744 *Crossrail* was attached to a small intermodal consist, which had been left in the yard over the weekend, and took it round through Ipswich to Felixstowe, while No. 66714 *Cromer Lifeboat* was diagrammed to the weekly Harwich Refinery to North Walsham run and left about 20 minutes late at 09.50.

Over the weekend of April 17-19, Harwich Parkeston Quay housed two stopover intermodals from Masborough. The first arrived on April 17 with 4L43, under the guidance of 'Royal Scotsman'-liveried Class 66 No. 66746, and the following day 4Z81 arrived behind No. 66769. Both were scheduled to leave the yard for Felixstowe early morning on April 2.

On April 19, No. 66769 was visible, but No. 66746, a first-time visitor in its current livery, was sadly obscured from view by the former's consist.

No. 66737 *Lesia* was observed at Harwich Parkeston Quay on the empty tanks run to North Walsham on April 20. It was noted back at the Harwich Refinery on April 21, arriving some 40 minutes early-, mid-afternoon. It departed again from Harwich on April 22



East Midlands Railway Class 156 DMU No. 156415 worked from Wolverton to Etches Park, Derby, on May 12 after modification work. At Nuneaton, the unit took the Birmingham line on the right of the picture, and was booked to reverse at Whitacre Jct. Instead, to gain access to the line to Leicester, the set reversed at the site of the former Nuneaton Abbey Street station, and is seen passing the Network Rail depot, working along the bi-directional line and routed through Nuneaton's platform 6. CHRIS MILNER



Right: GBRf Class 66 No. 66779 *Evening Star* approaches Trowell Junction on May 14 with 6X01 Scunthorpe to Eastleigh continuous welded rail train. JOHN STORER

and returned the next day and, with less traffic en route, was more than an hour early back in HPQ yard.

For the second weekend running, the Belmond 'Royal Scotsman'-liveried No. 66746 found itself at Harwich Parkeston Quay yard over April 25-27 rather than in the Scottish Highland.

This time it arrived at 12.45 on April 25 with 4L43 Doncaster iPort half-empty intermodal. No. 66782 followed later in the evening with a Hams Hall stopover intermodal.

Both left early on April 27, bound for Felixstowe.

MOD traffic reported includes Class 66 No. 66703 on a Marchwood to Longtown diagram on April 21. A change of locomotive found No. 66707 work a Kineton-Longtown-Carlisle service on April 27, returning to Bicester the following day. A further change on May 5 found No. 66739 on a Bicester-Marchwood-Longtown working, returning to Kineton the next day.

CLASS 66 No. 66782 was observed at Woodlesford on April 21 on the Arcow Quarry to Bedlington stone train.

GBRf Class 60 Nos. 60021+60095 (in multi) were sighted passing through Davenport with 0G66 Tuebrook Sidings to Doncaster Down Decoy light loco move on April 23.

THE Clitheroe to Avonmouth cement failed at Blackburn on April 24 when being hauled by Class 66 No. 66721. Sister loco No. 66761 was sent to rescue the loco and train, which was noted heading south past Euxton 213 minutes late.

CLASS 73 No. 73963 worked light loco on the 0Z73/13.45 Loughborough Brush-Tonbridge West Yard on April 29.

CLASS 66 No. 66731 has joined the list of celebrity locos by being named *Capt. Tom Moore – A True British Inspiration*, and gaining 'Thank You NHS' vinyls, the work all being carried out at Arlington Rail Services, Eastleigh Works.

COLAS RAIL

THE weekday 6S31 engineering moves from Doncaster Up Decoy to Millerhill have been a mixture of Class 56 and Class 70 locomotives, with the latter type predominating in the last days of March and first weeks of April. Recent movements through Newcastle have been as follows: Nos. 56090 and 70810 on March 16; No. 56094 (March 19); No. 70815 (March 25); Nos. 56049 and 56090 (March 26); No. 70802 (March 30); No. 70814 (April 6) and No. 70803 (April 9).

COLAS Rail Tamper No. DR73922 was seen while working 6J48 Crewe PAD to Guide Bridge Positioning Move on March 26.

CLASS 70 No. 70810 operated the 4S89 West Thurrock to Oxwellmains cement train on April 3 with eight JGAs in tow.

A SPECIAL working from Long Marston to Carlisle New Yard headed north at Euxton on April 7, consisting of Class 66 No. 66849 hauling a single 100-ton VTG red oil tank wagon.

COLAS Class 70 No. 70817 stood briefly at Euxton Balshaw Lane Junction while heading south in connection with remodelling of Euxton Junction which was being carried out over the Easter Bank holiday weekend.

CLASS 56 No. 56113 with Class 70 Nos. 70815+70803 was observed at Davenport station on April 13 with the 0J48 Doncaster to Shrewsbury Coleham light engine move. Class 70 No. 70803 was later observed while heading back from Shrewsbury Coleham to Doncaster light engine.

Class 37 No. 37610 was seen passing through with a Carlisle High Wapping Sidings to Derby RTC test train.

Locomotive Services Ltd

A MOVE on April 23 found Class 47 No. 47805 take Class 90 Nos. 90001+90002 plus Mk3 Nos. 12171+11068+ 10411 from Crewe to Eastleigh Works, where the Class 90s are due for repainting. The Class 47 returned to Crewe with Class 86 No. 86101.

DC Rail

DC RAIL Class 56 No. 56103 worked the 0Z56/10.10 Leicester LIP-Wembley Yard light engine movement on April 9.

CLASS 37 No. 37612 powered a 12.00 Ferme Park-Derby RTC test train, which included DBSO No. 9714 in the consist.

GBRf Class 73 Nos. 73961+73962 top-and-tailed the 1Q71/19.40 Derby RTC-Tonbridge West Yard test train on the evening of April 27.

CLASS 60 No. 60046 was used on April 30 to move Class 89 No. 89001 from Barrow Hill to Toton.

H+H

A MOVE on March 27 involved taking 11 KFA wagons Nos. TIPH 93489, 93357, 93449, 93425, 93379, 93446, 93477, 93382, 93323, 93370 and 93488 from Dollands Moor to Arlington Eastleigh. As Class 50 No. 50008 is currently undergoing repairs, traction was provided by DB Cargo Class 66 No. 66079.

DCR supplied Class 60 No. 60055 on April 8 to move Mk3 Nos. 11094+12012+ 12019+12027+ 12041+12056+ 12115+12151 from Norwich Station Sidings to Arriva Eastleigh TMD, the coaches destined for work with Chiltern Rail

NOT previously fully reported are the moves of Class 315 and 317 units by Hanson & Hall between Ilford and Northampton since the end of March and May. All ran under their own power.

Starting on March 23: Nos. 315809+315816 Ilford to Northampton; March 24: 317709+317710 Ilford to Northampton; March 27: 317890+317892 Northampton to Ilford and 317708+317719 Ilford-Northampton.

April 15: 315833+315859 Northampton to Ilford and 317723+317732 Ilford to Northampton; April 17: 317723+ 317732 Northampton to Ilford; April 24: 317708+317719 Northampton to Ilford and



Above: Freightliner's No. 66623, with empty aggregate hoppers from Ardingly to Acton Yard, approaches Plough Road bridge, Clapham Junction, on April 22. HASSARD STACPOOLE



Right: GB Railfreight's 'Caledonian Sleeper'-branded Class 47 No. 47727 *Edinburgh Castle* top-and-tails with No. 47749 *City of Truro*, hauling new Class 720 No. 720503 past Trowell Junction on May 6 with a Worksop to Derby Litchurch Lane working. STEVE DONALD



Freightliner Class 66 No. 66503 *The Railway Magazine* passes Bessacarr with 4L87, the 08.51 Leeds-Felixstowe intermodal working on May 15. GEOFF GRIFFITHS

315833+315859 Ilford to Northampton. Finally, on May 1: 317710+317709 Northampton to Ilford.

In addition to these there is warm-running movements once a week between Northampton-Bletchley-Norhampton, usually between 09.00-17.00.

H&H tells us the following units have been on site in Northampton Up Sidings at some point between December 11, 2019 and May 1, 2020: 315809/16/ 25/ 31/33/ 36/59, 317708/09/10/19/ 23/32, 317887/90/ 91/92.

A REGULAR move by H&H is that of Chiltern stock between Wembley and Bristol Barton Hill. On May 4, Class 60 No. 60046 was used to return Nos. 12607+12608 to Wembley before taking Nos. 12617+12618 back to Barton Hill.

Worksop storage site

CLASS 345 No. 345023 was delivered to Worksop from Old Dalby on April 23, with No. 345002 going in the opposite direction on the same day.

This was followed on April 27 by No. 345026 on the same diagram, hauled by Class 37 No. 37608.

A further move on April 29 involved No. 710127 being top-and-tailed to Old Dalby by Class 37 No. 37884 and Class 57 No. 57301. The same pair returned to Worksop the following day with No. 710125.

The next arrival, on May 1, was Class 720 No. 720529 from Litchurch Lane. Class 47 Nos. 47749+47727 moved No. 720525 from Derby to Worksop on May 6 then took No. 720503 back to Derby, where it remained until May 11 when the regular Class 47s took it to Old Dalby.

Also on May 6, Class 37 No. 37608 hauled No. 345023 from Worksop to Old Oak Common.

WITH Grand Central plans on hold, two rakes of test train vehicles were moved to Worksop on May 4 top-and-tailed by Class 66 Nos. 66755+66772, the rake consisting of Nos. 12204+12462+ 12317+10317+11329+82231+ 12216+12449+12331+10329+ 11330+82203.

Sims Metals, Newport

THIS South Wales scrapyard is taking stock again for recycling.

On April 27, Class 20 Nos. 20311+20314 hauled former GWR Mk3 Nos. 42079+42039+ 42509+40757+41018+44009 from Ely.

The next arrivals were on April 29, when Class 20 Nos. 20118+20132 brought Nos. 42346+42517+ 42080+ 42089+ 42236+41089, also from Ely. A further move followed on May 4, with Class 20 Nos. 20314+20311 moving Nos. 42510+41102+ 41030+46003+42332+42348 south from Ely.

Two days later, the Class 20s returned with Nos. 42061+ 41056+46015+46002+ 42196+41110, also from Ely.

A further move on May 6 involved Class 20 Nos. 20311+20314 hauling Nos. 42061+41056+46015+ 46002+42196+41110 south from Ely.

The next arrival (May 11) from Ely, also behind Class 20 Nos. 20118+20132, consisted of Nos. 46005+41132+ 46004+42560+ 42040+41028.

A further move on May 15 involved Class 37 No. 37716 moving DVTs and Mk3 coaches Nos. 82102+82103+ 82105+82132+82152+ 12062+12153 from Norwich to Newport.

Arlington Fleet Services, Eastleigh Works

THE company is in the process of taking former GWR Mk3 coaching stock for stripping and recycling. A rake formed of 42284+40707+44043+40755+ 42505+42361 arrived on April 20 from Ely, hauled by Class 20 Nos. 20311+20314.

Also within the consist was Class 47 No. 47813. A further rake was moved on May 4 when Class 66 No. 66764 delivered Nos. 42507+41128+ 42060+42573+42197+42515, also from Ely.



Following cancellation of the 'Royal Scotsman' luxury train because of the coronavirus, one of GB Railfreight's two dedicated locos for the train – No. 66743 – was used on April 25 to move Southeastern EMU No. 466006 from Slade Green to Doncaster. The train – with barrier vehicles in the consist – is seen passing Stubton, south of Newark. MAT YARDLEY

THE first Class 442 vehicle to be cut at the site – No. 62944 from unit 442405 – was processed by Raxstar on April 22.

CLASS 442 No. 442407 was towed from Ely to Eastleigh by Class 66 No. 66710 on April 30, the last of the class to leave Ely.

A RAKE of Mk1&2 coaches – Nos. 3119+5009+5952+ 6176+6310 – were moved from Eastleigh to Knottingley by Class 66 No. 66082 on April 30, where they will be fitted with retention tanks for Riviera Trains. En-route, they added Nos. 1200+3356+ 3364 from Nemesis Rail, Burton.

Derby RTC & Network Rail

RAIL Operations Group Class 47 No. 47815 *Lost Boys*+Class 57 No. 57301 *Goliath* top-and-tailed a test train on April 3, which made several passes of the Midland Main Line, testing the new OHLE between Bedford and Kettering.

The consist comprised three plain-blue barrier coaches, DB Class 90 No. 90035, and two original HST liveried-Mk3 coaches.

Starting as the 10.09 Leicester LIP-Kettering, to get into position, the train then ran tests as the 10.44 Kettering-Bedford, 11.13 Bedford-Corby, 12.10 Corby-Bedford and 13.10 Bedford-Kettering. It then worked home as the 14.21 Kettering-Leicester LIP, which was 41 minutes early passing Market Harborough.

The train ran again on April 8 when it was the turn of Class 47 No. 47813 *Jack Frost* and Class 91 No. 91122 to join No. 47815.

On this occasion the full consist was 47813+11018+ 12078+12133+91122+6330+ 6338+6340+6344+47813.

The diagram was 10.03 Leicester LIP-Kettering, 10.37 Kettering-Bedford, 11.16 Bedford-Corby, 12.10 Corby-Bedford, 13.06 Bedford-Kettering, and 13.37 Kettering-Leicester LIP.

A third run for the OHLE test train occurred on April 9 when Class 90 No. 90035 was back with the two Class 47s Nos. 47813+47815. Obviously, Class 90 and 91 electrics are very rare on the Midland Main Line!

NETWORK Rail Class 73/9s Nos. 73951+73952 were sighted passing down the freight-only line with the 1Q41 Derby RTC to Crewe CS test train on April 13.

DRS blue-liveried Class 37 No. 37610 worked Network Rail yellow-liveried coach stock from Carlisle to Derby (via Blackburn and Stockport) on April 13.

DRS Class 37 No. 37558 *Avro Vulcan XH558* and No. 37218 top-and-tailed a Network Rail train from Derby to Carlisle (via Whitehaven) on April 14.

NETWORK Rail Plasser & Theurer track tamper No. DR 73118 was stabled in Lancaster Downside (South) siding on April 20.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Chris Baines, Gene Colllins, Mike Cooper, Adrian Daltry, David Gurr, Christopher Hinch, Jimmy James, Barry Knock, David Letcher, Chris Moxon, Paul Moxon, Graham Rendall, Mark Reynolds, John Roxburgh, Terry Smart, Dave Watts, Craig Wellum and Chris West.

Stock Update Track Record



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ASHLEY BUTLIN
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➲ **Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.**

LOCOMOTIVES

Allocations
43180 HQ/SBXL-LA/EFPC
60001 TO/WCAT-WQ/WFMS
60007 TO/WCBT-WQ/WFMS-TO/WCBT
66005 TO/WBAE-WQ/WFMS
66018 TO/WBAE-WQ/WFMS
66053 TO/WBAE-WQ/WFMS
66066 TO/WBAR-WQ/WFMS
66079 TO/WBAR-WQ/WFMS-TO/WBAR
66106 TO/WBBE-WQ/WFMS-TO/WBBE
66144 WQ/WFMS-TO/WBAR
66158 TO/WBAE-WQ/WFMS
66161 TO/WBAE-WQ/WFMS
66168 TO/WBAR-WQ/WFMS
66186 TO/WBAR-WQ/WFMS
66197 TO/WBAE-WQ/WFMS-TO/WBAE
66198 WQ/WFMS-TO/WBAR
66221 TO/WBAR-WQ/WFMS
66511 LD/DFIM-FD/DHLT
66515 LD/DFIM-FD/DHLT
66589 LD/DFIN-FD/DHLT
67004 CE/WABC-WQ/WQAA
67005 CE/WAAC-WQ/WFMS
67007 WQ/WQAA-CE/WABC
67014 WAWC-WACC
67015 WAWC-WAAC
67020 WAAC-WAWC
67027 CE/WACC-WQ/WQAA
67029 CE/WACC-WQ/WQAA
86614 CG/DFNC-DHLT
90003 NC/IANA-FE/DHLT
90004 NC/IANA-FE/DHLT
90005 NC/IANA-FE/DHLT
90006 NC/IANA-FE/DHLT
90007 NC/IANA-FE/DHLT
90008 NC/IANA-FE/DHLT
90009 NC/IANA-FE/DHLT
90010 NC/IANA-FE/DHLT
90011 NC/IANA-FE/DHLT
90012 NC/IANA-FE/DHLT
90013 NC/IANA-FE/DHLT
90014 NC/IANA-FE/DHLT
90015 NC/IANA-FE/DHLT
90026 CE/WEDC-WQ/WFMS
90029 CE/WEDC-WQ/WFMS
90040 CE/WEAC-WQ/WQAA

Liveries
DRS blue: 66091
Freightliner G&W orange: 59206
+ Thank you NHS vinyls: 47848, 66731

Named
43188 *Newport Castle*
47245 *V.E. Day 75th Anniversary*
66731 *Captain Tom Moore - A True British Inspiration*

Preserved
Private at Wensleydale Railway
31454

Stored/stopped locations
■ *Please note that this was the situation in mid-May. Locomotives may be rotated in and out of store as required.*
Cardiff Tidal: 66773
Crewe Basford Hall: 66528, 86614, 90003-13/15
Crewe ETD: 67005/29, 90026/29/40
Crewe TMD: 20096, 20107, 86101
Doncaster Mail Terminal: 91102/18
Eastleigh Works: 73136, 73212, 90001/02
Leeds Midland: 66511/12/15/40/89
March: 66775
Mossend: 66778
Peterborough: 66750
Roberts Road: 66704/18/21
Tonbridge: 73107/09/19, 73201/13
Toton: 60001, 66005/53/66, 66158/61/68/86, 66221, 67004, 89001
Tyne Dock: 60085

Operational
43180, 43238, 43316/18/20, 47593, 56078, 66144/98, 66562, 66725/45, 67007

MULTIPLE UNITS

Allocations
150001/02 EX/EFHQ-NH/EDHQ
165120 PM-RG
165133 RG-PM
196101 Newly delivered HQ/EJHQ
331004 NL-AN
331022/24-26/28 HQ-AN
331102/03/05/07/09/11/12 AN-NL
387105 SL-HE
710277 Newly delivered HQ/EKHQ
720508/11/25/29/33/35 Newly delivered HQ/EBHQ
745108 HQ-NC
745110 Newly delivered HQ/EBHQ
755401/05/06 HQ-NC
755403 Newly delivered HQ/EBHQ
769008 HQ/HBHQ-CF/HLHQ
777004 Newly delivered HQ/HEHQ
801214/29 Newly delivered HQ/HBHQ
801227 HQ-DR



With many operators undergoing a fleet transition, units are being stored in a variety of locations. This includes Northampton, where former TfL EMUs Nos. 315833, 317710, 317709 and 315859 are stabled in sidings on May 1. COURTESY HANSON & HALL



DRS Class 37 No. 37716 leads five ex-Greater Anglia DVTs and two Mk3 carriages from Norwich Crown Point down the branch at Newport Docks to Sims Metals for disposal on May 14. The vehicles for scrapping are Nos. 82102, 12062, 12153, 82105, 82152, 82132 and 82103. DEAN PARSONS

Liveries
EMR Regional purple: 158773, 170416
Northern: 156429, 158790/94/95, 158860, 158906, 323227/28/30/32, 333005/16
SWR: 444011/42
TransPennine Express: 802218
Transport for Wales: 158820/33/35
+ NHS We thank you vinyls: 158860, 195111, 331011, 331109
+ VE Day vinyls: 170633
+ Rainbow vinyls: 150229/54/55/64, 153361/67

Named
195111 *Key Worker*
800025 *Captain Tom Moore*

Now in nine-car formation
345052/63/64

Now in passenger traffic
195125
331022/24-26/28
397002/08/10
745108
755401/05/06
801227

Stored/stopped locations
■ Note that the comment above stored locos also applies to units
Allerton: 195111
Barrow-in-Furness: 195002/14
Birkenhead North: 508112/24
Blackburn: 195005
Cardiff Canton: 142072/74/76/77/82/83, 143602/04/05/08, 170202/08/70/73
Castle Donington: 769434/56
Doncaster: 195016
Doncaster Belmont: 321903, 322481/82/84
Eastbourne: 377117/33, 377412
Eastleigh Works: 442407
Exeter: 143620
Heaton: 142071, 322483
Kirkdale: 507011, 508104/20/37/39
Landore: 142002/06/10/12/73/75/76, 143601/06/07/10/14/23/24
New Brighton: 507007
Newton Heath: 195007, 195105/10
Preston: 195004/15
Reading: 387144/63
Selhurst: 377147/61, 377408, 455807/23/36
Southport: 508140/43
Swindon: 387142/49/59/60/73
Three Bridges: 5816/17/39
Tyne Yard: 802301/02
Ilford: 317708/19
Wembley: 317714/23/29/32, 317888/90
West Ealing: 387153
Worksop: 710125, 720503/12/25/29/33/35, 345023

Disposals
Raxstar at Eastleigh Works: Cut date: April 22: 62944 (442405); May 7: 62960 (442424)

HAULED COACHING STOCK

Allocations
10304/05/15/32 BN/HBHQ-HQ/SAXH
11201/81/87/89 BN/HBHQ-HQ/SAXH
11309/14/16/18 BN/HBHQ-HQ/SAXH
11409/14/16/18 BN/HBHQ-HQ/SAXH
12213/15/29/30 BN/HBHQ-HQ/SAXH
12304/08/12/24 BN/HBHQ-HQ/SAXH
12410/23/28/33/45/53/67/68/83 BN/HBHQ-HQ/SAXH
12513/14/26 BN/HBHQ-HQ/SAXH
82206/15/20/22 BN/HBHQ-HQ/SAXH

Liveries
GWR: 48123/33/34, 49111/13
ScotRail InterCity: 40621, 42277/99, 42300
Transport for Wales: 82216

Renumbered
41146-40621
42003-48133
42211-48123
42264-48134
44008-49113
44036-49111

Sold
Data Acquisition and Testing Services Ltd: 11090, 12032/97, 82136
Electric Traction Ltd: 11092/99

Preserved
Colne Valley Railway: 82121
Didcot Railway Centre: 10527

Now in passenger traffic
15001, 15301

Formations
GW11: 48123+48134+ 48133+ 49111
HA21: 40621+42299+ 42300+ 42277

Stored/stopped locations
Crewe TMD: 40802/04, 42319, 44081, 46006/14
Dundee CS: 41126, 42069, 42118, 42261, 42344, 44023/30, 46010
Eastleigh Works: 10411, 11068, 12171
Gascoigne Wood: 11510, 12728-30, 12810
Knottingley: 1200, 3119, 3356/64, 5009, 5952, 6176, 6310
Long Marston: 10249, 10406/17, 11088/93, 11101, 12015/34/35/46/49/56/61/64/67/79/84/90/91, 12108/16/18/25/26/37/46/54/59/64/67/76-81
Milford Sidings: 5922/24/59, 6036, 6152, 9529/31
Slateford: 41140, 42287/89, 44037
Worksop: 10302/07/17/19/29, 11298/99, 11301/02/27/29/30, 11401/02, 12204/07/16/27/32, 12302/07/17/21/31, 12402/14/15/17/48/49/50/62/71, 82202/03/07/28/31

Disposals
C F Booth, Rotherham: Arrival dates: May 12: 42263. Cut dates: April 10: 10226, 42117; April 15: 12163; April 21: 42133; April 23: 44046; April 27: 42131, 42331; April 30: 42163; May 1: 42132; May 5: 41156; May 6: 12170; May 14: 42306, 12141; May 15: 12103

Raxstar at Eastleigh Works: Arrival dates: April 20: 40707/55, 42284, 42361, 42505, 44043; May 4: 41128, 42060, 42197, 42507/14/73; May 15: 40231, 41008/34, 41106, 42356, 42552, 44025. Cut dates: April 28: 44043; April 29: 42361; May 4: 42505; May 6: 42284; May 12: 42060; May 14: 42573; May 18: 42197

Sims Metals, Newport: Arrival dates: April 27: 40757, 41018, 42039/79, 42509, 44009; April 29: 41089, 42080/89, 42236, 42346, 42517; May 4: 41030, 41102, 42332/48, 42510, 46003; May 6: 41056, 41110, 42061, 42196, 46002/15; May 11: 41028, 41132, 42040, 42560, 46004/05; May 14: 12062, 12153, 82102/03/05/32/52

The Ivo Peters Collection – Volume Six: Ironstone Lines Of The East Midlands



THIS DVD is a real treat – focusing on nine of the purely steam-worked industrial ironstone lines of the East Midlands in the area between Oxfordshire in the west and Lincolnshire in the east.

The original content has been excellently remastered from the original 1988 one-inch VHS masters.

Ivo Peters recorded these lines on 16mm film in high-quality colour between 1961 and 1969 – thus preserving for the historical record a key railway activity that was very soon to vanish completely.

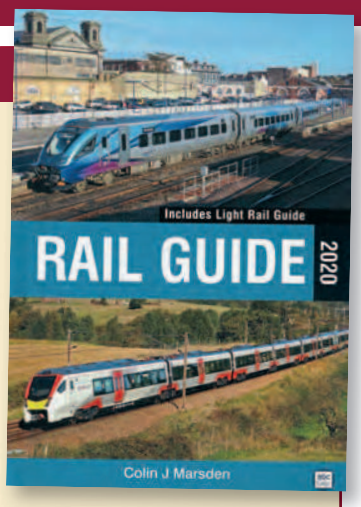
It was also an aspect of railway operation that received relatively little attention from the majority of railway enthusiasts at the time. These are certainly some of the least-known yet charming and fascinating lines in the country, and provide a wide variety of steam motive power.

The railways range from the narrow-gauge operations at Kettering to the complete standard-gauge lines of the Wroxton, Oxfordshire system.

There is an excellent informative commentary that really enhances the appeal of the programme. All in all strongly recommended to anyone with in an interest in UK industrial railways. **RSS**

The Ivo Peters Collection – Railway Archive, 2 Dark Lane, Steeple Ashton, Nr Trowbridge, Wilts BA14 6EY, Tel: 0380 871077, 56 Mins, £16.95

RAIL GUIDE 2020



By Colin J Marsden

THIS updated guide for 2020 reflects the many changes taking place on the national network at the current time, anticipating the introduction of many new fleets as well as the retirement of certain segments of older fleets such as Northern's Class 142s and LNERs HSTs.

Unlike other publications, rolling stock is not listed by class but by train-operating company order, along with vehicle numbers, livery codes, owner codes, depots and names.

There's an additional 50 or so pages in this latest guide too, partly attributable to the inclusion of Transport for London Tube and tram stock as well as other UK tramway stock (including the Isle of Man).

The guide also contains listing of steam, diesel and electric rolling stock at heritage railways in a simple line-by-line format, doing away with the separate publication last year.

There is a useful section on types of coupling as well as a list of depots, TOC route maps, livery codes and rolling stock exported abroad. There is even a cross-reference of vehicles to their operator.

Because of the sheer volume of information, it is impracticable to check every reference for validity, but suffice to say the book has been revised and updated.

It is profusely illustrated throughout with more than 400 colour photos, and forms a great reference work for all enthusiasts. Definitely one for the reference shelf. **CM**

Crecy Publishing Ltd, Unit 1a Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH.

ISBN 9781910809594, 216mm x 148mm, hardback, 400 pages, 300 illustrations, £25.

British Diesel & Electric Locomotives Abroad - A Second Life Overseas

By Anthony P Sayer

BACK in the early-1990s, no one would have ever seriously considered large numbers of ex-British Rail diesel and electric locos working in Europe, yet that's exactly what happened.

The use of LNER electric No. 6000 in the Netherlands in the 50s and subsequent sale of seven 'EM2s' to the Dutch after Woodhead closed, along with 'Kestrel' and other assorted locos to Spain, Belgium or Italy, has been well documented. However, a second life for many ex-BR locos – many surplus after UK freight companies ordered more than 450 Class 66s – has been covered in magazine features, until now.

Starting with four Class 20s, which were sold to Compagnie Chemin de Fer Départementaux (CfD) in 1992, author Anthony Sayer charts the sale and use of the classes and countries the former BR locos have worked; in all, eight classes have operated in nine European countries, which is quite remarkable.

For the first time all the movements, dates, liveries and other details are comprehensively compiled together in a book. The author, who is one of the leading lights on exported UK locos in the past 25 years, has done a quality job of documenting the history of these locos abroad.



The operation of these former favourite locos is illustrated by more than 200 excellent images at work on passenger or freight duties, on depot, or in the works.

The vast majority of images are previously unpublished, and quite often you need a second look at a photo, asking yourself 'is that really a Class 92'?

Your reviewer was fortunate to see '56s' and '58s' on the LGV Est construction, and this book certainly brings home the wide variety of duties these locos have enjoyed during a second life.

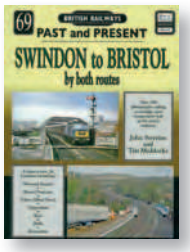
Clearly laid out with generally one picture per page, this well reproduced book is a must have for modern traction fans.

Highly recommended. **CM**

Pen & Sword Transport, 47 Church Street, Barnsley, South Yorkshire, S70 2AS, tel 01226 734222. 249mm x 190mm, hardback, 288 pages, 200 illustrations, ISBN: 9781526744692, £30.

British Railways Past And Present 69: Swindon to Bristol - by both routes

By John Stretton and Tim Maddocks



THIS valuable publication is Volume 69 of the on-going series British Railways Past and Present.

It covers the network between Swindon and Bristol via both Badminton and Bath Spa, and brings the story up to date with the progress made in the electrification of the GWML.

It departs slightly from the traditional 'then and now' picture format without losing comparative views in the narrative.

After a period of decline into the 1980s the railways have experienced a renaissance in popularity, and the GWR franchise has been no exception.

Passenger numbers increase steadily with the growing popularity of rail travel. The increasing need for capacity has led to huge changes in the rail infrastructure as a result of massive investment and modernisation.

The changes are portrayed with a sure hand and are certainly very dramatic in some familiar locations. I doubt if GWR enthusiasts would recognise some of these locations nowadays.

As always in this series the production values are high. The mix of quality modern colour and historic black and white images each have a very detailed and informative caption.

It is quite extraordinary the extent to which our rail network is changing. Strongly recommended to anyone with an interest in our changing rail world. **RSS**

Past and Present Books, Mortons Media Group Limited, Media Centre, Morton Way, Horncastle LN9 6JR, ISBN: 978 1 85895 294 9, Flexiback 240x175mm 128pp £20.00, www.nostalgiacollection.com

Railwaymen Of The Welsh Valleys 1914-1967: Memories of steam working from Pontypool Road Shed (86G)

By Philip W L Williams

THIS substantial volume records the valuable memories of depot staff who worked at the GWR (later BR Western Region) Pontypool Road Locomotive Depot (86G).

The depot ceased steam operations at the end of May 1965 and closed completely in April 1967.

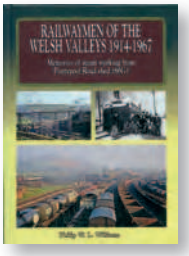
Over a period of four years the author collected and documented the reminiscences of 23 railwaymen that cover their working lives during the period 1914 to 1967. Vivid testimony is provided by drivers, firemen, fitting staff, wagon examiners, and even a railway enthusiast.

The book also provides a timely reminder of the huge extent and vital importance of the coal and steel industries in South Wales. This heavy industry once relied almost exclusively on the complex railway infrastructure network that served it.

Pontypool Road is given a vivid 'inside portrait'. It shows the layout of the shed, signalling and goods, and provides a real insight into the heavy work on steam locomotives undertaken by the depot.

The main focus is the huge amount of daily goods and mineral traffic handled – however passenger services are not neglected. The strong character of the railwaymen emerges very clearly through their memories.

The book is lavishly illustrated with more than 300 photographs and maps to help fill out a fascinating portrait of railway life in the industrial area once served by this important steam shed. Captions are always detailed and serve to fill out the narrative.



Sadly, the author died suddenly before he could see his book through to publication. Nevertheless he has produced a valuable record that saves many personal memories and recollections that could so easily have been lost to history.

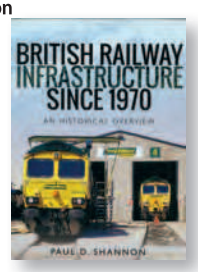
The importance of this vital oral historical evidence cannot be underestimated.

Strongly recommended – a book to savour! **RSS**

Silver Link Books, Mortons Media Group Limited, Media Centre, Morton Way, Horncastle LN9 6JR, ISBN: 978 1 85794 488 4, Hardback 245x180mm 280pp £35.00, www.nostalgiacollection.com

British Railway Infrastructure Since 1970: A Historical Overview

By Paul D Shannon



PAUL Shannon has produced an excellent historical survey of the huge changes that have transformed our national railway network, often beyond recognition, since 1970.

The steam-age infrastructure has, after a period of decline, contraction and austerity, mostly been replaced by more modern streamlined technology, and our railways are now seeing a period of sustained growth and expansion.

The book is organised into five substantial chapters dealing with The Changing Network, Stations Old and New, Freight Terminals, Depots and Yards, Signalling and Electrification.

The varied historical changes are dealt with in some detail and are lavishly illustrated with both monochrome and colour photographs of excellent quality. All images come with very detailed and informative captions, which form a vital part of the ongoing narrative.

The majority of these superb images come from the author's own camera – which has clearly travelled widely in the UK!

All things considered this is a valuable and highly readable contribution to the history of our rail network and operations since 1970.

Recommended strongly to anyone with an interest in our railways. **RSS**

Pen & Sword Transport, 47 Church Street, Barnsley, South Yorkshire, S70 2AS, www.penandsword.co.uk, 176pp; Hardback; 285x225mm: £25.00, ISBN: 978-1-526734792

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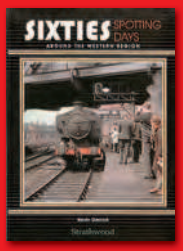
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Sixties Spotting Day around the Midlands



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Seventies Spotting Days around the West Country



Seventies Spotting Days around London & the Home Counties



Eighties Spotting Days Out of the Ashes



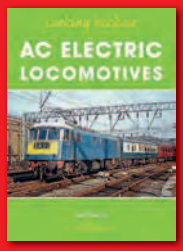
Eighties Spotting Days Back to the Ashes



Eighties Spotting Days Back to the Ashes III



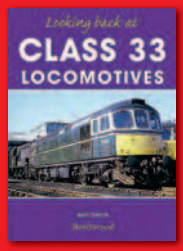
Looking Back at AC Electric Locomotives



Looking Back at Class 31 Locomotives



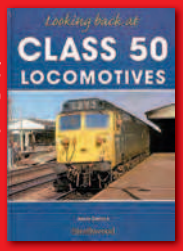
Looking Back at Class 33 Locomotives



Looking Back at Class 37 Locomotives



Looking Back at Class 50 Locomotives



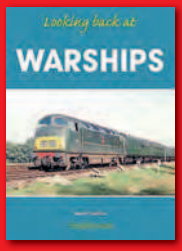
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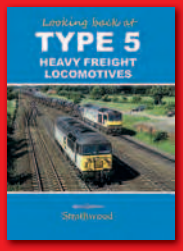
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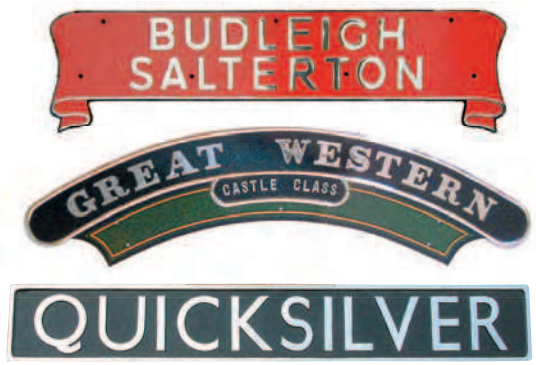
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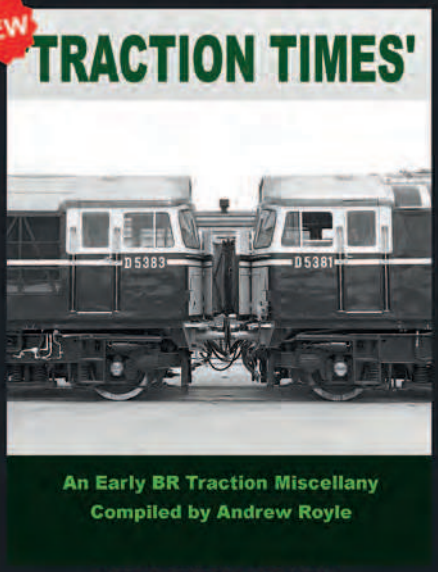
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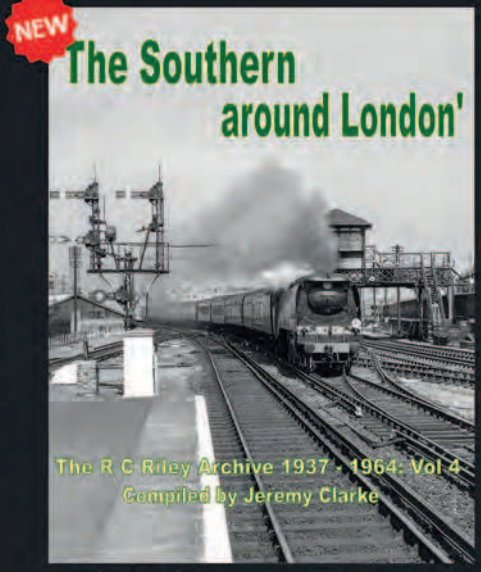


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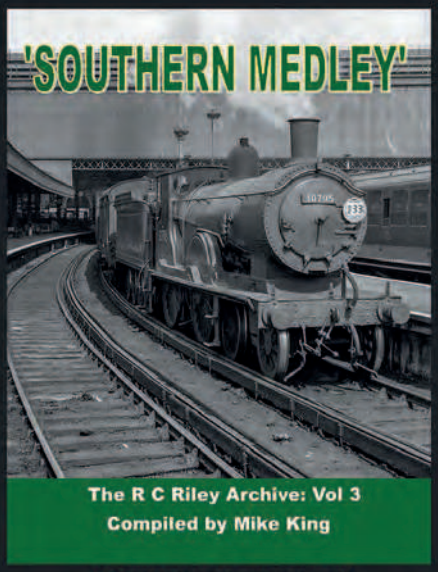
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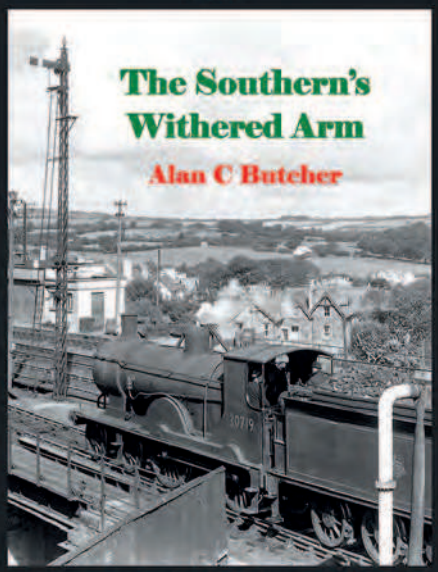
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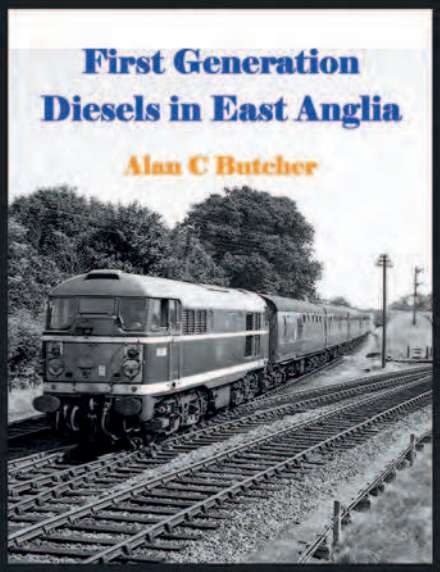
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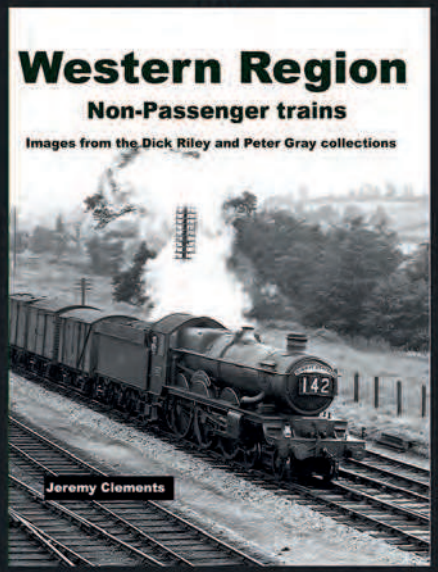
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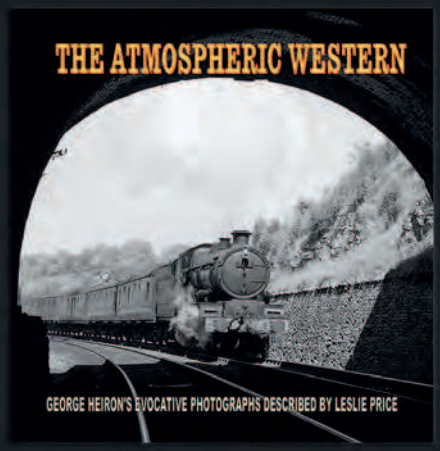
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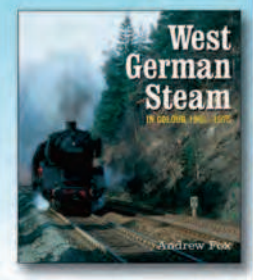
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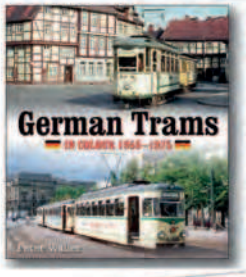
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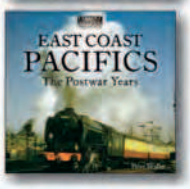
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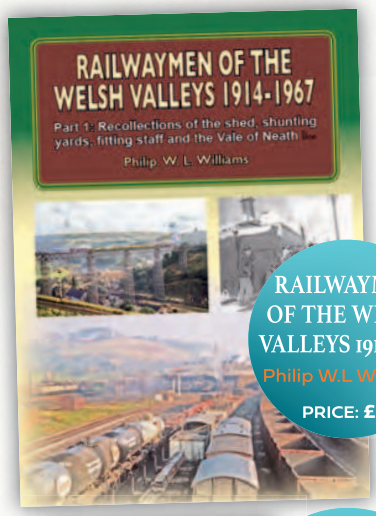
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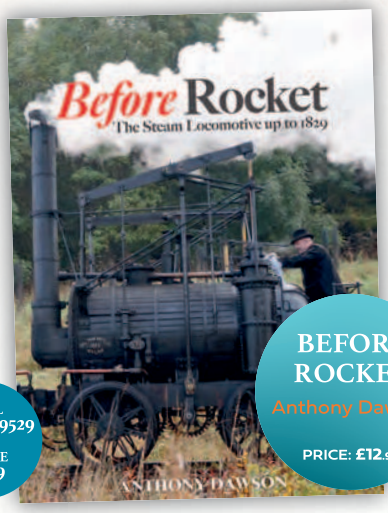
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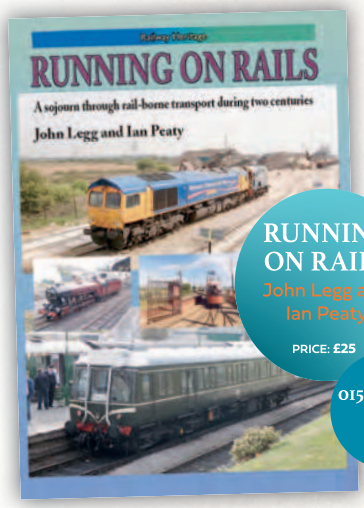


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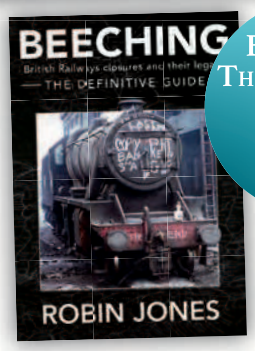


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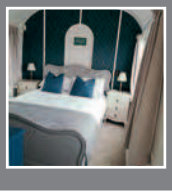
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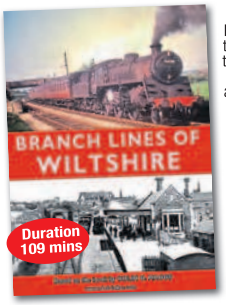
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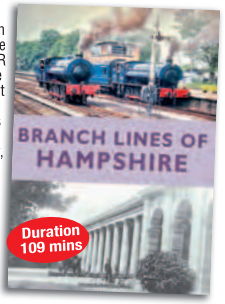
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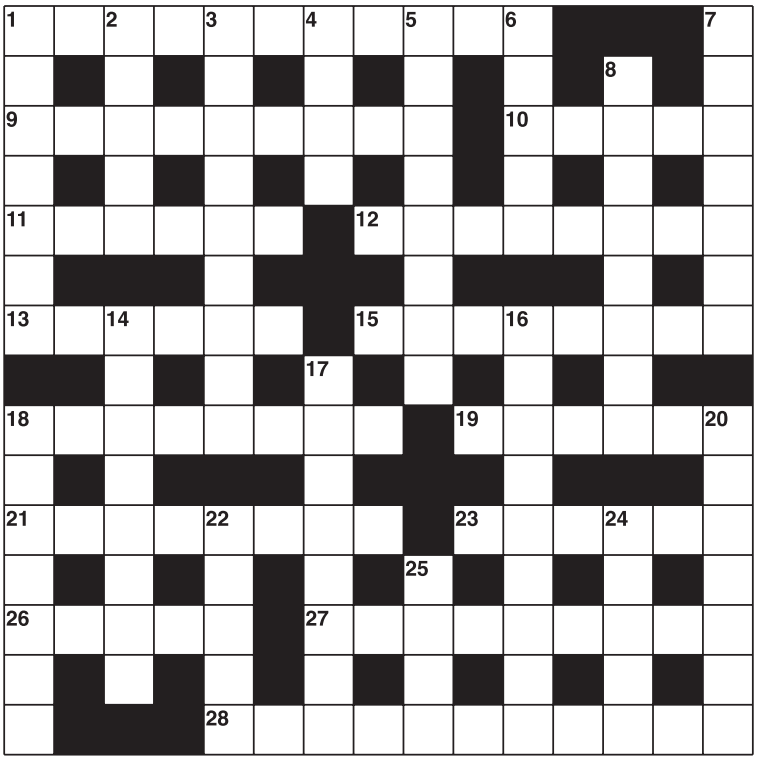
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Puzzle compiled by WILL ADAMS



Across

1 County town that had Bridge Street, Castle and St Johns stations (11)
9 Ravenglass & Eskdale Railway 2-8-2 No. 8 (and No. 9) (5,4)
10 and 22 down Preserved 'V2' No 4771 (5,5)
11 ___ Broad North and South, near Lowestoft (6)
12 Class 60 No. 60052 (4,4)
13 ___ *Hall*, No. 5904 (6)
15 Location of Bodorgan, Ty Croes and Valley stations (8)
18 Class 60 No. 60029 (3,5)
19 ___ and Sutherland Highlander, 'Royal Scot' No. 46107 and 'Deltic' No. D9021 (6)
21 Level crossing and tunnel on the Settle & Carlisle line (8)
23 Kent & East Sussex Railway station (6)
26 *Owen* ___, 'A2/3' No. 60520 (5)
27 Former Midland station south of Leicester, a long way from the Highlands! (5,4)
28 'B1' No. 61010 (11)

Down

1 North ___ Railway, heritage line (7)
2 French composer after whom Class 92 No. 92023 was named (5)
3 Spa town station between Leeds and Knaresborough (9)
4 See 6 down
5 Highland Railway junction for the Dornoch branch (3,5)
6 and 4 down Classic GPO Film Unit production of 1936 (5,4)
7 Kings ___, station north of Watford Junction (7)
8 ___ & Westham and ___ Bay, consecutive stations east of Eastbourne (8)
14 ___ Tunnels, on the West Coast Main Line south of Bletchley (8)
16 and 24 down Name carried by locos from a GWR 'Iron Duke' 4-2-2 to Class 87 electric No. 87024 (4,2,3,5)
17 'King Arthur' No. 30745, and ___ *Castle*, GWR No. 5011 (8)
18 Class 60 No. 60064 (4,3)
20 SECR station between Canterbury and Folkestone (7)
22 See 10 across
24 See 16 down
25 ___ Valley Railway, heritage line (4)

June crossword entry form

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Send completed form (photocopies are accepted) to: June 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 August 2020 issue. The winners will be the senders of the first all-correct solutions opened in our office.

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Solution to the April issue.

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Down: 1 Sileby 2 Isambard 3 Amersham 4 Urie 5 Knot 6 Priors 7 Cornwall 12 Yarm 13 MPD 14 Falls 17 Intrepid 18 Oswestry 19 Whitelaw 20 Loy 21 Eton 23 Weston 25 Balado 27 Ouse 28 Edge

April winner: Roy Thurley, Llandudno, North Wales

Runners-up: Mr P Bailes, Worcester; Mr K Taylor, Thetford.

The closing date for this month's crossword is Friday, July 3, 2020

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Where is it? Our pictorial quiz, for fun only



IN LAST month's issue, the mystery picture (right) was of Strathbungo station, Renfrewshire, which was opened on December 1, 1877 by the Glasgow, Barrhead and Kilmarnock Joint Railway. Never electrified, DMU services to East Kilbride or Barrhead pass the site today.

Strathbungo is also close to Pollockshields West station, on the Cathcart circle line. It was closed on May 28, 1962.

All that remains of the station are the overbridge buildings on Nithsdale Road.

The former booking office had been Susie's Store since 1968, but the owners of the convenience shop closed it and retired last autumn, so is boarded up.



For this month's teaser, can you identify the station (left) former LNWR '1P' 2-4-2T No. 46683 is calling at?

Answer next month.

Next month The July issue will be on sale on July 1, 2020. Thank you for choosing *The Railway Magazine*

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