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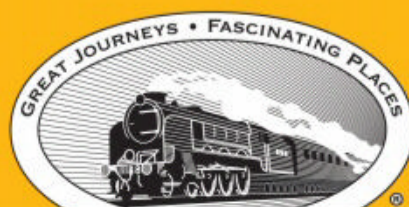
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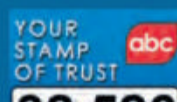
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Time to think outside the box?

MORE than three months into the Emergency Measures Agreements (EMAs) which suspended the normal financial mechanisms of franchising, figures show this support has cost taxpayers around £3.5 billion so far.

These EMAs are in place for a minimum of six months, and by the end of September will have cost the Government £7bn. Then what? Will they be extended?

There are predictions EMAs could be in place until September 2021 while a new plan for the railways is devised, possibly incorporating the long-awaited Williams report.

However, until passenger numbers have returned to near pre-Covid-19 levels, you simply can't consider a return to franchise agreements as they were because the volume of paying passengers simply isn't there to move the financial risk back on the operators.

In the past few weeks, face coverings have now become compulsory on all public transport (with some exceptions), though many believe they should have been compulsory three months ago to stop the virus spread.

Most non-essential retail outlets (including newsagents) have now reopened as part of the process to get the economy moving, and Prime Minister Boris Johnson has confirmed cinemas, museums and galleries and other establishments can reopen from July 4, along with a reduction of social distancing. This should be the catalyst for a return to train travel, too.

It should also see an end to the 'essential travel only' message that has been prevalent throughout this crisis, ending a slight grey area over just what was interpreted as essential.

In recent weeks, I have felt rail has lagged behind other transport sectors.

Peddling what was effectively a 'stay away' message was in contrast to some bus operators, which were welcoming passengers back with positive messages.

Even National Express had different seating and distancing options to rail so were able to carry more passengers than a 23-metre railway carriage!

With so few passengers over the past three months, train operators will face a tough job to overcome passenger disinclination to travel, especially if they've switched to car, bus or cycle. This is where thinking outside the box (using a well worn cliché) is needed.

For example, in France, in a bid to encourage train travel, regional operator TER is offering two million tickets under €10.

The UK should do something innovative too as it would help kick-start the leisure, tourism and hospitality industries - they desperately need it.

And let's not forget open access operators Hull Trains and Grand Central, which suspended operations and furloughed staff, and had no Government support to run trains, unlike bus operators. Hopefully, the relaxing of distancing will allow them to restart.

Of concern, however, is increasing anecdotal evidence from some parts of the country indicating social distancing has brought an unexpected and



Paving the way to reopen the Mid-Hants Railway, Ivatt '2MT' 2-6-2T No. 41312 approaches Bighton Lane Bridge with an Alton-bound driver familiarisation run on June 20.

KENNY FELSTEAD



TRAIN OF THOUGHT Editor's Comment

unwelcome benefit in allowing passengers to travel for free.

Readers have reported a lack of on-board ticket checks or sales, some ticket offices have been closed, ticket machines are not working, ticket gates are left open and unmanned, with passengers told to use online methods.

However, with no one checking and passengers knowing there are no checks it's no surprise they've been taking advantage.

Changes in distancing rules should pave the way for many heritage railways in England to reopen, with those in Wales and Scotland soon following. Some railtour operators are preparing to restart, which is also welcome news.

Like many of you, after weeks of lockdown I am itching to travel on a train again, heritage and main line, albeit with a mask.

Being able to talk to other enthusiasts and friends face-to-face rather than by phone, email or video, will be a fillip for mental well-being, too.

Many heritage lines are still fighting for survival, with concerns remaining over the future viability of several.

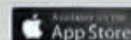
Readers have made generous donations or bids for 'money-can't-buy' auction prizes as part of the survival process, but what they really need is visitors to flock back - and with reduced distancing and face coverings, this has become possible again as long as people are sensible.

If you are able to visit a heritage line, do so as soon as you can, but remain safe at all times.

CHRIS MILNER, Editor

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Mask-wearing GWR Class 800 No. 800321 is at Worcester Shrub Hill having arrived from London Paddington on June 20. STEVE WIDDOWSON

Northern's 100-day review released, face masks become compulsory on trains, 'Pacers' given a lifeline until December, luxury charter trains for Settle-Carlisle line, calls to extend HS2 to Scotland, freight at lowest levels since the 1980s, Stagecoach loses legal challenge.

On the cover

MAIN IMAGES:
Hawksworth 'Modified Hall' No. 7903
Foremarke Hall exits Greet Tunnel, near Winchcombe, during a photographic charter at the Gloucestershire Warwickshire Railway in March 2019.
JACK BOSKETT

INSET 1: Tyseley's 'Bloomer' in profile.

INSET 2: A history of the Class 33s.

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Locomotive Services Ltd's freshly repainted Class 90s Nos. 90001/002 are hauled through Atherstone, Warwickshire, on June 11 by No. 47712 *Lady Diana Spencer*. The ensemble was on its way to Crewe from Arlington Fleet Services at Eastleigh. GRAHAM NUTTALL

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No. 34046 *Branton* returned to the main line on June 17 for the first time since lockdown began, working two Saphos Trains test runs between Crewe and Chester. The Light Pacific is pictured at speed near Beeston Castle. KALLUM BUCKLEY

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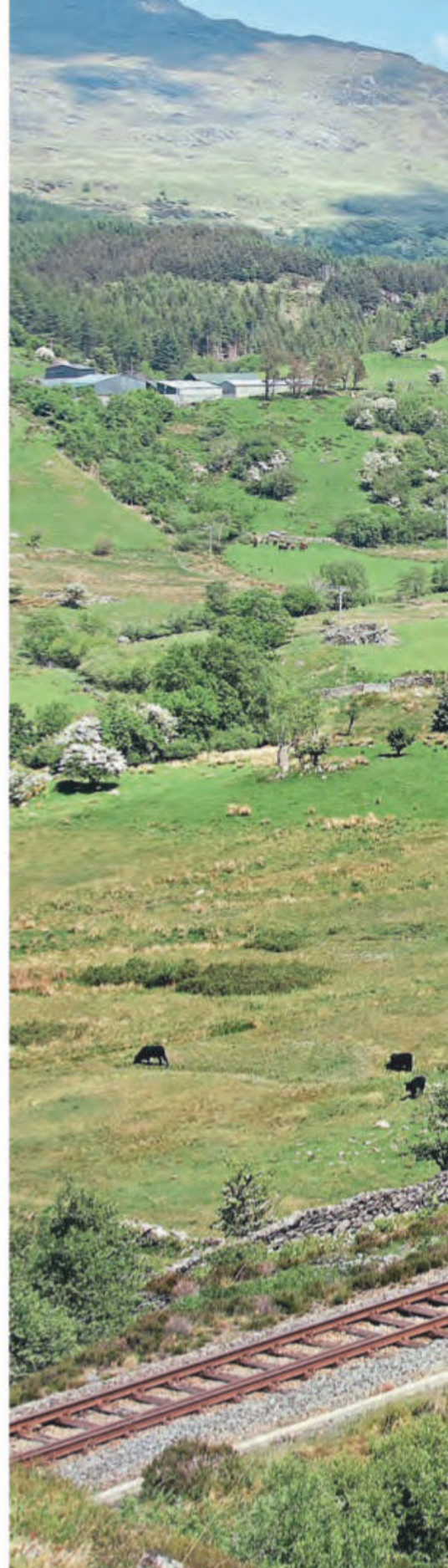
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Bulleid Pacifics Nos. 34007 *Wadebridge* and 34081 *92 Squadron* approach Horsted Keynes at the Bluebell Railway on October 30, 2007. ROBIN STEWART-SMITH




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Railtour memories as EWS Class 37 Nos. 37417 Richard Trevithick and No. 37401 climb up to Blaenau Ffestiniog tunnel with Kingfisher Railtours' 'Welsh Mountaineer' from Peterborough to Blaenau Ffestiniog on May 31, 2008. TERRY EYRES

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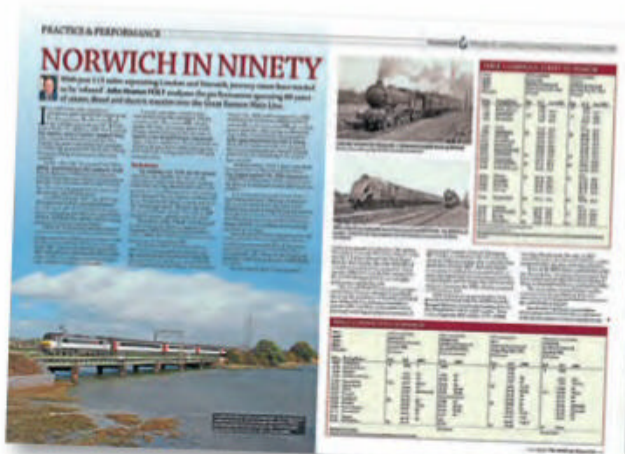
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CLASSIC 'CROMPTONS': Profile of the Class 33s - p32



SINGLE MINDED: Building the 'Bloomer' - p40

Job losses at Wabtec Doncaster

UP TO 450 jobs could be lost at Wabtec's Doncaster site as a result of more operators buying new trains and fewer operators opting for refurbishment of trains.

Refurbishment and modification has recently been one of Wabtec's key areas of business.


The company has entered a 45-day consultation period with employee representatives and trade unions about the need to slim its workforce as well as introducing revised working practices.


The jobs are expected to be lost between quarter three this year and the first quarter of 2021.

A Wabtec statement said: "Wabtec is proposing to realign the site to focus on projects best suited for its operational strengths and better position the facility for long-term success.

"Decisions like this are never easy, but it will improve the site's cost competitiveness and offer customers the best value."

RMT union leader Mick Cash called the cuts "savage".

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Northern's 100-day review released by OLR

By Tony Miles

NORTHERN has been undertaking a 100-day review of its business since being transferred into public ownership on March 1.

The company's focus is on "restoring a full and reliable train service, increasing capacity and delivering the many enhancements that our passengers deserve".

The major review of the Northern franchise was promised when the business transferred to the Operator of Last Resort on June 8, although wider publication is understood to have been held back because of Covid-19 and treasury funding issues, and the need for Network Rail to respond to some of the infrastructure challenges covered by the report.

The review has not covered the background over why the Arriva Trains North franchise was terminated.

Speaking to *The RM*, chairman of Northern Trains Robin Gisby said: "We will reconcile what was in the Arriva franchise bid, what's in the service agreement and what the committed obligations are, but this is much more about looking forward.

"We want to hold the performance gains we've seen in the last few weeks, based on reduced congestion and dwell times, and we don't want to give that all away – we want to

be robust again."

DfT OLR Holdings chairman Richard George told the Transport for the North Board on June 11: "The Covid-19 position has made anything remotely resembling a plan very difficult.

"We're in a position at the moment where we have a very unpredictable future, we can't know the affordability currently and we don't know the dynamics.

"Covid has made even the preparation of a budget extremely difficult. We've not been able to produce a business plan in the way that I certainly envisaged at the beginning of March."

Resilience

Mr George added there was a revised management structure, staff accommodation had been improved, extra train cleaning had been implemented, and there was a focus on improved processes for planning and reliability as well as the additional staff numbers needed for greater resilience.

Managing director Nick Donovan has confirmed new several posts have been created, including one of chief operating officer, to ensure every train runs every day as planned, as well as overseeing engineering functions within the TOC.

Driver recruitment to address a shortage and planned retirements will resume as soon as Covid-19 restrictions are lifted,

but the process will take time and may hamper Northern's ability to reintroduce the full timetable pre-pandemic.

Ahead of a major timetable recast in December 2021 there may be some adjustments to Northern services which currently run to Manchester Airport.

Mr Gisby describes this as "re-positioning the Castlefield Corridor for the benefit of Manchester commuters rather than travellers to the airport".

He also confirmed a reduction in the number of services running over the Castlefield Corridor was the way forward with the new timetables, but these trains would be longer formations.

In terms of rolling stock, the review suggests Northern is not convinced some plans previously in place are worth continuing; there is little enthusiasm for a "small, bespoke sub-fleet" of battery-electric trains (Class 769) to work services onto the non-electrified branch to Windermere, with one inside source suggesting "some more electrification might be better".

It is expected the hydrogen train trial on Teesside will continue, although questions are asked about whether this programme should be funded by Northern or separately by the DfT.

The final challenge will be to ensure that as the railway moves into the post-Covid-19 period, the timetable remains robust and

additional capacity is maintained for as long as social distancing is required.

All 'Pacers' have been withdrawn from use, except for a set being used as a 'staff taxi', and Northern now has DfT approval to retain 33 sets and 37 Class 153s in an operational condition – see story below.

Reliability

Transport Secretary Grant Shapps said: "It is absolutely right the immediate focus of the Government's operator is restoring normal service levels as the country begins the process of recovery from Covid-19.

"Northern is working to improve journeys for passengers and colleagues, including the deep cleaning of all trains, recruiting 85 more train cleaning staff, and delivering upgrades to some station facilities.

"The impact of Covid-19 means we must prioritise the safety of passengers and staff.

"Our focus right now must be reliability and increased capacity to enable safer travel with space for social distancing where possible.

"However, our ambition for a new Northern remains unchanged.

"We will continue working with the OLR and stakeholders across the north to rebuild trust, and rapidly deliver a network passengers can truly rely on as we recover from Covid-19."

Waverley Route 'more important than ever'

THE Campaign for Borders Rail (CBR) claims the case for extending the Borders Railway through Hawick to Carlisle is 'stronger than ever' as the region looks to recover from the Covid-19 crisis.

"Building the new cross-border rail link is the most important post-coronavirus project we can undertake to redefine ourselves," says CBR chairman Simon Walton.

In a radical restatement of the group's policy, it has expanded its aims beyond reopening the line to serve the community and facilitate economic regeneration, and is calling for the route, closed in 1969, to play a key role in delivering greater capacity and cleaner, more sustainable transport for the whole of the UK.

Mr Walton added: "Governments on both sides of the border, and elected representatives from all political persuasions, are united in the understanding that economic development is vital if there is to be a meaningful recovery.

"Infrastructure that



Tweedbank may be the end of the line at present, but pressure is growing to reinstate the remaining section of the Borders Railway to Carlisle. Campaigners say not only could it forge a new route to Edinburgh, but also open up the Borders area to increased tourism and commercial opportunities. CHRIS MILNER

demonstrably supports both commerce and community is the best way to invest in that recovery.

"The evidence of the success of the Borders Railway gives precedent to the business case made by the campaign."

'Pacers' lifeline after withdrawal delay

By Tony Miles

DEADLINES for withdrawing Class 142 and 144 'Pacer' units have been extended to December 31, giving dispensation to a number of DMUs.

Class 142s were due to be off the network by May 31 and Class 144s by August 31, but have been reprieved as part of the need to operate longer trains in order to maintain social distancing during the coronavirus pandemic.

Northern has been granted a further exemption, and will continue operating 13 Class 142 and 20 Class 144 'Pacer' units until the end of 2020.

A dispensation also applies to 37 Class 153 single-car units.

Northern is expected to ensure a derogated set is coupled to a fully accessible DMU, but the DfT letter covering the Class 142 units has included an exception for services between Southport and Alderley Edge or Southport and Stalybridge.

The exemption does not mean the 'Pacers' will be used, but it gives Northern cover for the continued delay in bringing the



Dispensated Class 144 No. 144021 draws to a stand at Lockwood station, Huddersfield, on July 6, 2019, with a service for Sheffield. CHRIS MILNER

Class 769 bi-mode 'FLEX' units into service.

The new dispensation applies to the following units belonging to both Porterbrook and Angel: Class 142: 142004/18/23/58/65/68/70/71/7887/90/94 and 95; Class 144: 144002-005, 144008-023;

Class 153: 153301/2/4/6/7/8/11/15-20/24/28/30-32/51/52/55/57-60/63/68/72-4/76/79-85.

■ The Pacer Rail Group has been successful in securing Class 142 'Pacer' No. 142055, which will be delivered to the Foxfield Railway after withdrawal.

Face masks now compulsory as further service increase is planned

WEARING face coverings became a mandatory requirement for passengers from June 15.

The move was implemented following an increase in train service levels, with some stations offering free masks for a limited period.

While train services are still not at full timetable levels – which has had a positive effect on punctuality – the message is still that train use should be for essential travel only as passenger capacity is around 20% of normal.

The impact on the industry has been monumental. There have been more than 51 million fewer journeys compared to the same period for 2018/9; the largest passenger decline since 1994/95.

The biggest decline has, not surprisingly, been on long-distance services, with Avanti West Coast, LNER and GWR showing declines of around 20%, along with an insistence of seat reservations to maintain distancing and prevent overcrowding.

Graham Richards, director of railway planning and performance at the Office of Rail and Road, said: "The first quarter stats for this financial year for rail passenger usage (April-June) will obviously show further decline in numbers.

"This can be attributed almost entirely to the measures taken by passengers in the middle of March as they heeded Government advice to stay at home and only travel if it was essential.

National plan

"We're working with the industry to provide health and safety advice and guidance, and continue to monitor the reality on the ground to ensure people have the confidence they can travel safely."

RMT union leader Mick Cash said: "These figures confirm we will need a new national plan for rail recovery which encourages passengers to return to our railways when it is safer to do so.

"That plan will need to be based on increased investment, more reliable and frequent journeys, affordable fares and protecting rail jobs and skills.

"The privatised railway has shown it is not capable of delivering these objectives, and to safeguard a better future for rail

the Government needs to ditch its ideological objection to public ownership."

The Department for Transport is asking train operators to return to a full timetabled service from July 6, but it is unclear whether reservations will remain mandatory.

Avanti West Coast says it will be operating three services per hour to Manchester and Birmingham to cater for a rise in passengers between Milton Keynes and London. During June, Avanti was running around 200 trains per weekday, rather than its normal 312.

Network Rail CEO Andrew Haines spoke to trade journalists during a Zoom video conference on June 8. He said it would take time to rebuild the timetable for a robust operation, but added "you cannot have maximum trains, maximum passengers and maximum social distance. Only two of the three are possible".

From June 22, the Scottish Government has decided to follow England and make face coverings mandatory on public transport and in public areas in stations, although on June 10 ScotRail said it could not guarantee physical distancing at all stages of a journey.

It cited an example of an eight-car Class 385 formation normally accommodating 500 seated passengers that would, if two-metre distancing was adhered to, be reduced to fewer than 80.

Hand sanitiser units will be in place at the busiest stations throughout Scotland, with floor markings to help the distancing and waiting rooms closed.

There are exemptions for those with specific medical reasons and also children – as in England – but there has been concern in England, Scotland and Wales that BTP officers and rail staff may not have been fully briefed on the permitted exemptions, leading to some being fearful of being challenged.

There are exemptions for passengers who may be disabled, have medical conditions which affect breathing, suffer from anxiety or autism.

As train operators endeavour to run longer trains enabling them to maintain the social distancing

Right: Looking more like a crime scene, the interior of a Class 150 DMU with seats cordoned off so only window seats are used. CRAIG WELLUM

Below: Reinforcing the message of face coverings, Avanti West Coast has modified the front ends of 'Pendolino' No. 390042 to include a face mask. CHRIS MILNER



rules, it has become challenging with some trains remaining out of service because of a shortage of components for repairs. Drivers and staff are also affected by coronavirus or still self-isolating.

Coronavirus has delayed the introduction of many new trains because commissioning staff returned to their home countries at the height of the pandemic.

However, the Rail Delivery Group has successfully lobbied the Government for an exemption to the 14-day quarantine rule imposed from June 8 for UK passenger arrivals.

Vital resources

Questions also remain over why night-time services to airports have operated during the pandemic, using vital resources, while few flights have been operating.

With lobbying of Government to drop the advice to avoid trains, and the industry facing calls for more services, campaign group Railfuture outlined a five-point plan to spearhead an economic boost:

1. Restore the full timetabled service as soon as possible to increase capacity and minimise risks of overcrowding
2. A consistent application of

distance rules across all transport modes. If it is safe to effectively ignore the two-metre rule on aeroplanes, why is this not acceptable on trains?

3. An agreed national standard on hygiene levels, for example, sanitisation of surfaces, which should be made fully public. This would protect users and restore confidence in using the rail system.

4. Look at best practice elsewhere and adopt as some countries and cities are using a much more balanced position on social distancing, for example.

5. The restrictions on "necessary journeys only" should be eased as soon as train services are restored to normal levels. It's inconsistent to allow the public to engage in leisure activity, but not allow rail to play a part.

Chris Page, chairman of Railfuture, said: "This is not about protecting the bottom line of the rail industry, although obviously we want the industry to thrive and be economically sustainable.

"There's a real risk of damage to the credibility of public transport, which has huge implications for the environment.

"The long-term effects of climate change have not gone away because of the present crisis.

"If rail use declines and use of private cars increases, the long-term consequences of this will be serious. There has to be a balanced approach to this, and getting the railway back to normal is a key component to economic and environmental health.

"Rail has an important part to play in supporting the wider economy, and that in turn helps to pay for the health service."

Support tourism

He added: "Railways can help to sustain retail in our towns and cities now that the restrictions have been eased there, and support tourism in our national parks and seaside towns.

"Every human activity has risks, and we recognise the virus is still out there, but while there are inconsistent standards applied, and widespread flouting of the rules in non-transport environments, the restrictions on rail transport seem disproportionate."

→ **Helping heritage organisations with essential costs during the ongoing pandemic, the National Heritage Lottery, with a fund of £50million, has given the Wensleydale Railway a grant of £50,000, and a £40,000 grant to the Bala Lake Railway.**



Essential travel only

Protect others. You must wear a face covering.*

northern



*Applicable on all our services. Some exceptions apply, see website for details.

Above: The message being tweeted by Northern – essential travel and face coverings.

Left: GWR IET set No. 800321 carries a mask, the unit seen at Worcester Shrub Hill on June 21. STEVE WIDDOWSON

STOP PRESS: SIDELINES

£350m for ECML digital signalling scheme

THE East Coast Main Line is set to become Britain's first mainline digital railway with an investment of £350million to install in-cab electronic signalling between King's Cross and Stoke Tunnel.

Network Rail is also preparing to roll out digital signalling on further routes, including sections of the West Coast Main Line, Midland Main

Line and Anglia from 2026. There will be more on this story in future issues of *The RM*.

Head-on collision narrowly avoided

AN RAIB investigation is underway after a Chiltern Railways DMU came close to being in a head-on collision with an Underground Metropolitan line train at Chalfont & Latimer on June 21.

Preparations underway for HS2 tunnels

CONTRACTORS working for High Speed 2 Ltd have wasted no time preparing for the start of tunnelling work on Phase 1 of the multi-billion pound project.

Following the definitive go-ahead from the Government earlier this year, a 136-acre site next to the M25 London orbital motorway has been cleared to make way for a construction base for the 10-mile-long Chiltern Tunnels and nearby Colne Valley Viaduct, two of the longest structures on Phase 1.

The site is situated at what will eventually be the south portal of the tunnels, and will be used to launch a pair of tunnel boring machines (TBMs) northwards during 2021.

The 2,000-tonne, 170-metre-long TBMs are currently being assembled by Herrenknecht in

Germany and will be delivered early in 2021. Boring of the twin running tunnels is expected to take three and a half years.

A concrete plant will also be built at the base to feed the TBMs, and is expected to manufacture more than 118,000 tunnel segments, weighing 8.5 tonnes each.

Link roads

Dedicated link roads have been built to connect the new site directly with the M25. Material excavated from the tunnels will be reused to landscape the construction base area.

Around 350 staff are already based at South Heath, near Great Missenden, with the total expected to rise to around 1,200 at the peak of construction.

At 10 miles long and up to 80m



The site just south of Maple Cross is ready for the HS2 tunnel boring machines to begin work and move in a north-westerly direction. PICTURE: HS2 LTD.

deep, the Chiltern tunnels will be the longest and deepest bores on Phase 1, with separate 9.1m diameter northbound and southbound tunnels and

five ventilation shafts. The 3.4km Colne Valley Viaduct will be the longest in the UK when it is completed. It will carry HS2 across the Grand

Union Canal and surrounding lakes before the line goes underground again to reach Old Oak Common and London Euston.

CLEVELAND BRIDGE DELIVERS FOR HS2

DARLINGTON engineering company Cleveland Bridge has delivered 24 large steel girders that will form part of the first bridges to be built on High Speed 2.

They will be used to construct four modular bridges near the Birmingham Airport interchange station in Solihull.

They are the first permanent structures to be built by HS2: two will span the M42 and A446, respectively, with a further two bridges to take roads over the new high-speed line.

Cleveland Bridge has famously manufactured parts for many of the world's best-known bridges.

High Speed Rail Group calls for HS2 to continue to Scotland

By Ben Jones

JOURNEY times between London and Scotland's two biggest cities could be reduced to slightly more than three hours according to a new report by Greengauge 21, on behalf of the High Speed Rail Group (HSRG).

Using a combination of High Speed 2 (HS2), new 'cut-off' high-speed lines and upgrades of current routes, classic-compatible high-speed trains could slash more than one hour from schedules between London, Edinburgh and Glasgow.

The report says the construction of new high-speed lines between Rutherglen and Carstairs and between Oxenholme and Lancaster, plus a possible cut-off to avoid Penrith, would save almost 30 minutes over the current West Coast Main Line timetable and create extra capacity.

Other recommendations include a fast, segregated approach route at Glasgow Central and the creation of 400-metre-long platforms to accommodate HS trains; dynamic freight loops between Carstairs, Carlisle and Tebay; faster approach routes and station modernisation at Carlisle and Preston; and resignalling with ETCS north of Crewe to further increase capacity.

Ambitious

Between Wigan and Crewe, trains are expected to use either HS2 Phase 2b, planned for completion by 2040, or an upgraded WCML.

An ambitious programme of enhancements is also proposed for the East Coast Main Line, including a new HS line south of Edinburgh; improvements at Edinburgh Waverley, Newcastle, Darlington and York to provide

faster approach routes and 400-metre-long platforms; dynamic freight loops between Edinburgh and Newcastle; and the construction of fully segregated freight/regional passenger lines between Peterborough and Newcastle.

Away from the main routes, the report also calls for further electrification in Scotland, including north from Stirling to Perth, Inverness, Dundee and Aberdeen; the completion of the Borders Railway through to Carlisle; and advance planning for the possible reinstatement of the Dumfries to Stranraer 'Port Road' if a proposed Scotland to Northern Ireland tunnel goes ahead.

South of the border, Greengauge 21 also proposes the electrification of the Carnforth to Barrow-in-Furness and Oxenholme to Windermere routes, with the aim of

accelerating regional services using the WCML.

Electrification of Felixstowe to Nuneaton and Basingstoke to Nuneaton is also recommended to provide 'cleaner' through routes between the UK's largest container

Essential

The report's author Jim Steer said: "As the UK begins to emerge from Covid-19, the focus on a green recovery is essential.

"Over the past two months we have all seen the positive impact on air quality and the environment.

"While we now focus on our economic recovery, we cannot lose sight of the carbon-cutting goals we have set ourselves.

"As transport is now the largest contributor to the UK's emissions, the sector has a duty to act quickly and decisively to reduce them."

European railways returning to normal after three-month shutdown

By Keith Fender

RAIL services across Europe returned to a new normality in mid-June as governments lifted coronavirus lockdown rules.

The biggest single difference to operation three months earlier was a near universal requirement for passengers to wear face masks, with some countries having made this mandatory in public for several months.

From June 15 many restrictions on international travel within Europe were lifted so international trains were able to resume operation, although

a more limited timetable was in operation, initially on some routes.

Reduced

Eurostar continued to operate a very reduced service, with just a single train from London to Paris, as the British Government insistence on a 14-day quarantine for arriving travellers had depressed demand, leading to French authorities imposing a similar requirement on arrivals from the UK.

Other countries, including Poland, had imposed such quarantines for international arrivals in mid-March, so by

mid-June were able to relax them.

In European countries that had managed to contain or trace the coronavirus more successfully than the UK or France leisure travel by rail restarted in May, and from early June onwards tourist railways and mountain railways reopened in both Austria and Switzerland.

A small number of narrow-gauge steam lines in eastern Germany never completely shut as they provide local transport.

In many countries, including Poland, France, Switzerland and Germany, main line services returned to the full timetable,

with train operators selling all seats on trains or permitting full trains during June – albeit with all passengers wearing masks.

In Switzerland all on-board catering and restaurant cars reopened from June 8.

Overnight

Some open access operators that sensed new market opportunities introduced new overnight services to allow people to go on holiday without flying.

In the Czech Republic, Regiojet announced a summer couchette service linking Prague and Rijeka in Croatia, a service which

started operation last June; more than 8,000 tickets were sold within 24 hours of it being announced.

Outside Europe the situation in mid-June varied.

New Zealand had declared the country free of coronavirus for 24 days, but suffered several localised outbreaks through foreign tourists being allowed to bypass full quarantine on compassionate grounds.

In India the number of cases recorded increased significantly, leading to 500 railway coaches being commandeered in Delhi to act as temporary hospital accommodation.

S&C luxury charter train operation planned

A LUXURY timetabled charter train is being launched by new company Rail Charter Services (RCS).

It will operate over the scenic Settle & Carlisle line three times every weekday for eight weeks this summer. The first train will operate on July 12.

The trains will run under the safety case of Locomotive Services TOC Ltd, and are a separate product to Statesman trains or tours run by Saphos Trains.

The enterprise is backed by city fund manager, locomotive owner and director of LSL Jeremy Hosking.

The idea for the summer service stemmed from former BBC World Service journalist Adrian Quine, who said it took just eight weeks to bring to fruition.

Mr Quine added: "This service really is ground breaking for the rail industry. This is the first time a dedicated timetabled tourist train has operated in England, and has the potential to be a game changer in other popular areas of high seasonal demand.

"A lot of work has gone into negotiating these exciting new services with our industry partners and stakeholders, and we are delighted to be able to bring some post Covid-19 cheer to families at this difficult time.

"We are working closely with Northern, The Rail Delivery Group, Network Rail and the Settle to Carlisle Development Company, all of whom have shown both pragmatism and a genuine willingness to get this exciting new service up and running.

"These services will be a proof of concept for the future and will promote tourism."

What RCS is planning could become a template for a new type of railtour operation, paving the way for a similar approach in other parts of the country.

By moving away from the 'one-size-fits-all' approach of the traditional all-day railtour, passengers could be offered a more bespoke option, with a choice of a short or longer day out and add-on excursions.

The trains will be top-and-tailed by LSL Class 47s hauling

a rake of four ex-Greater Anglia Mk3 first open carriages and a Mk2 BFK, which is not for public use.

In order to maintain the current two-metre social distancing, only window seats will be sold. LSL is installing Perspex screens between each seat bay, which will give a capacity of 128 seats per train.

Three return trips a day between Skipton and Appleby, calling and setting down at Settle, will operate from Monday to Saturday between July 20 and September 12. Return fares for the 112-mile round trip start at just £29 per person.

Tickets will be sold on a 'day return' basis, offering passengers the option to book a short or long day out, and there will be onward tour options for a coach tour to the Lake District. Sales will initially be in pairs to people from the same household or social bubble.

In addition, the Settle Carlisle Railway Development Company will provide pop-up catering stalls at Settle and Appleby stations, providing locally

sourced food and drinks as well as at their cafe at Skipton.

A timetable has been designed to offer opportunities to passengers from both Skipton and Appleby ends of the line.

Bookings can be for one of three colour-coded train combinations, giving the opportunity for a short or long day out: yellow and green from Skipton, blue from Appleby.

The provisional timings are:

Skipton	08.35	12.20
Settle	09.00	12.40
Appleby	10.00	13.35

Appleby	17.55	14.30
Settle	18.48	15.26
Skipton	19.08	15.47

Appleby	10.35	
Settle	11.30	
Skipton	12.03	

Skipton	16.12	
Settle	16.34	
Appleby	17.33	

Tickets can only be booked online at: www.railcharterservices.co.uk



Track washed out from the floods in February this year as a result of Storm Ciara. The damage was not as substantial as from 2019's Storm Gareth, which closed the line for four months. NETWORK RAIL

£2.2m flood protection plan for Conwy Line

NETWORK Rail and Transport for Wales have approved a £2.2million scheme to help protect the flood-prone Conwy Valley Line from further catastrophic washouts.

Over the last three years the branch linking Llandudno Junction and Blaenau Ffestiniog has suffered two serious washouts after exceptionally heavy rainfall caused the nearby river to burst its banks.

Repairs to the most recent damage, caused by storms in February, are still on-going between Tal-y-Cafn and Llanrwst, where embankments and ballast were washed out from under the track in several places.

However, as well as reinstating the trackbed, NR now plans to add around 20,000 tonnes of additional rock armour along a one-mile section of embankment, hoping to repeat the success of similar protection installed south of Llanrwst in 2019.

The work will cost £2.2m and extend the line closure for 10 weeks, with reopening now expected in September. However, NR believes the cost and delay is necessary to mitigate the risk of further washouts causing closures.

CLASS 87 USED ON DVT TRAINING DUTIES

LOCOMOTIVE Services Ltd has started driver training for operating loco-hauled Mk3-based charter trains with a DVT at one end.

These trains will run with the DVT towards London as per historic workings.

A first training run from Crewe to Rugby was operated on June 4, much of the trip in inclement weather.

The northbound working was led by Class 87 No. 87002 *Royal Sovereign* and is seen passing Atherstone with three ex-Greater Anglia Mk3s and DVT No. 82139 at the rear. LSL will be using the ex-Anglia FOs on its new Settle & Carlisle workings – see story above. CHRIS MILNER



'Coronavirus has not threatened capital expenditure', says NR's Andrew Haines

THE cost of supporting franchised services by the Government has not impacted on capital spending by Network Rail.

This is the message company chief executive Andrew Haines gave to journalists during an internet conference on June 8.

He confirmed passenger flows had been 'peaky' with the volume of passengers not outstripping demand, and added the railway needs to focus on the four 'R's as it bids to recover back to pre Covid-19 situation: respond, rebuild, revive and renew.

He felt the railway had done very well to run a limited timetable irrespective of how many passengers were carried.

Next would come the rebuilding of the timetable, with the operation of 80-85% of the full timetable from July 6, with demand changing if, for example, distancing

is reduced to a metre as predicted.

There is an inherent reluctance for passengers to travel, Mr Haines said.

He also feels some might not return, and the industry could not take passengers for granted.

Mr Haines admitted that with a reliable timetable and flexible ticketing it would persuade those on the fence to return.

Complex fares

He was of the view that placing operation risk on train operators was part of the reason why fares were so complex, and at the current time, the private sector would not accept the financial risk.

During the period of reduced traffic, Mr Haines said Network Rail had done a lot of infrastructure work, such as completing a two-week project at Kilsby Tunnel in 10 days,

adding he felt more projects could be done more cheaply, with the company still focusing on driving costs down.

Mr Haines said during April and May, Network Rail had spent £1 billion on renewal and enhancements, adding there was unlikely to be any part of the economy that managed to sustain that level of investment during the pandemic.

For the future, he said emphasis needs to be on decarbonisation schemes, citing the need to extend the Midland Main Line electrification beyond Market Harborough, infill schemes, and even the resurrection of electrification from Didcot, northwards through Oxford to Coventry and the WCML.

Network Rail's devolution to the regions was progressing, and he expected this would move further forward in August or September.

Corby landslip exposes poor communication over flood risks

THE Rail Accident Investigation Branch (RAIB) report into the stranding of an East Midlands Trains HST near Corby in June 2019 has exposed a lack of communication between public bodies over flood risks to the railway.

The HST collided with debris washed out from a cutting slope north of Corby station on June 13 last year, and a second train sent to rescue its passengers also became trapped in floodwater, stranding between 450 and 550 passengers for up to seven hours in uncomfortable conditions.

RAIB's investigation concluded that the initial incident was caused by water from two flooded storage ponds spilling over the crest of the cutting slope and causing it to fail, rather than heavy rain as initially suspected.

The ponds had not been pumped for almost four weeks and a blockage in a nearby brook caused their levels to rise further.

The RAIB says there was a lack of engagement and communication between various

parties responsible for flood management at the location and its potential effect on the railway.

No effective system was in place to manage the risk to the railway, and although Network Rail was aware the cutting slope was at risk of a washout failure and had long-term plans to act, it had not taken any action to mitigate the risk in the short term.

RAIB's five recommendations include:

- Better communication between the relevant authorities to implement an effective flood management system
- NR should identify similar locations prone to safety critical flooding
- Review its procedures for each site
- Provide its staff with training and guidance on how to better manage the short-term risks to earthworks.
- An industry-wide programme to improve the management of stranded passenger train incidents.

SIDELINES

Vivarail expansion after cash injection

A £1.5 MILLION loan from the Midlands Engine Investment Fund to train staff at rebuilding specialist Vivarail will allow it to expand its operations.

The company will leave the Quinton Rail Technology Centre at Long Marston for a new home at Southam, Leamington Spa, where an additional five jobs will be created.

Vivarail Class 230s for Transport for Wales have been undergoing testing at various locations between Honeybourne and Stourbridge in recent weeks.

Passenger found dead on train

A PASSENGER found dead on a CrossCountry service was thought to be sleeping.

The man boarded the service at Manchester Piccadilly on May 30, and was found in his seat at Bournemouth five hours and 250 miles later as staff checked the train before moving to sidings for cleaning.

When on-board staff walked through the train, it was believed he was asleep.

Avanti staff help bolster police teams

A NUMBER of Avanti West Coast staff swapped their day jobs to step in to the role of special constables and bolster policing teams responding to the COVID-19 crisis. The move was part of Volunteers week between June 1-7.

Angel man returns

FORMER Angel Trains CEO Malcolm Brown is returning to his previous role at the leasing company, taking over from his previous successor Kevin Tribble, who retires on September 1.

Brake valve closed on runaway sleeper train

AN RAIB investigation into a Caledonian Sleeper 'Lowlander' sleeper service that failed to stop at Edinburgh Waverley on August 1 last year has determined the brake pipe isolating cock between the locomotive and the leading coach was closed.

The investigation says the cock became closed during coupling operations when the Edinburgh train was split from the Glasgow portion at Carstairs station.

This happened after the mandated brake continuity test had been completed.

After completing the brake continuity test, the driver noticed the shunter had only connected one ETS cable, but on attempting to do so, the shunter had difficulty and was assisted on the track by the driver.

Once connected, the train departed and the driver undertook a running brake test within five minutes of leaving, which slowed the train.

Six minutes later, after passing Cobbinshaw summit, the train reached 87mph at which point the driver then made the first of many short service brake applications to control the train's speed on the down hill gradient



The positions of the brake isolating cock and the jumper cable. RAIB

towards Waverley. Just after Curriehill station, the pantograph unintentionally dropped and it is very likely the rheostatic brake stopped working at this point, leaving the driver with friction brakes on the loco, No. 92020.

Why the pan dropped is not stated.

As the train neared Slateford station, the driver realised the train brakes were not performing as expected, and before the train approached Haymarket East Junction the driver operated the emergency brake plunger.

This had no immediate effect, and with the train still travelling at 41 mph, it entered the 20mph speed restriction at Princes Street Gardens, at which point the driver made an emergency call to the signalling centre advising of brake problems, requesting a clear road through Waverley.

The train manager also realised there was a problem when the train passed through platform 11 and operated the passenger alarm button, which halted the train, with the loco and some carriages in Calton South tunnel.

It was quickly identified the cock was closed and permission was eventually given for the train to reverse into the platform.

The isolation cock was knocked closed during the connecting of the jumper cable, but happening post brake test with the brakes charged to five bar.

The driver also failed to sound the train in distress warning, RAIB saying had he done so it is possible the train manager would have heard it and either called the driver or used the passenger alarm button earlier.

Investigators also said had the route not been clear it is possible a collision between passenger trains at significant speed could have occurred.

RAIB has now mandated the brake continuity test is only carried out after all coupling activities are concluded. It also recommends a review of the design of the isolating cock because of its vulnerability to undetected or inadvertent operation or being knocked by foreign objects.

Caledonian Sleeper and GB Railfreight have also reviewed and amended some of its procedures.

HRA called in to mediate over Washford station 'feud'

THE first steps to potentially resolving the fall-out between the West Somerset Railway plc (WSR) and the Somerset & Dorset Railway Trust (S&DRT) have been taken during a teleconference meeting, facilitated by the Heritage Railway Association (HRA).

A war of words erupted back in February when the WSR gave the

S&DRT legal notice that its 50-year lease for the use of the Washford station site will be terminated on February 10, 2021.

The termination of the joint agreement did not directly affect the S&DRT's '7F' 2-8-0 No. 53808 as this is covered by a separate agreement, but unsurprisingly the locomotive has found itself caught up in the controversy.

As a consequence it was requested the HRA step in to mediate, leading to a constructive online meeting between the two organisations.

A joint statement issued by the WSR and S&DRT said a "frank and constructive review of each party's objectives included confirmation of a need to urgently discuss the long-term

future of No. 53808, and reflects the WSR's desire for its long-term future on the railway".

A follow-up meeting on site has subsequently been arranged, at which it is intended that all options for the future of Washford and the '7F' will be explored and developed.

Both parties confirmed their intention to work collaboratively.



Railways in Parliament

by Jon Longman

GTR 18 contract virus

BRENT CENTRAL MP Dawn Butler asked the DfT how many employees of the Govia Thameslink Railway franchise contracted Covid-19 are from a BAME (Black, Asian and Minority Ethnic) background.

Transport Minister Chris Heaton-Harris replied: "There are 7,389 GTR employees, of these GTR has been notified of 18 cases where staff have received a positive test result for Covid-19.

"Six employees self-reported as being from a BAME background

"In addition, there are another four cases where employees have suspected Covid-19, however this has not yet been confirmed through testing."

Open access delays

TEWKESBURY MP Laurence Robertson asked the Department for Transport (DfT) what assessment the DfT has made of the potential merits of existing and proposed open access rail operations.

Mr Heaton-Harris said: "The independent Office of Rail and Road (ORR) is responsible for determining

access to the track for open access operators. However, we acknowledge that open access operators can play a contributory role improving rail services for passengers in circumstances where it delivers new and innovative services.

"The DfT, as the competent franchising authority, have to balance the benefits of new open access operators with the impact on the value for money of taxpayers in the railway.

"We are aware that some open access operators have paused operations due to the on-going Covid-19 outbreak and hope to see them return to the network as soon as possible."

Maid Marion rescue bid

ASHFIELD MP Lee Anderson asked the DfT if it will make an assessment of the potential merits of reopening the Maid Marion line to passengers in Selston and the rural parts of Ashfield.

Mr Heaton-Harris replied: "I can confirm that the department has received the expression of interest for the Maid Marian line for the Restoring Your Railway Ideas fund.

"Full applications were submitted by June 19 and all bids will be assessed on their merit."

Counting Covid-19 costs

GATESHEAD MP Ian Mearns asked the DfT for the estimate of the cost to the public purse of extending the emergency measures agreements on rail franchises.

Mr Heaton-Harris said: "Since the outbreak of Covid-19, the Government has approved £3.5 billion of additional expenditure to ensure that vital rail services continue to operate. Of this additional expenditure, £2.9 billion relates to the 2020-21 financial year.

"It is not yet possible to provide an estimate of the total cost incurred to date."

Reston station reopening

BERWICKSHIRE, Roxburgh and Selkirk MP John Lamont asked if the DfT has had discussions with the Scottish Government on the reopening of Reston station.

Mr Heaton-Harris replied: The promotion of railway infrastructure projects in Scotland is a matter for the Scottish Government, but the new

timetable Network Rail is developing for the East Coast Main Line will make provision for stops at the proposed new stations at Reston and East Linton."

Staff safety priority

BRENT CENTRAL MP Dawn Butler asked what steps the Government is taking to help conduct risk assessments for rail franchises to protect vulnerable staff.

Mr Heaton-Harris replied: "We have been clear that our priority remains the safety of staff and passengers.

"We have issued comprehensive guidance to employers on the steps they should take to make their workplaces Covid-secure, which outlines measures to assess and address the risks of coronavirus in the transport sector across England.

"Employers should conduct risk assessments and, in collaboration with employees, identify workplace risks, including those to people classed as clinically vulnerable and extremely vulnerable.

"All guidance documents are available on the government website www.gov.uk."

Stagecoach loses legal fight

THE High Court has rejected a legal challenge by the Stagecoach Group against the Department for Transport for compensation stemming from it being disqualified to bid for three franchises.

Stagecoach was bidding to retain the East Midlands Trains franchise as well as its share of the West Coast Main Line franchise with partner Virgin, and also for the South Eastern franchise.

The bids had been ruled 'non-compliant' because of attempts to reduce on-going pension liabilities. Mr Justice Stuart Smith dismissed the claims, adding all bidders would have known pushing back on the pensions element "gave rise to a serious risk" of being disqualified.

First Group (FG) won the West

Coast franchise from Virgin/Stagecoach last December, having lost out to Virgin on a previous legal challenge in 2012 as a result of a Department for Transport error.

A FG spokesperson said: "We welcome today's ruling and the clarity it brings. We considered all aspects of our successful West Coast Partnership bid carefully and with a sensible and responsible approach to risk."

"Our current focus is on supporting our communities through the current pandemic, and we are working hard to deliver a cleaner, greener railway for our customers and partners."

"They will see improvements, including a fleet of new and refurbished trains, more routes and services and an improved on-board experience."



Class 88 No. 88008 Ariadne approaches Rugeley Trent Valley on August 15, 2019, with a Daventry to Mossend working containing goods for one of the major supermarket chains. Domestic intermodal traffic makes up 40% of all UK freight traffic.

Freight traffic drops to lowest level since miners' strike in 80s

OFFICE of Rail and Road (ORR) figures for 2019/20 show UK rail freight dropped to its lowest level since the 1984/85 miners' strike.

Total freight lifted in the 12-month period to March 31, 2020, was down 10% from 2018/19 to 68.1m tonnes, the lowest since the mid-1980s when the vast majority of the country's collieries were closed by strike action.

The total freight volume, combining weight carried and distance travelled, for 2019/20 also dropped by 5% on the previous year to 16.6 billion tonne km (btkm), although total freight train kilometres (tkm) was only down by 1% to 33.2m km.

In total, 209,281 freight train movements were recorded in

2019/20, a reduction of 5% on the previous year, the lowest total since 2003/04, and less than half the peak total of 455,600 recorded in 2005/06.

Coal traffic for power stations dropped to almost negligible levels by early-2020, with this once-dominant sector representing just 2% of the overall total in 2019/20 (0.37btkm) – a 68% decline from the previous year.

Domestic intermodal remained the biggest source of traffic for freight operators with 41% of the total in 2019/20 (6.77btkm), followed by construction at 28%.

The fourth quarter of the year saw a 6% reduction in total freight traffic to 4.1btkm, the lowest recorded, and a trend that

is expected to accelerate as the effects of the Covid-19 pandemic on intermodal traffic and the construction industry become clear.

Coal traffic collapsed by 69% in Q4 2019/20 as energy demand from domestic and industrial users slowed because of the coronavirus pandemic.

International freight dropped by 24% as a result of Covid-19. However, 'other' traffic, which includes biomass for power stations, rose by 4% in the same period.

ORR says the pandemic had only a minor effect on the 2019/20 Q4 figures, but it expects to see a much more significant impact on the 2020/21 Q1 figures due to be published in October.

Andy Byford new TfL boss

TRANSPORT for London's new commissioner is Andy Byford, who resigned as president and chief executive of the New York City Transit Authority in January.

He began work on June 29.

Mr Byford, 54, has an impressive career in public transport spanning more than 30 years.

He started as a graduate trainee in 1989 for London Underground Ltd, working his way to general manager (customer service) for the Bakerloo, Central and Victoria lines.

He has been director of safety and operations, South Eastern Trains; director of Southern Railway; chief operating officer and deputy CEO, Rail Corporation New South Wales, Australia; and CEO of



Toronto Transit Commission.

Mr Byford said the new role would be a "huge challenge" with the Covid-19 pandemic still impacting transport, adding TfL has "some of the best people in the world, and these challenges would be met to help build an even better city."

PETER SKELTON 1949-2020

PETER J C Skelton, a leading railway photographer for more than 55 years, has died.

He passed away while out walking with his wife when he collapsed with a suspected heart attack.

He was 71.

Peter (or Skelly as he was known) was not only highly respected and well-liked, he was highly skilled in the art of black and white photograph printing.

His work was much admired, and had one of his first photographs published in *The RM* August 1964 issue, when he was only 15.

He was the author of several books, and his images regularly appeared in the railway monthlies and on calendars.

RM consultant editor Nick Pigott recalls Peter had a brush with death while in South Africa in July 1990, when standing by the lineside, a loco coupling rod flew off and missed him by a matter of inches.

In recent times, he had often looked ahead at the

weather forecast in the Lake District and would nip up for a couple of days photographing the fells with his medium format cameras.

At the time of his death he was president of the Tewkesbury YMCA Railway Society, of which he was a member for more than 30 years.

There will be a private family funeral because of Covid-19 restrictions.

However, some of his photographer colleagues are hoping to hold a memorial service later in the year.

Peter is survived by his wife Danuta and daughters Kelly, Kalina and Kirsty.



West Midlands passenger services to return

THE West Midlands Rail Executive (WMRE) has confirmed it has agreed a timetable with Network Rail to restart passenger services between Wolverhampton and Walsall.

It is 12 years since the two were directly connected with a regular service despite the seven-mile distance between them. The move also means the reopening of Willenhall and Darlaston stations, which closed in January 1965.

The proposal is for an hourly service between Walsall and Wolverhampton. However,

there will be an additional separate hourly service between Birmingham New Street and Wolverhampton, also calling at Willenhall and Darlaston as well as Tame Bridge Parkway.

This will be achieved by re-routing London Northwestern services running between Crewe and Birmingham.

WMRE says Willenhall station will be sited next to the Bilston Street railway bridge, close to the town centre, while Darlaston station will be built on derelict land next to the Kendricks Road bridge.

Construction of the new stations is due to begin early next year, with the aim of having them open by the end of 2022.

West Midlands Mayor Andy Street welcomed the news agreement has been reached with Network Rail.

He said: "The Walsall to Wolverhampton rail corridor is an important part of our plans to regenerate and revitalise this area of the Black Country."

"It will act as a catalyst to unlock swathes of land for industrial, commercial and housing development."



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NORWICH IN NINETY



With just 115 miles separating London and Norwich, journey times have tended to be 'relaxed'. **John Heaton FCILT** analyses the performances spanning 80 years of steam, diesel and electric traction over the Great Eastern Main Line.

It is 1937 and a sleek, streamlined locomotive glides towards the buffers at the London terminus. But this is not King's Cross and the loco is not an 'A4'. It is not even a Pacific. No. 2859 is a 'B17' 4-6-0, named *East Anglian*, and is at London Liverpool Street with a train from Norwich named the 'East Anglian'; the kind of duplication that continues to confuse the general public about (the) 'Flying Scotsman' / *Flying Scotsman* even after nearly a century.

In the wake of the 'Coronation' and 'West Riding' streamlined flyers the London & North Eastern Railway (LNER) had succumbed to pressure from the eastern faction of its empire to provide a train of similar rank for the Norwich line. No matter the population was sparse and the economy agriculturally based.

No. 2859 and sister 'B17' No. 2870 *City of London* were clad in a streamlined shroud to work a new rake of six varnished teak open coaches comprising two third-class open brakes, full first- and third-class vehicles and two dining kitchen cars (one first and one third).

Unlike the 'Coronation', the 'East Anglian' set was not articulated. Students of locomotive performance have traditionally cast doubt on the benefits of streamlining in lower speed ranges so the 'B17' experiment definitely smacked of style over substance, and arguably not even that, as the 4-6-0s were perhaps not long enough to carry off their new guise convincingly.

Even the authorities seemed to have their doubts about the experiment. Having considered the 'Norwich in 135' schedule for the 115 miles, an average speed of only 51mph, despite having just the one stop, at Ipswich, it was decided ordinary fares would apply, without supplement. Food and drink was served at all seats, but it is difficult to see how a peak train with a seating capacity of 198 made economic sense.

Pedestrian

The following year, 1938, saw five minutes taken from the schedule, but this was still pedestrian by East Coast Main Line standards of the time, drawing criticisms from those who pointed out 'Claud Hamilton' 4-4-0s could run from Liverpool Street to Ipswich in 83min with 12 to 14 (admittedly lighter) vehicles and on to the Trowse stop outside Norwich city centre in a total of 134min. Surely, 'Norwich in 120' should be possible with the swish new train?

The exploits of the 'Clauds' were discussed by O S Nock in *The Railway Magazine* of September 1978 showing some runs from as early as 1909. The 1910 timetable seems to have been a case of 'Norwich in 159'.

The Holden 'B12s' that followed from 1911 were also competent locomotives and this opportunity has been taken to repeat the often-quoted run with the pre-Second World War 15.40 from Liverpool Street. It was claimed

'B12/3' No. 8535 (built to replace No. 1506 wrecked in the Colchester collision of 1913) with its 10-coach train reached 90mph at which point a door flew open causing an emergency stop at Diss. Unfortunately, the peremptory brake application robbed recorder K Braine-Hartnell of corroboration for the top speed, but it was undoubtedly fast. Despite multiple publications, the schedule does not seem to have survived.

In the meantime, Table 1 shows a run from Liverpool Street to Ipswich with the Down East Anglian and loco No. 2859 compared to a 1946 'Claud Hamilton', both exhumed from the Railway Performance Society (RPS electronic archive).

It is worth pausing to take a look at the man behind the name. Although chairman of the Great Eastern Railway, the name Claud Hamilton has lived on longer in popular memory through the locomotives class bearing his name than his endeavours on Great Eastern business, during which he was well known for surfacing anywhere at any time.

Many famous Victorian railwaymen were self made, and others later emerged from the new middle classes through the likes of 'premium apprentice' privileges, but Claud Hamilton was a genuine 'toff'. Mum was the Duchess of Abercorn, a title to be endowed on LMS Pacific No. 6234.

The two runs in Table 1 were recorded



Crossing the River Stour at Cattawade, on the approach to Manningtree, is Greater Anglia Class 90 No. 90014 Norfolk and Norwich Festival with the 12.00 Norwich-Ingatstone on October 21, 2017. JAMIE SQUIBBS



LNER 'B12' 4-6-0 No. 8575 heads the 11.50 Ipswich-Liverpool Street up Belstead Bank in the early-spring of 1938. G R GRIGS/RM ARCHIVE



With a rake of new teak stock, one of two streamlined 'B17' 4-6-0s – No. 2870 City of London – heads the Up 'East Anglian' near Brentwood in the summer of 1938. RM ARCHIVE

within four months of each other. The spiffing 'Streamliner' had only 56% of the 'Claud's' load, but the 4-4-0 was allowed only 5min longer than the *East Anglian*. Recorder Peter Proud noted four permanent way restrictions which caused a 10min loss on schedule compared to the 4-6-0's 3min gain, but it was a doughty performance against the odds.

The Second World War put paid to progress on the Great Eastern, although it is probably fair to say the population of Norfolk and Suffolk rose during the war, with more mobility in pursuit of the war effort and youthful service personnel snatching an ephemeral moment of

relaxation in London. A fleet of Thompson 'B1' 4-6-0s was drafted into the Norwich line sheds in 1946, locomotives that could offer little more than a Gresley 'B17', but were simpler to maintain, benefited from standardisation of parts and, enginemen soon discovered, could be worked harder and for longer than the locos they replaced. However, the 1946 schedule remained at 'Norwich in 140'.

Table 2 shows an exceptional effort from Ipswich to Norwich with No. 61111 timed by Bernard Harrison, consistently running close to the 80mph limit with its eight coaches. There is also a log in the RPS archive of No. 61042

touching 88mph in the Diss dip. A 'B17' streamliner run is also shown in Table 2, a rather restrained affair, this time with *City of London*.

It was to be 1951 before a real revolution hit the Norwich line. A backlog of track repairs had been tackled and electrification from Liverpool Street to Shenfield had been completed in 1949.

The story of how Gerard Fiennes and his contemporaries backed Railway Executive officers such as Barrington-Ward into a corner is the stuff of railway legend.

Alex Dunbar expressed concern about timekeeping when he learnt this would result in the fastest station-to-station schedule in the

TABLE 1: LIVERPOOL STREET TO IPSWICH

Loco	'B17' 4-6-0 2859	'D16' 4-4-0 8808							
Load	6/213/230	11/375/-							
Train	18.40 Liv St-Norwich	15.40 Liv St-Norwich							
Date	Friday January 28, 1938	Saturday May 14, 1938							
Recorder	P Proud	P Proud							
Miles	Timing Point	Sch	M	S	Ave MPH	Sch	M	S	Ave MPH
0.00	LIVERPOOL ST d	0	0	00		0	0	00	
1.15	Bethnal Green			3 45	18.4			3 30	19.7
4.00	STRATFORD	8½		7 55	41.0	9		8 15	36.0
5.23	Forest Gate			9 37	43.2			10 07	39.4
								pws	
7.40	Ilford			11 57	55.9			13 40	36.8
9.28	Goodmayes	15		13 55	57.2	16		16 42	37.1
12.41	Romford			16 57	62.1			20 50	45.5
14.95	Harold Wood			19 30	59.7			24 05	46.8
18.20	Brentwood			23 05	54.4			32 40	22.7
19.25	Ingrave Summit			24 45	37.8			35 15	24.4
20.20	SHENFIELD	29		25 55	48.9	32		36 50	36.0
23.65	Ingatestone			29 15	62.1			40 17	60.0
29.79	CHELMSFORD	38		35 15	61.4	42		46 05	63.5
35.91	Hatfield Peverel			41 55	55.1			53 10	51.9
								pws	
38.64	Witham	47		44 15	70.1	51		57 25	38.5
42.29	Kelvedon			47 35	65.7			61 30	53.6
46.66	Mark's Tey			51 35	65.6			66 22	53.9
49.00	Stanway			53 40	67.3			68 47	58.0
								pws	
51.66	COLCHESTER	60		57 15	44.6	65		72 30	43.0
								pws	
56.09	Ardleigh			62 52	47.3			80 15	34.3
59.45	MANNINGTREE	69		66 15	59.6	74		54 27	48.0
63.13	Bentley			70 05	57.5			88 15	58.0
68.78	IPSWICH a	80		76 55	49.6	85		95 15	48.4

Mr Proud took 0m 0c as his starting mileage

pws=permanent way slack

Mileage to Ipswich is shown longer than posted as there is a 'missing' 3chains between Shenfield and MP 20¾

TABLE 2: IPSWICH TO NORWICH

Loco	'B17' 4-6-0 2870	'B12' 4-6-0 8535	'B1' 4-6-0 61111	'Britannia' 4-6-2 70035									
Load	6/213/220	10/280/305	8/-/-	9/305/330									
Train	18.40 Liv St-Norwich	15.40 Liv St-Cromer B	18.21 Liv St to Norwich	15.30 Liv St-Norwich									
Date	June 9, 1938	Pre-2nd World War	Friday May 15th 1959	March 6, 1953									
Recorder	G J Aston	K Braine-Hartnell	B Harrison	G P Walker									
Miles	Timing Point	Sch	M	S	MPH	Sch	M	S	MPH	Sch	M	S	MPH
0.00	IPSWICH d	0	0	00	T	0	0	00		0	0	00	
0.76	East Suffolk Jct												
4.86	Claydon			6 52	64			6 40	66			6 34	70½
8.38	Needham Market			10 08	66			9 51	67			9 29	77/75½
11.85	Stowmarket	13½		13 17	68/tsr	18		12 57	71/73			12 09	80
14.25	Haughley Jct			15 46	37			14 58	69/62	14½		13 58	73/68
22.69	Mellis			25 03	69/75/tsr25			22 25	78			20 31	84
26.21	Diss p/a			28 58	-			25 08	78			22 53	95
31.80	Tivetshall	32		35 37	63	37		30 09	65			26 45	80/77/81
37.99	Flordon			40 55	74/61			35 11	79			31 26	79/eased
40.94	Swainsthorpe			43 41	68			37 32	74/77			34 24	50
44.14	Trowse U Jct			46 52	32			40 43	-/sigs			38 29	27
45.21	Trowse			48 32	45			42 47	-/sigs 2				
46.16	NORWICH a	48		51 14		54		47 18		44		43 44	

43½min net

Driver P Smith

Schedule not available

Stations which are shown as open (i.e. not in italics) are based on 1938



In the late-1950s, Norwich to London express services were handled by BR 'Britannia' 4-6-0s. Here, No. 70008 'Black Prince' awaits departure at Ipswich on June 21, 1956.
L V REASON/COLOUR-RAIL

TABLE 3: LIVERPOOL STREET TO NORWICH. THE 'BROADSMAN'. 3.30PM LIVERPOOL STREET-NORWICH, ALL TIMED BY G P WALKER

Run Number	1		2		3		4	
Loco	'Britannia' 4-6-2 70007		'Britannia' 4-6-2 70035		'Britannia' 4-6-2 70013		'Britannia' 4-6-2 70012	
Load (Vehicles/tare tons)	9/300		9/305		9/304		9/310	
Date	September 15, 1952		May 21, 1953		September 1, 1953		April 23, 1958	
Driver	P Smith		Mickleburgh		Gibbs		W Smith	
Miles	Timing Point	Sch	M	S MPH	M	S MPH	M	S MPH
0.0	LIVERPOOL ST d	0	0 00	T	0 00	T	0 00	T
1.1	Bethnal Green		3 23		3 30		3 17	-/51
3.9	STRATFORD	8	7 36		7 40	44	7 34	48/55
7.3	Ilford		11 17	59½	11 33	58	11 33	tsr20
9.9	Chadwell Heath	15	13 53	61/63	14 09	62	15 54	49
14.8	Harold Wood		18 40	62/63	18 41	69	21 18	61
18.1	Brentwood		22 06		21 49	-	24 50	44½
19.2	Ingrave summit		23 36	41½	23 06	49	26 20	41
20.1	SHENFIELD	26	24 46		24 03		27 30	53/tsr40
23.5	Ingatstone		27 52	71/75½	26 53	79/85	31 11	68/81
29.7	CHELMSFORD	35	33 01	58	31 26	61/63	36 05	57/60/tsr19
35.8	Hatfield Peverel		38 57	68½/62	36 52	74/69½	43 53	61/58
38.6	Witham	43	41 20	71½	-	83½	46 22	76
42.2	Kelvedon		44 32	66/60	41 41	81/73	49 11	77½/71½
46.6	Marks Tey	50	48 38	63	45 06	76	52 40	81
49.0	Stanway		50 44	69	47 02	72½/sigs34	54 27	76/82½
51.7	COLCHESTER	55	53 20	54/tsr30	50 18	37½	56 33	53/56/49
56.0	Ardleigh		59 07	53	55 45	57	61 21	59
59.5	MANNINGTREE	63	62 21	76	58 48	78	64 23	76
63.2	Bentley	67 @	65 27	68½	62 17	56	57 28	68/70
65.0	Belstead Summit		67 12	61/71½	64 28	49/66	69 11	63/75
68.0	Halifax Jct		69 53		67 39		71 40	
68.7	IPSWICH a	73	71 13		59 11		73 02	
0.0	d/p	76 @	0 00	T	0 00	T	0 00	T
2.5	Bramford		4 31	51	4 25	53½	4 11	52
4.9	Claydon		6 55	64	6 44	68	6 32	66
8.4	Needham Market		10 12	66½	6 45	73	9 38	72
11.9	Stowmarket		13 17	74½	12 35	77½	12 28	77
14.2	Haughley Jct	14½	15 15	66	14 24	66	14 17	72½/65½
17.9	Finningham		18 31	78/76	17 34	80/77	17 30	77
22.7	Mellis		22 13	80	21 13	80	21 21	70
26.3	Diss		24 44	89	23 43	90	24 19	77
28.8	Burston		26 31	82½	25 30	82½	26 16	75
31.8	Tivetshall	29	28 55	72	28 00	70	28 50	68½
35.4	Fornsett		31 34	82	30 49	81/79	31 43	76/70
38.0	Flordon		33 27	85½/77	32 43	84/74	33 53	74/58
41.0	Swainsthorpe		35 40	85½	35 04	ease77	36 51	67
44.2	Trowse U Jct		38 09	41	38 15	26	39 49	47/sigs
46.3	NORWICH a	44 @	41 52		43 23		44 02	

Distances to a tenth of a mile as used when recorded
Mileage to Ipswich is shown longer than posted as there is a 'missing' 3chains between Shenfield and MP 20¼
Stations shown as open (i.e. not in italics) are based on 1953.
@ For runs 1 & 2 these times were 66½, 75 and 45 respectively T= On Time

country (between Ipswich and Norwich) – at least until the following timetable change. After demanding 25 brand new ‘Britannia’ Pacifics straight off the newly nationalised railway drawing board, the Eastern had to sacrifice only two of them (nominally for the ‘Golden Arrow’ and ‘Red Dragon’) during their negotiations.

The Liverpool Street case said many more ‘BIs’ would have been needed; with lower coal and water capacity, longer journey times, extended turnarounds and more maintenance down time.

Ten ‘Britannias’ went to Norwich and 13 to Stratford for what I consider to have been 15 diagrams – split 6/9, respectively. Some sources claim the Norwich diagrams as seven, but it is believed two of these were on separate days of the week. To make full use of the fleet, the diagrams I have seen cover 10 evening/night non-passenger trains as well. Seven of the loco diagrams required daily mileages in the 460 to 486 range.

The scheme involved each rostered locomotive with nine-coach sets running two trips per day between Liverpool Street and Norwich in 2hr and 10min – xx.30hrs Down and xx.45 Up. In addition there was the intention to run the 15.30 Down train to a 2hr schedule and to name it the ‘Broadman’. It was a popular move.

Some ascribe the success of these measures to the ‘Britannias’ themselves, but tests had been conducted with unrebuilt Bulleid ‘7P’ Light Pacifics. Fiennes claims ‘BIs’ would gasp over Ingrave Summit at the top of the 1-in-80 gradient from Brentwood at 40mph, whereas the Bulleids would take anything you threw at them (especially coal), topping the bank at 56mph with the safety valves blowing off and 400tons in tow. Perhaps this is hubris because no logs of the ‘West Country’/‘Battle of Britains’ seem to have survived. Unless you have one in your attic perhaps?

Revolutionary

Southern aficionados might claim a follow-on order of Light Pacifics would have fitted the bill. Had they by then been in their rebuilt, albeit heavier, form perhaps that might have happened. On the other hand, a test with ‘6P’ ‘Clan’ No. 72009 *Clan Stewart* in August 1958 resulted in its hurried consignment back north.

The new timetable was revolutionary. Its strength was that, in modern terms, it was resource-based, but it was also revenue generative. Some ‘sector’ managers in the 1980s, soon followed by privatised franchisees, kidded themselves they would introduce market-led timetables, but they soon realised their proposals had to be more resource-based than ever. After a year of relative conservatism the lid was lifted on the 1952 timetable with, at long last, ‘Norwich in 120’.

No. 70035 *Rudyard Kipling* famously ran the Ipswich to Norwich section in 39min 7sec, covering 26miles at 84.4mph with a maximum of 94mph, but I now want to turn to the contemporary account of my RPS friend Paul Walker, whose family knew Gerard Fiennes well enough for him to stay at their house.

Paul Walker was at Cambridge University at the start of the new service in September 1952, discovering he could catch the 13.15 from Cambridge, the new 15.30 to Norwich, the 17.45 return and the 20.50 from Liverpool Street. Over the next two years he travelled by



Easing away from Stratford in 1937 is former GER ‘Claud Hamilton’ ‘D16’ 4-4-0 No. 8799 with a train to Liverpool Street. The loco was built in 1911 as one of the penultimate batch of 10 locos. G R GRIGS/RM ARCHIVE

TABLE 4: IPSWICH TO NORWICH

Loco	Load	Train	Date	Recorder												
‘D201’	9/308/330	11.30 Liv St to Norwich	June 23, 1964	M Barrett												
47577	9/308/330*	15.30 Liv St to Norwich	April 2, 1982	B Harrison												
86244	11/371/384	17.00 Liv St to Norwich	May 11, 1990	B D J Walsh												
Miles	Timing Point	WTT	M	S	MPH	WTT	M	S	MPH	WTT	M	S	Ave MPH			
0.00	IPSWICH d	0	0	00	T					5½L	0	0	00			
0.76	<i>East Suffolk Jct</i>			1	50			1	42			1	44	26.4		
4.86	<i>Claydon</i>			6	08	66			5	33	78		4	58	76.1	
8.38	<i>Needham Market</i>			9	16	72			8	12	82		7	08	97.3	
11.85	<i>Stowmarket</i>			12	04	75/76			10	37	87		9	10	102.5	
14.25	<i>Haughley Jct</i>	14½	13	58	73/65	13½	12	17	80/78	10½	10	35	101.6			
22.69	<i>Mellis</i>			20	40	82/92			18	15	90/85		15	18	107.3	
26.21	<i>Diss</i>			23	10	88			20	37	90		17½	17	16	107.5
31.80	<i>Tivetshall</i>	29	27	17	77/90	26	24	24	84			20	23	107.6		
35.26	<i>Forngett</i>	[2]				[4]	26	41	94	[4]	22	18	108.4			
37.99	<i>Flordon</i>			31	34	88/84/92			28	25	95					
40.91	<i>Swainsthorpe</i>								30	23	80/88		25	25	108.8	
43.26	<i>MP 112</i>			35	12	90							26	46	104.4	
44.14	<i>Trowse U Jct</i>						32½	33	00	-/sigs 40	32½					
45.11	<i>Trowse</i>			37	40	-							28	33	62.2	
46.16	NORWICH a	46	40	31			44½	37	52		36	30	47	24.3		

[x]= x min recovery time
Stations shown as open (i.e. not in italics) are based on 1982

* Estimated (load unstated in original log)

the 15.30 19 times, but unfortunately National Service brought regular travel to a close. It says much for the reliability of the ‘Broadman’ that only once did he miss the 17.45 Up – and this was the only occasion he did not have time for a discussion with the crew of the ‘Broadman’ at the end of a run.

Referring to Table 3, the four runs Paul has selected are not because they were the ‘best’, but because each had particular features that contribute to the ‘Britannia’ story. Run 1 was the inaugural 2hr service, on which it is clear driver Percy Smith (with fireman Whiting and inspector Slack) was getting the hang of the schedule.

The Norwich driver was a colourful character, known to put on a show when appropriate, but there were a lot of prying eyes on the full inaugural train. Timekeeping was relatively easy to Ipswich, with one 30mph temporary speed restriction (tsr) and a perhaps disappointing 41½mph minimum speed on Brentwood Bank. Speeds nearly 10mph higher were subsequently recorded there.



Driver Percy Smith and fireman J Taylor pose on the front of No. 70035 *Rudyard Kipling* before the ‘Broadman’ run on March 6, 1953. G P WALKER

Continuing in the same vein Haughley, in the middle of the two-mile climb at 1-in-131, was passed $\frac{3}{4}$ min late. The climb was begun at 74½ and finished at 66. Realising he was losing time, the following 20 undulating miles were run mainly in excess of the 80mph line limit, with maxima of 89 and 85½mph.

Thus the 46.3miles to Norwich were completed in 41min 52sec – with an arrival $\frac{3}{4}$ min early. On two subsequent runs with the same driver, Haughley was passed on time or early. On another occasion, when Paul timed driver Percy Smith, No. 70035 *Rudyard Kipling* touched 95 mph near Diss as shown in Table 2. The photograph on p15 captures the driver's personality as he cooperatively agreed to pose on the 'Britannia's' buffer beam.

Run 2 was far more vigorous south of Marks Tey, passed 5min early in 45m 06s from Liverpool Street, 46.06 miles. The early running allowed for what was expected to be a lengthy 20mph tsr after Colchester, but which was found to have been lifted when reached.

Vigorous

The subsequent almost 4min early arrival at Ipswich shows the margin available on this section. This time Haughley was passed on time, 90mph reached near Diss and, despite considerable easing after Swainsthorpe, the arrival at Norwich was more than 1½min early.

Run 3 had delays before Witham, passed almost 3½ late, all recovered before Ipswich.

A vigorous run to Haughley was followed by a relatively easy continuation to Norwich, not exceeding 77mph, and arriving on time after a final signal check costing around $\frac{3}{4}$ min.

Run 4 was timed some two years later and suggests standards had not fallen. The driver was W Smith (thought to be no relation to Percy), one of the best time keepers at Norwich, on both Cambridge and Ipswich routes. The net time to Ipswich was around 66min, and on to Norwich 40min.

Of Paul's 26 recorded runs, 19 were in the period 1952 to 1954. The scheduled working time from Ipswich to Norwich for the first 13



English Electric Type 4s (later Class 40) replaced steam on GE Main Line services to Norwich from 1958. Here, No. D200 climbs Belstead Bank with the 11.40 Norwich-Liverpool Street on September 7, 1964. G R MORTIMER/RM ARCHIVE

was 45min, and for the final six reduced to only 44min after an extra minute allowed for the Ipswich station stop had been deducted from the running time. This had no effect on the timekeeping for which the figures for the 19 runs were: right time or early 14, 1-5min late four, more than 5min late one (26min late owing to a points' failure Liverpool Street).

Paul managed a further four runs in 1955. Electrification work had resulted in 3min recovery being added between Shenfield and Chelmsford which, together with other work, was arguably insufficient resulting in one on time arrival, two more 'within 5min' and one 7½min late.

Three more runs after the removal of the electrification recovery time (two in 1956 and one in 1958) resulted in two being early or on time and one 3½min late.

The 20th century would bow out with the 'Broadman' running at 18.00 with the same train weight, propelled by a Class 86 electric locomotive, and making three extra stops compared with 1952, completing the journey a whole 8min faster. 'Norwich in 112'; that's

a 10sec a year improvement.

From 1958 the first English Electric Type 4 2,000hp diesel locos (later to become Class 40) were allocated new to the Norwich route. The narrative of how this further call on the newest loco build came about is not as clear as the 'Britannia' legend.

Dieselisation

If the 'Britannias' were as good as history believes, why were they replaced by locos that were arguably simply the equal of a well driven and maintained Pacific? In fact, a 'Britannia' was often capable of getting away from a dead stand just as quickly, although top speeds could be maintained for longer with the diesel and with no more than a flick of the wrist.

The policy of early dieselisation of the whole region appears to have been the driving force and of course a reduction to the number of locomotives applied as had been the case when 'Britannias' ousted 'B1s'.

An examination of the Norwich express runs in the RPS electronic archive sorted by journey time shows 'Britannias' and



Prior to the electrification of the London to Norwich line, services were mainly hauled by Class 47s. Here, Stratford's white-roofed No. 47582 County of Norfolk arrives at Ipswich on April 10, 1981. FERNDALE MEDIA

“It says much for the reliability of the ‘Broadsman’ that only once did Paul miss the 17.45 Up – and this was the only occasion he did not have time for a discussion with the crew of the ‘Broadsman’ at the end of a run.”

Class 40s mixed together with no distinct advantage either way. For instance, looking at the achievement of times between 42min and 43min in the RPS archive there are 10 entries for each class. Table 4 shows the fastest speeds reached by a Class 40 in the logs I have examined. 90mph over a substantial distance is unusual for the class even, for instance, on the slightly favourable gradients of the comparable distance Darlington to York section.

Class 47s brought an improvement on the Class 40 schedules. It was not unusual for Class 37s to have to cover for unavailable Type 4s, in which case control endeavoured to allocate the Class 37s to the trains with the fewest stops, on which they could manage to keep time given a clear run.

In my research I did not find much in the way of spectacular Class 47 runs though. As on the East Coast Main Line in the 1970s, Class 47 runs where the 95mph locos touched 100mph speeds were rare.

Table 4 shows a good run with No. 47577 turning a 5½min-late departure from Ipswich into a 1½min early arrival at Norwich with the

TABLE 5: LIVERPOOL STREET TO NORWICH

Loco	90008	90011	86220	
Load	DVT+8/321/330	DVT+9/348/360	7/246/257	
Train	11.00 Liv St-Norwich	11.00 Liv St-Norwich	11.28 Liv St-Norwich	
Date	June 5, 2019	July 3, 2019	May 5, 1987	
Recorder/Position	J Heaton 8th of 10	A Varley 9th of 11	B D J Walsh	
Miles	Timing Point	Sch* M S MPH	M S MPH	
0.00	LIVERPOOL ST d	0 0 00 1L Pfm 10	0 00 T	0 00 ½E
1.06	Bethnal Green	3 3 21 41/68/sigs 4	3 36 28/17/70	2 33 48
3.91	STRATFORD	6 8 11 56	6 47 50	6 03 50
5.68	Forest Gate Jct	7½ 9 40 85/83	8 10 85/89	7 41 71/68
7.31	Ilford	8½ 10 49 86	9 21 88	9 03 76/82
9.19	Goodmayes	12 12 07 88	10 38 89	10 31 79/82
12.33	Romford	12 14 15 88	12 45 88	12 53 78
14.86	Harold Wood	[1] 16 01 84	14 29 89	14 47 89
18.11	Brentwood	16½ 18 28 75/73	16 42 88	17 00 83/tsr47
20.11	SHENFIELD	18½ 20 03 80/89	18 09 79/81	18 48 82
23.56	Ingatestone	22 30 88/89	20 44 78	21 36 tsr 20/93
29.70	CHELMSFORD	25½ 27 10 55/98	25 53 55/99	27 02 68/tsr51
35.83	Hatfield Peveler	[1] 31 32 96/99	30 02 95/sigs50	31 25 100
38.55	Witham	32½ 33 12 97/93	32 30 82	33 02 103/98
42.20	Kelvedon	35 29 98/92	34 48 99/96/100	35 12 101/104
46.58	Marks Tey	37½ 38 16 96/94	37 28 99/97	37 48 98/104
49.46	Chitts Hill	[1] 40 06 98	39 13 100	39 31 98
51.58	COLCHESTER	41½ 41 30 84/81/98	40 36 89/88/99	40 52 88
56.00	Ardleigh	44 29 97/99	43 24 98	43 42 101
59.36	MANNINGTREE	46½ 46 45 66/64	45 51 71	45 47 79
63.04	Bentley	[1] 49 40 90	48 32 94	48 19 101
64.95	Belstead Summit	50 54 95/100	49 44 98/sigs54/59	49 27 102
67.91	Halifax Jct	53 52 55 57	52 35 37	51 34 -
68.69	IPSWICH a	55 54 42	54 16	
0.00	d/p	56 55 39 ½L/sigs	0 00 1E (T NRT)	52 33 30
0.76	East Suffolk Jct	1½ 2 02 51/sigs	1 33 62	53 24 82
4.86	Claydon	5 07 97/-	4 19 98/99	56 04 104
8.38	Needham Market	6 7 20 76/50tsr 45	6 28 80/50tsr 47	58 08 101
11.85	Stowmarket	8½ 10 35 -	9 23 96	60 15 98
14.25	Haughley Jct	10 12 08 92	10 51 98	61 41 101
22.69	Mellis	17 26 97/94	16 00 99/101/50tsr46	66 43 101
26.21	Diss	17½ 19 39 97/95	18 51 73	68 48 103/105
31.60	Tivetshall	[2] 23 00 97/100	22 21 99	72 04 95
37.99	Flordon	26 55 93	26 16 97/99	75 52 101
39.49	Newton Flotman	27 52 98/100	27 11 98	
40.94	Swainsthorpe	28 45 98/100	28 04 100/101	77 37 103
44.14	Trowse U Jct	30 31 48 49	30 22 55	79 56 48
45.56	Trowse Swing Br	32 33 10 33	32 18 32	82 00 30
46.16	NORWICH a	34 35 07	34 18	83 22

[x]= Minutes recovery time. Starting mileage is middle of train at Liverpool Street
 Mileage to Ipswich is shown longer than posted as there is a 'missing' 3chains between Shenfield and MP 20¼
 * No schedule available for No. 86220



Anglia Railways' No. 86227 Golden Jubilee pushes the 15.30 Liverpool Street-Norwich away from Colchester on June 5, 2004. CHRIS MILNER



Marking the start of 'Norwich in 90', No. 90001 takes the photocall with VIPs and guests at London Liverpool Street with the inaugural service on May 20, 2019. Next to Greater Anglia managing director Jamie Burles (blue tie) is current Home Secretary Priti Patel, whose Witham constituency is on the route. JAMIE SQUIBBS

aid of 4min recovery time – effectively 2½min 'to the loco'. However, of the 158 years the Great Eastern Main Line has existed, no more than 27 were dominated by diesels.

Moving on to the electrified service from 1985, the goal of 'Norwich in 100' was secured. In fact, a 1999 run I had on the *East Anglian* was timed for 'Norwich in 97', although it managed only 'Norwich in 105½'. An unrepresentatively fast run with a second-hand Class 86 is shown in Table 4 to demonstrate what might have been possible on better infrastructure.

The pinnacle of Class 86 performance came with a Round Table special in 1987 when the best time of 'Norwich in 84' was achieved. The 83min 22sec run is shown in Table 5.

The RPS archive strangely shows different locos as being credited with the performance by different recorders, but No. 86220 has been given the credit. Peter Semmens published the log in *RM* October 1987, but the one reproduced here was taken by the official timer David Walsh. Unfortunately, the schedule details do not seem to have survived. Another attic collection to be raided perhaps?

The replacement for the Class 86 was the Class 90, made redundant by 'Pendolinos' from their West Coast Main Line work. I think it is fair to say their performance was not consistently good and they seemed to have real problems in wet weather. It is intended to look more closely at their work on intermediate stopping trains in a later article, in comparison with the new 'Flirt' Class 745s and 755s.

Consistent or not, the new Greater Anglia franchise saw fit to use them on their two flagship return 'Norwich in 90' expresses that

were required under the terms of the award, a timing that had been a long held aspiration of stakeholders. Adoption of the idea was initially predicated on the arrival of the 'Flirts', but the train-operating company felt sufficiently confident to entrust the job to its Crown Point Class 90s.

Convenient

My first sample of the service using the convenient 11.00 from Liverpool Street occurred in May 2019. Incidentally, there is a train with a standard calling pattern that leaves at 11.02. The 11.00 requires 4min of recovery allowance to Ipswich, which is used as pathing if not required for engineering work, to allow the 10.46 Liverpool Street-Braintree and 10.34 to Colchester to run clear en route and before the 11.48 Ipswich-Liverpool Street crosses its bows, starting from platform 4. Just 1min station time is allowed at Ipswich, the achievement of which seemed uppermost in the minds of the staff on my journeys, when whistles were blown just a few seconds after the train had halted.

The Ipswich to Norwich run is allowed just 32min, plus 2min recovery time, but by Diss the 11.00 from Liverpool Street is close on the

heels of the 10.30 Liverpool Street-Norwich. In normal circumstances it is therefore difficult to run early and get any time in hand for contingencies.

My first run had a severe check at Shenfield resulting in a 2min-late departure from Ipswich, followed by three tsrs before Norwich, achieving in 'Norwich in 93'. The second one lost 2½min to signals before reaching Ilford, recovered 2min to Ipswich, but was beaten to the tune of 1½min to Norwich by signals leaving Ipswich and a tsr. 'Norwich in 92'.

My RPS French resident friend Alan Varley often comes to the UK to sample developments and, in contrast to my misfortunes, managed a run in just under 90min, shown in Table 5 alongside the better of my two trips. His return journey then managed 'Liverpool Street in 90' as well.

During the Covid-19 lockdown, the Class 90s slipped (pun intended) away from Greater Anglia to be replaced by the Class 745 'Flirt' units. Whether the predicted changes to travel habits resulting from the pandemic will justify the long-term continuation of the 'Norwich in 90' flyers, much less the duplicated trains so close to each other, remains to be seen. ■

“In my research I did not find much in the way of spectacular Class 47 runs though. As on the East Coast Main Line in the 1970s, Class 47 runs where the 95mph locos touched 100mph speeds were rare.”



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- ★ A tour & tasting at the hotels in-house Schnapps museum

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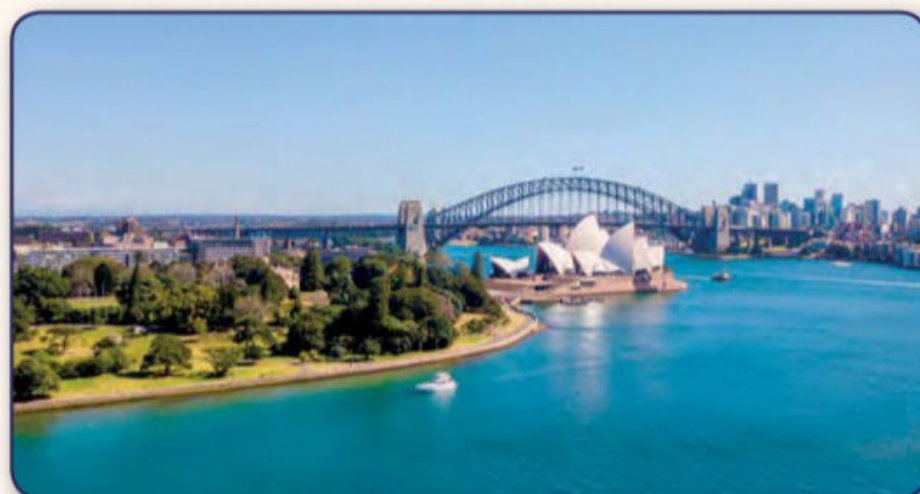


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THE LAST STEAM-WORKED PUSH-PULL TRAINS ON BR

When British Railways published its 1955 modernisation plan, it set in motion the replacement of push-pull trains with DMUs on many steam-operated branch and rural lines. While still at school, **Philip Horton** embarked on a mission to ride and photograph as many lines as possible before the diesels came – or they closed.

1963
to 1966
PART 1



Thirteen 'M7s' survived into 1964. One of these – No. 30480 – is seen at Lymington Pier with a train for Brockenhurst in the summer of 1962. The engine was among the last six to be withdrawn in May 1964. M E J DEANE COLLECTION, COURTESY OF IAN BENNETT

BACKGROUND

TODAY we are familiar with express trains which are pushed by a locomotive while the driver controls it from the cab at the front of the first coach. While these controls are now electronic, in the days of steam push-pull trains they were mechanical.

Such a train would typically comprise an ancient tank engine pulling or pushing between one and three coaches. When pushing, a driver would be controlling the regulator and brakes of the engine from a cab or compartment in the front coach. In both examples the advantage is that loco and train do not have to be uncoupled and run

round on completion of a single journey.

Push-pull trains were also described as 'auto-trains' by the GWR and 'pull-push trains' on the LMS.

On Nationalisation, BR inherited a host of push-pull-fitted tank engines from all of the 'Big Four' railway companies, each using its own method of operation. Only in Scotland does the practice seem to have been uncommon.

Then still very much in the era of steam thinking, BR embraced the concept and continued to convert older engines to, and build new ones for, push-pull working. The

latter were the Ivatt and Standard Class 2 2-6-2 tanks, introduced by the LMS in 1946 and BR in 1953, respectively.

Despite the limited introduction of diesel railcars before the Second World War, the first real threat to these engines came with the implementation of the Railway Modernisation Plan of 1955, which committed BR to replace steam traction with diesels.

The first DMUs had started to appear in 1954 and quickly eliminated push-pull working across great swathes of the country, particularly in east and north-east England.



The introduction of first-generation DMUs from 1954 led to the replacement of a host of steam-worked push-pull services and the scrapping of the engines involved. An example was the ex-NER 'G5' 0-4-4 tank, one of which, No. 67273, is seen propelling a push-pull train, possibly from Pickering via Thornton Dale, towards Scarborough on July 9, 1949. The last of the class were withdrawn in May 1957. TREVOR OWEN/COLOUR-RAIL



One push-pull service was even named. From early-1950s the 'Red Dragon' ran in summer between Rhyl and Llandudno. The service was taken over by Derby 'Lightweight' DMUs a decade later. Ivatt Class 2 2-6-2T No. 41276 is seen after arrival at Llandudno with the train during 1959. A H BRYANT/RAIL PHOTOPRINTS

Right: Push-pull working was not popular in Scotland. One of the few examples was the 'Wee Arrochar', a train which ran between Craigendoran and Arrochar and Tarbet. It was worked by ex-NB Class C15 4-4-2 tanks. Three of these were push-pull fitted, two by BR. Here, No. 67460 is seen at Arrochar with the train in September 1959. The engine was withdrawn in April 1960. COLOUR-RAIL



The ex-LBSC Class D3 0-4-4 tanks were fitted for push-pull working from 1933 and were still used in the Southern Region's Central Division until the mid-1950s. Class D3 No. 32372 arrives at West Grinstead with a train from Brighton to Horsham, comprising a pre-Grouping two-car push-pull set, during the 1950s. The last 'D3' was withdrawn in November 1953. IAN BENNETT COLLECTION



BR fitted 14 ex-GWR '4575' Small Prairie tanks for auto-working, mainly in South Wales, in 1953. One of the engines – No. 5560 – is seen at Tondou with a train for Bridgend, comprising two early GWR auto-coaches, on July 14, 1954. The engine was one of the last to be withdrawn in April 1962. FRANK HORNBY

This in turn led to the mass withdrawal of the steam engines involved.

An example were the ex-North Eastern 'G5' class 0-4-4 tanks, first introduced in 1894. Many were push-pull fitted, two of them by BR, which inherited more than 100 of them. The final 10 were withdrawn in December 1958: six of them had been push-pull fitted (there is currently a project to build a new 'G5').

A rare Scottish example of push-pull working was the 'Wee Arrochar': a train that ran between the ex-North British stations at Craigendoran and Arrochar and Tarbet.

They were worked by ex-NBR 'C15' class 4-4-2 tanks, first introduced in 1911, three of which were push-pull fitted, including two by BR. Two of the three – Nos. 67460 and 67474 – were the last of the class to be withdrawn in April 1960.

Despite the introduction of many more DMUs, in 1963 steam push-pull services could still be found on BR's Southern, Western and London Midland Regions.

The age of the engine used varied widely between regions. On the SR it dated from the 1900s, on the WR it was the 1930s, while as mentioned above the LMR's engines

dated from the 1940s and '50s.

Although in 1963 I was still a schoolboy, I started to track down the last steam-worked lines, starting in the south and west of England. Most of these were threatened by the Beeching Axe, with the remaining push-pull trains a particular attraction.

In 1964/65 I extended my travels to Wales, the East Midlands and northern England and managed to cover most of the remaining push-pull services. This feature briefly describes the background to the engines and rolling stock still in use along with my journeys on them. ▶



The last two ex-MR 0-4-4 tanks – Nos. 58085 and 58086 – were both push-pull fitted. No. 58085 was used on push-pull trains between Rolleston and Southwell in Nottinghamshire until May 1959, while No. 58086 survived in store at Bath (Green Park) shed until the autumn of 1960. When based at the ex-S&D Highbridge shed, No. 58086 worked push-pull trains between Glastonbury and Wells (Priory Road). The line closed in October 1951. ALL PICTURES BY AUTHOR UNLESS STATED



Stanier's LMS Class 2P 0-4-4 tanks, all of which were eventually push-pull fitted, were introduced in 1932. They were modernised versions of the much older Midland engines, and only 10 were built. They had a short life as all but one was withdrawn in November 1959. No. 41903, with No. 41904, was based at Lancaster (Green Ayre) shed, where it was pictured on June 15, 1956. FRANK HORNBY

THE CHANGING FACE OF BR

The first ex-LSWR 'M7' 0-4-4Ts were fitted for push-pull operation in 1925. However, No. 30031 had only recently been fitted with the apparatus when seen waiting in the evening sunshine at Bournemouth West with a train for Brockenhurst on August 19, 1961. Note the large Westinghouse brake pump on the left-hand side of the smoke-box and the large air reservoir hung below the front buffer beam. Both helped create the air pressure necessary for push-pull working. No. 30031 was numbered 30128 until 1960 and was withdrawn in May 1963. TERRY GOUGH



1. SOUTHERN REGION

IN 1957 the SR received 10 new Standard '2MT' 2-6-2 tanks but, although the class was designed for push-pull working, the region continued to use its pre-Grouping 0-4-4 tank engines. These initially included ex-LSWR Class M7, ex-LBSCR Class D3 and ex-SECR Class H 0-4-4 tanks.

Initially, the engines were used mainly on the services of their original companies, but the Class D3 tanks were withdrawn in November 1953 and their services taken over by 'M7' and 'H' class tanks.

The ex-LBSCR sheds at Three Bridges and Tunbridge Wells (West), then in the SR's Central Division, received batches of both classes. Until 1959 the coaches used were also of pre-Grouping origin, but in 1959/60 20 two-car sets were created from Maunsell brake composites and open seconds, and numbered from 600. They were used across all three of SR's operating divisions.

Three ex-SECR push-pull services, by then in the SR's Eastern Division, all worked by Class H tanks, were withdrawn during 1961: from Paddock Wood to Hawkhurst, from Dunton Green to Westerham, and Gravesend to Allhallows. In addition the line from Maidstone (West) to Paddock Wood, which had been push-pull worked, was electrified at about the same time.

From the beginning of 1963 the Southern Region's lines west of Wilton were taken over by the Western Region, which soon replaced the remaining 'M7s' working from Yeovil (Town) and Exmouth Junction sheds with ex-GWR engines and trailers. As these services were operated by the WR they are described here as part of that region's services.

In Kent, Tunbridge Wells (West) shed closed in September 1963 and its allocation of tanks transferred to Three Bridges. Here, they continued to work the remaining push-pull trains to East Grinstead (High Level) until the end of the year.

The three last remaining Class Hs at Three Bridges were withdrawn in January 1964, while some of the 'M7s' and push-pull sets were sent to the SR's South Western Division at Bournemouth to assist with the few remaining push-pull workings there.

My first journey on an SR push-pull train was on April 14, 1963, when I travelled behind 'M7' No. 30379 from Brockenhurst



The two branch lines to Lymington and Swanage were the last to see push-pull trains worked by 'M7' tank engines. Here, No. 30129 stands in Swanage station with a train for Wareham on September 21, 1963, and was withdrawn in November. FRANK HORNBY

No. 31551 was one of the Tunbridge Wells 'H' tanks to go to Three Bridges along with No. 31263. Both engines were withdrawn in January 1964 but No. 31551 was still intact when pictured there on September 23, 1964. Not all of the shed's 'M7s' were withdrawn as three – Nos. 30029, 30053 and 30133 – went to the SR's South Western Division and survived for a few more months. FRANK HORNBY



The SECR Class H 0-4-4 tanks were fitted for push-pull working between 1949 and 1961. No. 31263, fitted for push-pull working in April 1960, is seen at Oxted before working the 4.04pm to Tunbridge Wells (West) on July 26, 1963. Note again the large Westinghouse brake pump on the left-hand side of the smoke-box. No. 31263 is now preserved on the Bluebell Railway



Two-carriage push-pull set No. 604 was one of 20 created by converting Maunsell-designed corridor brake composites and open second coaches in 1959/60. Set No. 604 is seen standing at Oxted on July 26, 1963. It was one of eight sets which lasted into 1964 after transfer to the Bournemouth area.



Another of the last eight 'M7s' – No. 30053 – is seen leaving Swanage with the 4.57pm to Wareham on April 11, 1964. No. 30053 was one of the Three Bridges 'M7s', which came to the SR's South Western Division in January 1964. The engine was then preserved and is now back at Swanage on the heritage railway there. TERRY GOUGH

to Lymington Pier and back. Sadly, the weather was appalling and quite beyond the capabilities of my basic camera.

By this time 'Oxted' line DEMUs had taken over most services between Victoria, East Grinstead and Tunbridge Wells. On July 26, however, following a tip off from my uncle, who was an SR signalman, I caught one of the last push-pull workings from Oxted, the 4.04pm to Tunbridge Wells (West) via Hever, hauled by Class H 0-4-4 tank No. 31263.

On the same day, the 4.47pm from Tunbridge Wells (West) to Three Bridges was hauled by 'M7' No. 30055. When Tunbridge Wells (West) shed closed in September 1963 five of its Class H and five 'M7' tanks were transferred to Three Bridges. Here, they worked the remaining push-pull trains to East Grinstead (High Level) until the end of the year.

The last Class H tanks to be withdrawn in January 1964 were Nos. 31263, 31518 and 31551, but three of its 'M7' tanks – Nos. 30029, 30053 and 30133 – went to the SR's South Western Division and survived for a few more months. No. 31263 was among the last of its class at Three Bridges to be withdrawn in January 1964 and is now preserved on the Bluebell Railway. Eight push-pull sets, including No. 604, also went to the Western Division.

My first trip to the SR in 1964 was on March 6 when I travelled from my home in Bath to Broadstone, where I changed trains. I planned to catch the 12.26pm from Bournemouth West to Brockenhurst because during 1963 these trains were also worked by 'M7s'. I was out of luck as my train, the 12.26pm from Bournemouth West, arrived behind Standard Class 4 2-6-0 No. 76019, although it was hauling a Maunsell push-pull set.

At Brockenhurst, however, I found 'M7'

“These were the final days for the class ('M7') as all were withdrawn that May. Their final demise was linked to the dieselisation...”



'M7' No. 30052, one of the last eight engines to survive until May 1964, is seen here at Brockenhurst with the 1.52pm for Lymington on March 6, 1964. The train has been strengthened to three coaches with the inclusion of another open second. During 1963 trains between Brockenhurst and Bournemouth West via Wimborne were also worked by 'M7' tanks. By 1964, the push-pull sets were still in use, but hauled by Standard '4MT' 2-6-0s.

No. 30052 waiting to push the 1.52pm to Lymington Pier and back. Slightly more than a month later, on April 25, I arrived at Wareham in the hope the Swanage branch would still be worked by an 'M7'. I was in luck as 'M7' No. 30053, which I had seen at Tunbridge Wells in July 1963, stood in Wareham's bay platform with the 4.37pm to Swanage. Had I planned to catch the 6.28pm I would have been hauled by Standard Class 3 2-6-2 tank No. 82028 instead!

These were the final days for the class as all were withdrawn that May. Their final

demise was linked to the dieselisation, from May 4, of the Brighton to Horsham trains using 'Hampshire' DEMUs. Brighton shed was then able to transfer six Ivatt tanks to Bournemouth. After a spell in the USA, 'M7' No. 30053 is now back home with the Swanage Railway.

After push-pull working ended on both the Swanage and Lymington branches they were worked for a time by Ivatt '2MT' 2-6-2Ts and Standard Class 4 2-6-4Ts. The Swanage branch closed in January 1972 while that to Lymington was electrified. ▶

THE CHANGING FACE OF BR

2. WESTERN REGION

COMPARED with the Southern Region, the Western Region's auto-fitted tank engines and coaches were relatively modern.

During the 1930s, GWR chief mechanical engineer C B Collett designed three new classes for these workings, all based on earlier designs.

The first, the '54XX' pannier tanks, appeared in 1931, while '64XX' 0-6-0 pannier and '14XX' 0-4-2 tanks were built from 1932. The main difference between the two 0-6-0s was the diameter of their wheels, which were 5ft 2ins and 4ft 7½in, respectively.

Apart from much older auto-trailers, including those built for the Welsh Taff Vale and Barry Railways, the most modern then in use had been rebuilt from GWR steam rail-motors, the last six of which were not converted until 1936 (one has since been converted back to rail-motor No. 93 by the Great Western Society).

Between 1951 and 1954 BR built 45 new trailers at Swindon to the design of F W Hawksworth, while in 1953 it fitted 14 ex-GWR '4575' Small Prairie tanks for auto-working. These engines mainly worked in South Wales, including on trains from Pyle to Porthcawl and from Porth to Maerdy.

The many auto-worked lines in South Wales were replaced by DMUs from 1958, a fate which soon befell many other Western Region services. These included trains on the Staines branch and between Bourne End and Marlow, west of London; the Brixham branch and from Plymouth to Saltash in Devon; and from Lostwithiel to Fowey in Cornwall. Elsewhere the auto-services from Totnes to Ashburton (part is now the South Devon Railway) and around Monmouth were withdrawn in 1958 and 1959, respectively.

Further losses occurred in 1962 when trains from Wrexham to Ellesmere Port were withdrawn in September, while those between Plymouth and Launceston were officially withdrawn from December 31, although severe weather led to their short-lived extension. The auto-fitted pannier tanks and trailers made redundant by dieselisation and closures around Plymouth soon received an unexpected extension to their lives, on the former Southern services taken by the Western at the beginning of 1963.

My first journey in search of ex-GWR



Exe Valley trains terminated at Dulverton, where they connected with trains between Taunton and Barnstaple. No.1466 is seen standing with its two auto-trailers in the Exe Valley platform there during the summer of 1960. Note the small turntable in the foreground. The trains were withdrawn in October 1963. M E J DEANE COLLECTION, COURTESY OF IAN BENNETT



Two auto-fitted classes of 0-6-0 pannier tank – '54XX' and '64XX' – were designed by C B Collett for the GWR. One of the latter, No. 6430 is seen at Plymouth (North Road) with the 10.40am to Tavistock South on September 6, 1962. Trains to Tavistock and Launceston were withdrawn at the end of 1962. In April 1963, No. 6430 was transferred to Exmouth Junction shed to work on the ex-SR branch lines recently taken over by the WR. JOHN PRICE

auto-trains was on February 11, 1963. That day I travelled from Brimscombe to Gloucester (Central) pushed by '14XX' tank No. 1424, one of a fleet of similar engines shedded at Gloucester (Horton Road).

At the time the trains provided a frequent and popular service between Gloucester and



No. 1466 is seen again, this time at Tiverton Junction, after arrival with the 3.15pm from Tiverton on August 29, 1963. The Tiverton to Tiverton Junction auto-trains continued after Exeter shed closed to steam in October 1963. No. 1466 was then transferred to Taunton shed along with Nos. 1442 and 1450. No. 1466 was withdrawn in December and was subsequently preserved by the GWS.

Chalford. I had noted the distinctive little trains while trainspotting at Gloucester several years earlier. They were to become the last such operation on former Great Western lines.

On August 29, 1963, using a 'West of England Rover' ticket, I travelled behind No. 1421 along the Exe Valley from Exeter



No. 1442, one of the '14XX' (originally '48XX') 0-4-2 auto-tanks designed by Collett in 1932, stands beneath the coaling stage at Oxford shed on June 24, 1962. The GWR auto-equipment was difficult to spot but included a rod connecting the regulator on the loco with that of the auto-coach. It ran the length of the coach/coaches and was just visible, protruding from below the engine's buffer beam. No. 1442, along with shed-mate No. 1450, soon moved to the West Country.



Auto-trailer No. W244W – seen at Berkeley Road on September 17, 1964 – was the last of 45 trailers built at Swindon between 1951 and 1954. The large bell seen above the driving cab could be rung by the driver to reinforce a warning from the engine's whistle. '14XX' No. 1453 is at the front of the train.



Early in 1965, the Western Region was again short of single-unit railcars and had to briefly resort to steam. Nos. 1442 and 1450 were still available at Yeovil and were transferred to Exmouth Junction to work the Seaton branch. No. 1442 is seen at Seaton Junction with a train for Seaton on February 27, 1965. The DMUs reappeared at the beginning of March. No. 1442, along with No. 1450, had worked the last auto-trains in the south of England. Both engines were subsequently preserved. TREVOR OWEN/COLOUR-RAIL

“The many auto-worked lines in South Wales were replaced by DMUs from 1958, a fate that soon befell many other Western Region services.”



Trains to and from Dulverton are seen passing at Thorverton station between Exeter (St Davids) and Tiverton, during the summer of 1960. The Dulverton train on the right is headed by No. 1466, while the engine of the Exeter-bound train, which has lost its front number plate is thought to be No. 1435. M E J DEANE COLLECTION, COURTESY OF IAN BENNETT



The old order is seen on the Seaton branch in May 1961. Exmouth Junction's 'M7' No. 30021 prepares to propel its train from Seaton Junction away from Colyton station towards Seaton. No. 30021 was withdrawn in March 1964 while Colyton is now the northern terminus of the Seaton Tramway. M E J DEANE COLLECTION, COURTESY OF IAN BENNETT

(St David's) to Dulverton via Tiverton then, after returning to Tiverton, I reached Tiverton Junction on the 'Tivvy Bumper' hauled by No. 1466. Later that day I travelled to Hemyock and back behind No. 1450. The single coach used on these trains was not auto-fitted and the train included milk tankers.

When the Western Region took over the Southern lines west of Wilton at the beginning of 1963 it had insufficient DMUs to dieselise the services and was therefore forced to replace the ancient 'M7s' with its own auto-fitted steam engines and carriages.

The first three engines allocated to Yeovil shed were '54XX' 0-6-0PTs Nos. 5410, and 5416 in March 1963, with No. 5420 arriving in August. On August 28 it was No. 5410 which pushed my train from Yeovil (Town) to Yeovil Junction. Four days later it was '64XX' pannier tank No. 6400, which had arrived at Exmouth Junction with No. 6430 in April 1963, which was working the Seaton branch.

Apart from the Yeovil trains, DMUs replaced steam on the Seaton branch lines from November 4. When the Seaton branch was dieselised, Nos. 6400 and 6430 were transferred to Yeovil along with No. 6435.

Other services lost during the latter half of 1963 included the auto-trains from Tondeu to Porthcawl, which were suspended in

THE CHANGING FACE OF BR



Cows graze peacefully as an auto-fitted '14XX' 0-4-2T propels its train of two auto-coaches away from Ham Mill Halt and towards Stroud in April 1962. Ham Mill was one of seven crossing halts between Stonehouse (Burdett Road) and Chalford. They first opened in 1903 when steam rail-motors were introduced. M E J DEANE COLLECTION, COURTESY OF IAN BENNETT

September 1963, never to be reinstated, and the Exe Valley service, which was withdrawn from October 5.

My first trip on the WR in 1964 was on February 12 when I travelled via Yeovil (Pen Mill) to Yeovil (Town), where '64XX' panniers had replaced the '54XX' engines. I found No. 6435 working the trains to Yeovil Junction while No. 6400 was on shed. Meanwhile, the 'Tivvy Bumper' between Tiverton Junction and Tiverton remained steam-hauled using '14XX' tanks Nos. 1442, 1450 and 1466.

Exeter shed had closed to steam in October 1963 and the '14XX' tanks were transferred to Taunton. No. 1466 was withdrawn in December 1963, but Nos. 1442 and 1450 survived until after the service was withdrawn in October 1964.

On May 1, 1964, I rode my newly

acquired motor scooter to investigate services on the branch line from Sharpness to Berkeley Road. Before Nationalisation, the line, which then ran from Berkeley to Lydney, was owned jointly by the GWR and LMS, with the latter responsible for providing the motive power. Even after the Western take-over in 1958, the line's engines were still shedded at the Gloucester (Barnwood) shed.

After the accident to the Severn Bridge in October 1960 the service was cut back to Sharpness. When I arrived at Sharpness to catch the 4.15pm to Berkeley Road, I noticed a single WR auto-coach, parked just west of the station on the truncated single line to the bridge.

A short time later, '14XX' 0-4-2T No. 1445 of Gloucester (Barnwood) shed arrived light engine and, after collecting the auto-coach, drew it into the station. I rode

the train to Berkeley Road, departing again at 4.55pm for Sharpness.

Further visits to the West Country in 1964 were all linked to the withdrawal of rail services.

On Saturday, September 5, I was back at Yeovil Junction to witness the last runs of the 'Atlantic Coast Express' and other through trains between Waterloo and the coasts of Devon and Cornwall. That day No. 6430 was working the trains to Yeovil (Town), a service which remained steam-hauled until the end of the year, with some reported workings into 1965.

In October, '14XX' tanks Nos. 1442 and 1450 arrived from Taunton. This allowed Nos. 6430 and 6435 to be withdrawn, and subsequently preserved. A further '64XX' tank – No. 6419 – had arrived at Yeovil in May 1964 and was the last of its class to be officially



Two '64XX' tanks – Nos. 6400 and 6430 – went to Exmouth Junction from Plymouth in April 1963 to replace the 'M7s' working on the Seaton branch. No. 6400 is seen at Seaton Junction with the 3.25pm for Seaton on September 2, 1963. DMUs were introduced in November when both engines moved to Yeovil.



One of three '54XX' pannier tanks allocated to Yeovil shed to replace the SR's 'M7' tanks – No. 5410 – stands in Yeovil Town station with the 2.45pm to Yeovil Junction on August 28, 1963. No. 5410 was one of the last two engines withdrawn in October 1963. They were replaced by '64XX' tanks, which had been displaced from the Seaton branch by DMUs.



No. 1458 is seen after arrival at Chalford with the 3.08pm from Gloucester (Central) on October 31, 1964, the service's last day. The penultimate train, the 9.28pm from Gloucester (Central), ran through to Tetbury, as was normal on Saturdays. The final departure from Gloucester was at 10.31pm. JOHN PRICE



No. 6430 was another of its class to arrive at Yeovil shed in November 1963. The engine is seen here at Yeovil Junction on Saturday, September 5, 1964 with the 1.40pm to Yeovil Town. This was the last day that the 'Atlantic Coast Express' and other through expresses ran from Waterloo to the Devon and Cornish coasts. The auto-trains remained steam-worked until early in 1965, latterly by Nos. 1442 and 1450 and 6419. Yeovil Town station closed in October 1966 when the service transferred to Pen Mill station, until it was withdrawn altogether in May 1968.

withdrawn in December 1964. It was scrapped in April 1965.

On September 17, I planned to travel again to both Chalford and Sharpness, with my uncle. However, at Gloucester (Central) we found that the 1.03pm to Chalford comprised Large Prairie No. 6106 (now preserved at Didcot) and a single auto-trailer. It appeared that at the time Gloucester (Horton Road) shed was short of auto-fitted tanks as a 'Hymek' diesel-hydraulic was also reported working one of the trains. We had better luck at Berkeley Road, where No. 1453 worked the 4.55pm to Sharpness and back.

My final visit to both lines was on their last day, Saturday, October 31. I planned to catch the 3.08pm to Chalford and then, on returning to Stonehouse (Burdett Road), walk to Stonehouse (Bristol Road) to catch a train

for Berkeley Road. However, the Chalford train was late leaving Gloucester as the guard had gone 'AWOL'. As a result I was forced to leave the train when it stopped at Stonehouse en route for Chalford.

At Stonehouse (Bristol Road) I caught the 4.37pm to Berkeley Road, which arrived behind Standard Class 4 2-6-0 No. 76085. This enabled me to catch the last departure for Sharpness at 4.55pm. At 6.00pm, No. 1453 took me and a host of other enthusiasts to Berkeley Road.

Once steam finished on the Yeovil Town to Junction trains, it appeared to be the end for auto-train working on the Western. However, to the surprise of many, in February 1965 the region again found itself short of DMUs and was forced to bring Nos. 1442 and 1450 out of store and, together with an auto-coach, send them to Exmouth Junction shed to work on the Seaton branch.

At the same time, Ivatt Class 2 tank

No. 41291 was found to work trains to Lyme Regis. Sadly, for the enthusiast, the DMUs soon returned and the '14XX' class engines were finally withdrawn in May 1965. No. 1442 is now preserved in Tiverton Museum, while No. 1450 has operated on the Severn Valley Railway and other heritage railways, with No. 1466 nearing the end of an overhaul.

The Seaton branch closed in March 1966, while Yeovil (Town) station closed that October. The trains from Yeovil Junction were diverted to Pen Mill station but were withdrawn in May 1968.

It is remarkable seven ex-GWR auto-tanks – Nos. 1420, 1442, 1450, 1466, 6412, 6430 and 6435 – were preserved, along with several of their trailers.

No. 6430 had a narrow escape as it reached Cashmore's scrapyard in Newport before its last-minute rescue by the Dart Valley Railway, initially only as a source of spare parts for its other engines. ■

In addition to the Exeter and Dulverton trains, auto-trains also left Tiverton for Tiverton Junction, where a small shed (a sub-shed of Exeter) was provided to service engines working to both Tiverton and Hemyock. No. 1471 is seen setting out from Tiverton Junction with the 'Tivvy Bumper' for Tiverton during July 1961. No. 1471 was withdrawn when the Exeter to Dulverton trains finished in October 1963. M E J DEANE COLLECTION, COURTESY OF IAN BENNETT





ScotRail operated services on behalf of the Strathclyde Passenger Transport Executive (PTE), whose chosen livery was called 'Strathclyde red' because orange has sectarian connotations in Glasgow. The colour scheme was used on many buses from the mid-1980s, with the Glasgow subway system having an unofficial nickname of the 'Clockwork Orange' after the Anthony Burgess novel. Orange and black Class 303 set Nos. 303088 and 303011 stand at Helensburgh Central on December 30, 2002, while operating a '303 Farewell' special.



Strathclyde Passenger Transport Executive was replaced by the Strathclyde Partnership for Transport (SPT) from April 1, 2006, and with it came a new livery for its trains – carmine & cream. It's a colour scheme that remained until adoption from 2008 of the now familiar blue livery with Saltire markings. On May 14, 2003, Class 334 No. 334030 arrives at Glasgow Central with a working from Lanark.



Between the National Express ScotRail livery and rollout of the Saltire livery, First Group operated the ScotRail franchise from October 2004 to March 2015, and branded trains in the 'Barbie' livery, widely adopted elsewhere within its franchises. On June 22, 2005, First-branded ScotRail Class 170 No. 170451 waits at Aviemore with a Glasgow Queen St to Inverness working.

COATS OF MANY COLOURS

In part two of this pictorial summary of past Privatisation liveries, here is a further selection of the diverse livery schemes carried by Britain's trains from the camera of **Chris Milner**. Enjoy the trip down memory lane.

PART
2

When National Express took over ScotRail in 1997, a brand originally created under BR by Chris Green, they opted for this quad-coloured livery, dominated by a broad purple band, said to represent the colour of Scotland's national emblem, the thistle. Class 158 No. 158705 gets a service to Glasgow Queen Street away from Stirling on October 3, 2003, passing the magnificent lattice-post signals that once controlled the Category A-listed station.





A second incarnation of the Midland Main Line livery was launched on March 5, 2003, at Sheffield. A complete HST set was unveiled in the fresher look, with power car No. 43166 preparing to depart for London St Pancras. This look lasted until November 2007 when Stagecoach won the East Midlands Trains franchise.

■ Within the West Yorkshire area, the Passenger Transport Executive, created in 1974, has used the 'Metro Train' brand on supported rail services. From a green & cream livery found on Class 141 'Pacers' in the early-80s, the PTE adopted red as its primary colour scheme for rail vehicles, with a variety of styles being carried on Classes 144, 155, 158, 308, 321 and 333. All surviving units now carry Northern livery.



Class 141 Nos. 141110 and 141116 stand at Huddersfield station in June 1984 in the original Metrotrain livery. Both were later exported to Iran.



With the Northern franchise under Arriva's control, Class 158 No. 158902, one of a fleet of 10 leased by Metro, is preparing to leave Manchester Piccadilly for Manchester Airport on December 21, 2003.



After refurbishment by Hunslet-Barclay in late-2006/early-2007, the three Class 321/9s built in 1991 for use on the Leeds to Doncaster line appeared with the driving cars, carrying a variation of the Metro livery, and the purple representing Northern. Set No. 321902 sits in a bay at Leeds on November 14, 2006.



The 16 Class 333 units introduced by Northern Spirit in 2000/01 had a further livery variation, retaining the Metro red but with large silver 'N' on the bodyside. Here, set No. 333004 arrives at Bingley with a Skipton to Bradford working.

TRAIN LIVERIES



The first company to operate the Anglia rail franchise was GB Railways, which later launched Hull Trains and GB Railfreight. Under the Anglia Railways banner, GB ran the franchise from October 1996 until it was bought out in July 2003 by First Group. Class 86 No. 86223 *Norwich Union* makes the call at Ipswich station on September 26, 2003, with a Norwich to London service.

Connex initially operated two franchises – South Central from May 1996 and South Eastern from October 1996 – and used the same basic livery. In this view, Connex South Eastern Class 508 No. 508210 passes Coulsdon with a train from London Bridge to Tonbridge on July 14, 2003. A slightly different version of the livery utilised blue window surrounds on the Class 465 'Networker' units, No. 465018 seen here at London Bridge on January 9, 2003.





The East Coast Class 91s have carried a variety of liveries in their 30-year life, but for the first franchising of the Privatisation era, the holder was GNER, which adopted a dark blue livery with red coachline that always looked its best on a sunny day. Representing the ecclesiastical North East, Nos. 91102 *Durham Cathedral* and 91126 *York Minster* sit at London King's Cross on June 4, 2004.



The livery chosen by National Express for its Silverlink franchise was an unusual purple & lime green combination, never since seen on a British train. Class 321 No. 321436 makes the call at Birmingham International on January 17, 2004, with a service to London Euston via Northampton. The 'P' next to the number denotes the end of the train, which had tip-up seats to carry parcels and mail.



The merger of Fragonset Railways (FR) with Merlin Rail in January 2005 to create FM Rail was followed by the purchase of Hertfordshire Rail Tours in the August. Next came a high-class railtour set named the 'Blue Pullman', hauled by two Class 47s, with the whole rake painted in Nanking blue. Here, No. 47712 *Artemis* has arrived at Manchester Piccadilly on the launch train on January 5, 2006. By the end of 2006, FM Rail was in administration.



First North Western was a First Group franchise which operated in the north-west of England between March 1997 and December 2004. Before the adaptation of First's 'Barbie' livery, trains were blue with a large gold star at each end of the set, connected by a roof band. Here, 'Pacer' No. 142068 leaves Manchester Piccadilly on an all-stations working to Sheffield on May 12, 2006.

THE LIFE AND TIMES OF THE CLASS 33s

The BRCW Type 3 locomotives (later Class 33) entered service on the Southern Region 60 years ago, spreading quickly across the region and beyond. **Simon Lilley** tells their life story.

THE BRCW Type 3 was ordered originally for the Southern Region's Kent coast electrification scheme. Initial studies identified the need for two possible diesel locomotive types – 88 1,000hp Bo-Bos, with a further 40 locomotives of 2,000hp.

These requirements were refined and by November 1955 it was thought 98 1,000-1,250hp locomotives were needed. These would be used on van and freight services that could not be worked electrically, in addition to engineering trains and other services which had to operate when the third rail traction current was switched off.

Further investigations showed a locomotive in the 1,550-1,750hp range was needed given the region's wish to use electric train heating (ETH) as standard. This specification went out to tender in February 1957.

In August, the Southern Region opted for 45 Sulzer-powered locomotives fitted with Crompton Parkinson electrical equipment costing £76,970 each, built by Birmingham Railway Carriage & Wagon Co Ltd (BRCW Ltd). The British Transport Commission (BTC) approved the order at the end of September, but to the Southern Region's concern, it was not placed with BRCW Ltd until December 5.

Second order

The summer of 1958 saw a further tender exercise, with 20 more ordered at £78,940 each, a total outlay of £1,578,000. The BTC authorised this second order on November 20.

The BTC's Works & Equipment Committee discussed a third order of 33 locomotives on May 12, 1959, of which 12 would be built to the narrower 'Hastings' loading gauge. They agreed to their purchase, but deferred approving the other 21 locomotives until there was greater clarity on the Southern's plans for its impending

electro-diesel locomotives and their possible impact on the company's diesel locomotive needs.

After a further review, the Southern Region again requested approval for the remaining 21 locomotives, explaining that insufficient electro-diesels would be ready for the start of phase two of the Kent coast scheme. Their arguments convinced the Works & Equipment Committee to approve the order on September 8 at an estimated cost of £1,645,980.

These four orders were consolidated into two contracts with BRCW Ltd, one covering 45 locomotives, the other 53 locomotives.

Ted Wilkes, of Wilkes & Ashmore, was used as the design consultant for the new locomotives, with their design echoing the BRCW 1,160hp Type 2 (later Class 26) locomotives already being built. In place of marker lights and headcode discs, the standard Southern Region two-character headcode was provided, located between the windscreens.

Their livery was similarly based on the Type 2s. The bodysides were BR locomotive green, with a three-inch white waist band,

On transfer to Eastleigh the class were put on a range of duties. Here, No. D6523 heads a Bournemouth express comprised of Bulleid stock.
PICTURES: CLASS 47 PRESERVATION PROJECT ARCHIVE (UNLESS STATED)





In their early days, the new locomotives worked a number of South Eastern Division passenger trains. On July 1, 1962, No. D6542 was used on an Ashford to Margate via Canterbury West service if the 1 headcode is correct.



The last 12 locomotives were built to the narrower 'Hastings' loading gauge leading to a slab-sided body profile. There were some internal changes to accommodate the narrower body profile and the roof grille arrangement was altered as seen here on No. D6586, the first of the 12.

the underframe and bogies black, and the bufferbeam red. Unlike the Type 2s, the cabside locomotive number was positioned five inches below the waistband, enabling an unbroken line. The cab window surrounds were white, the roof area mid-grey and the later BR totem was placed on both sides, below the white lining band, between the two bodyside windows nearest the number one end.

Southern Region assistant general manager David McKenna wanted the locomotives painted Southern carriage green, but despite lobbying the BTC's design panel, they ruled they should be painted locomotive green.

The Sulzer 8LDA28 engine, producing 1,550hp at 750rpm, powered the locomotives with a Crompton Parkinson CG391-B1 main generator, CAG193 A1 auxiliary generator and CAG 390/065 train-heating generator. The main generator supplied the four Crompton Parkinson C171 A1 traction motors.

The train-heating generator supplied current at 700-800 volts DC, and the equipment was configured so the locomotives could heat either BR or UIC stock such as that used on the 'Night Ferry'.

The bogies were the same as used on the BRCW Type 2s from No. D5320 onwards. SKF roller bearing axleboxes were used throughout: one axle had a speedometer and another, a mileage recorder. Sandboxes were fitted in each corner. Unlike other classes of the time, they were fitted with both train vacuum and air brakes from new. Designed for both freight and



For 21 years, the Class 33/1s worked the Bournemouth to Weymouth push-pull services. Bound for Weymouth is No. 33105, heading through Poole with a pair of 4TC units on September 1, 1978.

passenger work they had a top speed of 85mph and a maximum tractive effort of 45,000lbs.

The first locomotive entered service in January 1960. On arrival from BRCW, each ran acceptance trials, with eight or 10-coach trains on a circular route from Hither Green to Tonbridge, Dover, Canterbury, Faversham, and Dartford.

Deliveries continued at the rate of two or three a month for the next two years. The last locomotive – No. D6597 – was delivered in April 1962. Many were delivered late because of problems manufacturing the Crompton Parkinson electrical equipment, and consequently, the BTC claimed damages against BRCW, which was settled after negotiations at £27,000.

Restricted

A new Southern Region timetable began on June 13, 1960, with sufficient locomotives for working passenger trains, including the 'Man of Kent', services from Charing Cross to Folkestone, Ramsgate, and Dover, plus various freight duties across the region's South Eastern Division. Their use on passenger trains that winter was restricted as there was no electrically heated stock, so multiple working with steam heat-fitted BR/Sulzer Type 2s was a regular occurrence.

In 1961, before all 98 locomotives were delivered, the Southern Region recast the South Eastern Division freight timetable. Combined with greater EMU use on passenger trains this meant 28 locomotives were now "surplus" for

use elsewhere. Over many weeks of planning, several new schemes were prepared. The first saw them take on the Cliffe to Uddingston cement trains from December 1961, which they worked initially as far as Ferme Park, then York, to improve turnaround times.

No. D6503 moved to Eastleigh in April 1962 working freight duties from Fawley. It was soon joined by Nos. D6509 and D6526, heralding the transfer of further locomotives to the South Western Division over the coming months. By June, BRCW Type 3s were replacing steam locomotives on the Southampton boat trains, other express passenger work, and freight duties from Feltham.

Early 1963 saw them gain freight diagrams from Woking plus additional work from Eastleigh and Feltham. Prior to them taking over the Fawley to Bromford Bridge oil trains, No. D6518 went to Worcester for crew training on January 26.

In parallel, plans for their greater use on the Central Division were being prepared. These looked at using them on inter-regional and inter-divisional services, and obtaining ETH-fitted stock so they could work Central Division passenger trains.

Three locomotives, working 10 passenger trains a day, started on the Oxted line on May 6. By late-July, 19 locomotives worked various Oxted line duties. Others were seen on driver-training runs between Lewes and Keymer Junction. Their use on freight duties



No. D6542 passing Hither Green on February 18, 1961 with a freight service to Plumstead. The locomotive had entered traffic just two weeks previously.



The Bournemouth electrification works led to regular weekend diversions over the Mid-Hants route. On June 12, 1966, No. D6535 double-headed the 'Bournemouth Belle' over the route with 'Merchant Navy' No. 35012 United States Line.



D6530 was the first to be given an experimental small yellow warning panel in 1962. It is seen here at Hither Green, the panel's shape differing to that applied to later locomotives.

LOCOMOTIVE PROFILES

also expanded, encompassing some Redhill to Reading turns. That month the narrow-bodied locomotives moved to St Leonards from Hither Green. To complete the Central Division's modernisation, ETH-fitted coaching stock arrived from the Western Region.

The new January 1964 freight timetable saw the end of steam on Central Division freight duties. Indeed, across the region, the BRCW Type 3s were used on a wide variety of passenger and freight duties. The first withdrawal – No. D6502 – was in May, after it had been severely damaged in a collision at Itchingfield Junction on March 5.

Dieselisation of the Tonbridge to Reading line was completed in January 1965, with the BRCW Type 3s used on some passenger trains not being worked by DEMUs. By that summer, steam had gone from the Central Division, and on the South Western Division the Type 3s worked 10 express departures from Waterloo on Saturdays.

Later in 1965, the first JB electro-diesels arrived on the South Eastern Division, releasing Type 3s for use mainly on the South Western Division. This proved timely as the Bournemouth electrification work meant weekend diversions. Many Sunday services were double-headed as they were diverted over the steeply graded Portsmouth line or the Mid-Hants route.

In October 1967, the narrow-bodied locomotives returned to Hither Green. Another duty that took over the East Coast route at the time were the new 4VEP units, brought down from York to the Southern Region.

BR introduced two-digit class numbers

for its locomotive fleet in 1968. The class would now be known as Class 33. A second locomotive – No. D6576 – was withdrawn in November 1968 after a collision with a Class 47 at Reading depot on October 16, 1968.

The BRCW Type 3s were a key part of the Bournemouth electrification scheme, as was the concept of push-pull working. The locomotives pulled a 4TC unit to Weymouth and propelled it back to Bournemouth, where it joined the next London-bound service.

As part of the push-pull development work, No. D6580 was fitted with cab-mounted jumper cables in March 1965 enabling it work push-pull trains with an experimental six-car trailer unit using redundant EMU stock, 6TC No. 601. After trials the pair started work on the Oxted line on January 17, 1966, on the 16.20 London Bridge-East Grinstead train.

Conversions

After much discussion 19 conversions were agreed upon. Initial proposals had considered 50 conversions, which gradually reduced, first to 30 and then 19. The first locomotive for conversion – No. D6521 – entered Eastleigh Works in March 1966.

The conversion work involved fitting cab-fronted jumper cables, Pullman rubbing plates, and retractable buffers. In the engine compartment 'Westcode' equipment was fitted, enabling the locomotive to be controlled remotely, the train heating system was modified, a change made to electric rather than air starting, and some wiring changes. In each cab 'Loudaphone' equipment was fitted, enabling driver-to-guard communication.

A reliability modifications package was also undertaken during the conversion work. This included fitting a straight exhaust without a silencer, repositioning the generator set terminal bars, and the re-routing of the generator set cables. Much of this reliability modification work was later extended to the whole class.

The last converted locomotive was No. D6580, which was altered to bring it in line with the rest. It re-entered service on November 25, 1967. The conversion programme suffered from late equipment deliveries, meaning the final locomotives were delivered several months later than planned.

Their first livery change came in 1962 when No. D6530 was given an experimental yellow warning panel measuring 7ft 10in by 2ft 9in, covering the cab front's lower half. The top corners were rounded, reaching the white lining band. This was part of BR adopting yellow warning panels. The remainder kept all over green for several more years as the Southern Region was sceptical about the yellow panel's usefulness.

The next recipient was No. D6580 when fitted with push-pull equipment in 1965. Its panel was located between the newly fitted jumper cables, while a number of others received a yellow panel very similar in style to No. D6530. BR adopted full yellow ends in 1966, leading to two livery styles, one with the white waist band on the cabside, the other where it was just on the bodysides. Some locomotives, including Nos. D6509, D6583 and D6585, retained their full green fronts only gaining yellow ends when painted blue.

The push-pull fitted locomotives were the



The Southern Region adopted the small yellow warning panel several years after the other BR regions. No D6505 is seen running light near Eastleigh showing the panel shape finally decided upon.



By 1971 the class was all in BR blue with full yellow ends. Slim-line locomotive No. 6593 is stabled at its home depot of Hither Green in the new colour scheme.



The other version of green with full yellow ends had the white stripe cut back to just the bodysides as seen here on No. D6571 shunting wagons at Chislet Colliery in 1969.



No. 33114 Ashford 150 was one of two examples painted in Network SouthEast blue and red. It is seen outside Eastleigh works in October 1991.



No. D6584 at Gravesend on January 19, 1969, with 'U' class steam locomotive No. 31618. The Class 33 was one of several that had full yellow fronts with the cabside white stripe.

first painted blue. The new livery consisted of rail blue bodysides and roof, with the cab fronts and window surrounds, including the upper part of the cab doors painted yellow. The BR symbol was placed below the windows on each cabside. Six-inch numbers were located on the bodysides at either end. Some newly converted push-pull locomotives such as Nos. D6527 and D6519 had a livery quirk, where their yellow panel did not wrap as far around the bottom corners below the handrail compared to others.

Gradually, the class was repainted blue, with No. 6566 reportedly the last to receive blue in 1971. This lasted until the sector-based liveries in the late-1980s, meaning several new colour schemes. Twelve locomotives were given Railfreight two-tone grey with construction sector markings, while another five had the Railfreight distribution version.

Modified

Thirteen locomotives received the dark grey civil engineer livery and most acquired the modified version with the yellow upper band. A further nine only had the later style.

In 1986, No. 33008 regained mid-1960s green livery with a small yellow panel in stages. Two locomotives – Nos. 33035 and 33114 – were given the second version of NSE's blue, red, and white with the wedge shape around the cab.

The class has received a number of modifications. Some were relatively minor, others more visible.

In the late-1960s, the class was fitted with AWS equipment, this having been omitted when built. Engine problems led to several modifications, including replacement cylinder heads and vibration dampers.

The Hastings-gauge locomotives were fitted with slow-speed control between September 1969 and March 1972. This enabled them to work the gypsum trains to Northfleet, starting



No. 33064 running light engine at Ashford in June 1990. The locomotive is in Railfreight two-tone grey with Construction sub-sector markings.

in June 1970. APCM's new facility was officially opened on July 17, 1970, No. 6593 heading the inaugural train as part of the ceremony.

Later modifications included fitting a speed sensor to allow Driver Only Operation (DOO), limiting their maximum speed to 60mph, and isolating their ETH equipment. Late on in their lives a limited number were fitted with a headlight on the cab fronts, and Cab Secure Radio equipment.

A most notable alteration was the use of No. 33115 as an unpowered test locomotive after withdrawal in 1989. It was fitted with TGV-style bogies and third-rail collection shoes as part of the bogie development work for the new Channel Tunnel trains. It was renumbered No. 83301 and given InterCity colours. It ran test trains between Waterloo and Eastleigh, powered by Class 73 No. 73205, the RTC's 4TC unit No. 8007 completing the train.

There were 96 locomotives in service in January 1970. Hither Green had an allocation

of 40, with Eastleigh having the other 56.

In October 1971 they replaced the 'Warships' then being withdrawn by the Western Region on Waterloo to Exeter services. The Class 33s remained on these trains until replaced by Class 50s in 1980.

Successful

Following a successful trial in February 1973, Class 33/1s began working over the Weymouth quay line with the Channel Islands boat trains. While going through the streets they carried an orange flashing light and a warning bell.

The class was renumbered in 1974 as part of the TOPS system expansion. The standard locomotives were numbered in the 330XX series, the push-pull ones in the 331XX series and the narrow-bodied examples 332XX. The last to carry its old number was No. 6508, becoming No. 33008 in April 1974. The new number was only placed once on the bodyside



No. 33027 *Earl Mountbatten of Burma* stabled at Eastleigh depot. The named examples in BR blue days usually had grey roofs and other adornments.



The Crewe to Cardiff services became Class 33-worked in June 1981, No. 33054 is seen on such a service near Shrewsbury in 1983.

unlike in each corner previously.

Following a collision with an EMU on September 11, 1975, No. 33041 was too badly damaged to be repaired and withdrawn on November 30. It was scrapped at Selhurst the following March. The economic climate of the time saw a major decline in freight traffic on the Southern Region. The Cliffe to Uddingston cement trains, which the class had begun working in 1961, ended in October 1976.

No. 33036 was badly damaged in an accident at Mottingham in October 1977. When recovered, it was assessed at Slade Green and condemned in July 1979.

One locomotive lucky to survive accident damage was No. 33115. It had hit an engineers' crane at Portsea in February 1979 and was taken to Slade Green for repairs, returning to work in July 1980.

The Southern Region had the solemn duty of conveying the late Earl Mountbatten of Burma's to his burial place at Romsey Abbey following his funeral at St Paul's Cathedral on September 6, 1979. The two specially prepared Class 33s used were Nos. 33027 and 33056.

After many years without locomotive

namings, BR policy changed in 1977, allowing the naming of whole classes. In late-1978 the Southern Region requested permission to name the Class 33s. This was turned down, but they were allowed to name a small number of locomotives, the number suggested being 10.

The first Class 33 named was No. 33008 *Eastleigh* in a ceremony at the town's railway station on April 11, 1980. This was followed by No. 33052 *Ashford* on May 15.

Funeral train

The next namings were the pair used for Earl Mountbatten's funeral train: No. 33027 became *Earl Mountbatten of Burma* and No. 33056 *The Burma Star*. Their ceremony was at Waterloo station on September 2, 1980.

There was a gap until August 1981 when No. 33025 was named *Sultan* at Portsmouth. The next naming was not until October 31, 1987, when No. 33112 was named *Templecombe* at the town's railway station, the first Class 33/1 named.

No. 33025's nameplates were removed in March 1984 but reinstated by January 1985. They were removed again when it was

withdrawn in February 1988. The name passed to No. 33114 until January 30, 1989. The nameplates were taken off No. 33114 and refitted to the reinstated No. 33025. It kept the name until de-named for a third time in August 1993. The nameplates were refitted in 1994 and removed finally in January 1997.

BR's policy linking names to important freight customers saw Nos. 33050 and 33051 named *Isle of Grain* and *Shakespeare Cliff* on May 16, 1988, at the Isle of Grain production facility. Both locomotives were in the new Railfreight construction livery, and after the ceremony took a loaded concrete segment train to Shakespeare Cliff.

No. 33027 lost its name to No. 33207 in August 1989. On transfer the nameplates received a blue background similar to Nos. 33050 and 33051. No. 33056's nameplates were transferred to No. 33202 in February 1991.

Eight civil engineer-operated locomotives were given names associated with Eastleigh's aircraft heritage between April and December 1991.

Ashford Works' 150th anniversary was



No. 33104 is led through the streets of Weymouth by two BR staff members on the first part of its journey to Waterloo on September 27, 1977.



The withdrawn No. 33115 was used as an unpowered test vehicle during the Eurostar bogie development work. It ran in test trains with Class 73 No 73205 London Chamber of Commerce. The pair are seen at Ashford Chart Leacon open day on June 6, 1992.



The Class 33s ran the Waterloo to Exeter services for nine years until replaced by Class 50s in 1980. No. 33005 pulls away from Basingstoke heading west with one such service.



Two Class 33s undergo overhaul at Eastleigh works. Apart from a brief time in the late-1960s, when some were overhauled at Crewe as a temporary measure, Eastleigh was the main place for Class 33 repairs in BR days.

celebrated by naming No. 33114 *Ashford 150* on May 30, 1992. The naming was short-lived as the locomotive was withdrawn in February 1993. No. 33035 was named *Spitfire* in January 1994, the nameplates being retrieved from the withdrawn No. 33047.

Railway preservationist Captain Bill Smith's work was celebrated when No. 33109 was named *Captain Bill Smith RNR* at Kensington Olympia station on July 3, 1993. In September, an explanatory plaque was fixed below each nameplate. The nameplates were removed in October 1996.

The last BR-era naming was No. 33116, when named *Hertfordshire Railtours* on December 11, 1993, at Weymouth Quay.

The 1980s saw a number of changes to the class's work patterns and duties. There were 94 locomotives in traffic in January 1980, 52 based at Eastleigh and 42 at Hither Green.

Withdrawn

During the decade 39 locomotives were withdrawn. A number of these were because of accident damage, others because they were due for overhaul. Withdrawn locomotives were often stripped of usable parts to keep others in traffic.

The last official day of Class 33s on the Waterloo to Exeter services was May 11, 1980. The acceleration of these trains with Class 50s enabled extra services using Class 33/1s and 4TC units between Waterloo and Salisbury. Other displaced Class 33s took over the Portsmouth-Bristol-Cardiff services from Class 31s.

The class had been used periodically on the 'Night Ferry' from Victoria over the years. After mounting losses, the service ended on Friday, October 31, with No. 33043 taking the final train to Dover, complete with headboard.

No. 33031 arrived at Crewe on January 16, 1981, for crew training, prior to the class starting on the Crewe to Cardiff services, replacing Class 25s. Initially, this test was for footplate inspectors, with full crew training starting in March. The class started on these services on June 1.

The May 1982 timetable saw Eastleigh-based locomotives gain six diagrams, taking them to Swansea, Fishguard, and Milford Haven, so ending steam-heated trains in the area. They also had a regular working between Cardiff and Gloucester, later changed to Cheltenham Spa.

More work was gained in the following summer when the majority of Exeter to Barnstaple services became Class 33 duties.

After 21 years, the use of the Class 33s on the 17.20 London Bridge-Uckfield service ended on May 11, 1984. The final East Grinstead locomotive-hauled train – No. 33201 – worked the last service, the 17.50 from London Bridge, on May 9, 1986.

From September 1984, the increased use of Class 56s from Westbury reduced Class 33 activity to just two diagrams. Hither Green and Tonbridge drivers were now trained on Class 56s, and three inter-regional freight diagrams went over to them.

The May 1985 timetable took the class to North Wales where they were diagrammed for the 11.15 Crewe-Bangor and 14.17 Bangor-Cardiff. They also had a duty taking them to Manchester Piccadilly from South Wales.

With the October timetable change, a regular Class 33 freight diagram started from Westbury, but seeing them lose several passenger duties. Firstly, the west Wales diagrams, while the Crewe to Cardiff services saw only three Class 33 diagrams remain, with Class 47s working the others. In November, Hither Green depot closed and their allocation moved to Stewarts Lane.

The May 1986 timetable change saw Class 33s lose their diagrams west of Swansea, this work going to Class 47s, HSTs, or DMUs. They broke more new ground that summer with the Cardiff to Bangor trains extended to Holyhead until October. They were also used for the first time on selected services to Llandudno. A Class 33 worked the 12.00 Crewe-Llandudno train and 17.40 return.

In October, Class 47s took over their Holyhead and Llandudno work and their

remaining Crewe to Cardiff diagrams. Their finale on these trains was on September 28 when No. 33006 worked the 14.05 to Crewe and 16.58 return.

The Weymouth electrification project was completed in 1988. From May, a full electric timetable was run through to Weymouth, ending Class 33/1 push-pull trains between Bournemouth and Weymouth.

A few weeks later, on the night of July 9-10, the final newspaper trains ran on British Rail, No. 33211 working the last 04.12 London Bridge-Gillingham such operation.

Substituting

The dedication to operating pools of all mainline locomotives on the Southern Region began on October 3, ending the common user principle. Most locomotives were now covered by specific agreements for each pool. Rules on substituting locomotives applied regardless of whether agreements were in place. If a locomotive was unavailable, and none from the same sub-sector available, power controllers had to request the use of another sector's locomotive before the substitution was made.

The Channel Tunnel project meant construction sector examples were used to move concrete tunnel-lining segments from the Isle of Grain manufacturing site to the construction terminal at Shakespeare Cliff. These double-headed trains comprised of 18 POA wagons plus brakevan. Up to five trains a day ran, usually via Hoo Junction, Lee Spur, Tonbridge, and Ashford. The first ran on March 21, 1989, using Nos. 33019 and 33030.

Another Channel Tunnel flow saw minestone and mining spoil taken from the closed Snowdown Colliery to the Trans Manche Link site at Sevington. These trains were worked by a single Class 33 and 10 wagons plus a brakevan.

Another Class 33 Channel Tunnel working saw trains taking sea-dredged aggregate from the Isle of Grain to Sevington with pairs of Class 33s and 18 Tiphook Rail wagons. A similar formation worked the aggregate trains between

LOCOMOTIVE PROFILES

Isle of Grain and Purley, Crawley, and Woking.

More lost work came when the Waterloo to Salisbury push-pull services, using Class 33/1s and 4TC units, officially ended in May 1989.

The last years of BR saw declining work, and more withdrawals, 25 between 1990 and 1994. The class still had their uses and appeared on a mix of duties, some of which were outside their normal sphere of operation.

In readiness for Privatisation, the remaining locomotives became part of the South East-based Mainline Freight fleet and were only expected to see short-term use. BR's freight businesses were sold in February 1996. Both the working and withdrawn locomotives were included in the sale.

The new owners soon unveiled a new name: English, Welsh & Scottish Railway (EWS). They retained the Class 33s initially, even painting No. 33030 in their new red & gold livery before it was withdrawn in February 2001 after working in Scotland.

This was not the end of their mainline careers. EWS sold off some withdrawn locomotives, with spot-hire company Fragonset acquiring several. They bought some and hired others from preservationists, painting them gloss black and naming them. Their spot-hire work dried up and the company went into administration in December 2006. The locomotives owned by them were sold, with several bought by preservationists.

The Harry Needle Railroad Company (HNRC) was another buyer. The locomotives were stored out of use until DRS bought several in December 2000. Some went to the MoD site at Longtown for storage in February 2001, others to DRS's Carlisle Kingmoor depot.

Overhaul

In March 2002, No. 33023 moved to Springburn works in Glasgow for overhaul, while Nos. 33029 and 33207 were overhauled by Fragonset at Derby. During this work, the vacuum brake pipes were removed and they lost their ETH. On No. 33029 almost all the vacuum brake equipment was removed, including most of the pipework, with ballast weights replacing the vacuum exhausters.

DRS bought two more: Nos. 33025 and 33030, from EWS in November 2001. Both went to Glasgow for overhaul, 33025 remaining dual-braked, while the equipment was isolated on 33030.

The overhauled locomotives were given DRS's blue livery, with a small yellow panel and grey roof. They worked the company's acid and nuclear flask trains, and also made appearances at heritage railways' gala events before being sold to West Coast Railway Company (WCRC) in 2005.

Today, No. 33030 is a spares donor for Nos. 33025, 33029 and 33207. The operational locomotives work from WCRC's Southall depot, their southern base for charter work, or their northern one at Carnforth. All three have been named and carry WCRC maroon livery.

All three class variants have been preserved. They can be found at heritage railways across the country, including lines they had once worked over, such as the Swanage and Mid-Hants Railways. Some examples have had multiple owners, and seen use on several different lines.

No. 33034 was the first preserved, in March 1990, going to the MoD site at



The spot-hire company Fragonset had five Class 33s in its fleet. Here, Nos. 33021, 33103 and 33108 are seen running through Eastleigh station on September 4, 2003. All three are in Fragonset's black livery with maroon lining.



DRS Ltd used a small number of Class 33s on its nuclear flask traffic. Before entering service they were overhauled and painted blue and grey. No 33029 is seen at Oxenhope on the Keighley & Worth Valley Railway during its diesel gala on June 18, 2005.



No. 33111 is one of several push-pull-fitted examples to reach preservation. Here, it is stabled outside Swanage station with Ivatt '2MT' No. 46521 for company on August 24, 2019. JANE LILLEY

WIN A SIGNED COPY OF THE CLASS 33s – A SIXTY YEAR HISTORY

THE Class 33s – A Sixty Year History will be published by Crecy on July 30, and *The RM* has three signed copies to give away.

Author Simon Lilley details in-depth the background and history of this versatile, popular and successful Type 3 locomotive, which included a fleet of 12 narrower locos, specifically for the Hastings line.

This is the first detailed published history of the class for 30 years. Between 1960 and 1962, 98 examples were built by the Birmingham Railway Carriage and Wagon Company.

The book draws on original material from a number of archives and sheds new light on many aspects of these locomotives over their 60 years of service.

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Ludgershall as a static exhibit. It was sold to HNRC in August 1998, but remained at Ludgershall. It was sold again in January 2001, moving to Swanage, before being scrapped in early-2013.

After almost four years stored at Old Oak Common, No. 33116 became part of the NRM collection in 2003. It is based at the Great Central Railway, and is one of seven push-pull fitted examples saved. Three of the narrow-bodied Class 33/2s live on in private hands.

Privatisation also opened up the

opportunity for preserved diesels to run on the national network once again, the first preserved Class 33 to return to the mainline being No. 33208.

On November 22, 1997, it was used alongside 'Black Five' No. 44767 on the 'Pines Express' tour. The Class 33 was in green again with a small yellow warning panel. Another preserved example that saw mainline use was No. 33021, before being hired to Fragonset.

Currently, the only mainline certified preserved Class 33 is No. D6515. It has been used on a variety of railtours and charter trains. ■

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- Stainless steel motion
- Safety valves
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- Bronze cylinders with stainless steel pistons and valves
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Blooming Marvellous!

TYSELEY'S VICTORIAN HIGH-SPEED TRAIN

Tyseley Locomotive Works has been at the forefront of the new-build steam locomotive phenomenon for three decades, from erecting the frames of 'A1' *Tornado* to completing the 41st GWR 'Grange'. However, its own LNWR 'Bloomer' project may be the most ambitious yet as it sets to re-create a complete Victorian express train, as **Gary Boyd-Hope** discovers.

THE High Speed 2 rail link, or HS2 for short, remains a hot – and often controversial – topic of discussion for the nation's media. The section linking Birmingham with London is set to open in 2026, promising A-to-B journey times of just 52 minutes between the capital and a brand new terminus at Curzon Street in the heart of Birmingham.

They say history has a habit of repeating itself, and where HS2 is concerned this particularly rings true. For it was at Curzon Street, on the very site of the new terminus, that what were arguably Britain's first high-speed inter-city trains used to operate more than a century and a half earlier, hauled by the pioneering London & North Western Railway (LNWR) 'Bloomers'.

And if that historical coincidence was not enough, by the time the first HS2 trains do finally run into Curzon Street, a fully operational 'Bloomer' re-creation should be up and running, too... or at least it will if Tyseley Locomotive Works (TLW) has its way.

The fact that TLW is building a replica of one of James McConnell's 2-2-2s is not new 'news'.

Work on the Single began in 1986 and reached an advanced stage of construction, but later stalled owing to TLW's growing contract

engineering business. However, after more than two decades on the side lines the 'Bloomer' project was relaunched in mid-2019 as the centrepiece of the TLW/Vintage Trains Pioneer High Speed Train project.

This ambitious scheme will not only see the 'Bloomer' completed, but will also include the construction of a two- or three-coach period LNWR train built to full main line specification, with aspirations to run with the locomotive on short-haul demonstration runs around Birmingham.

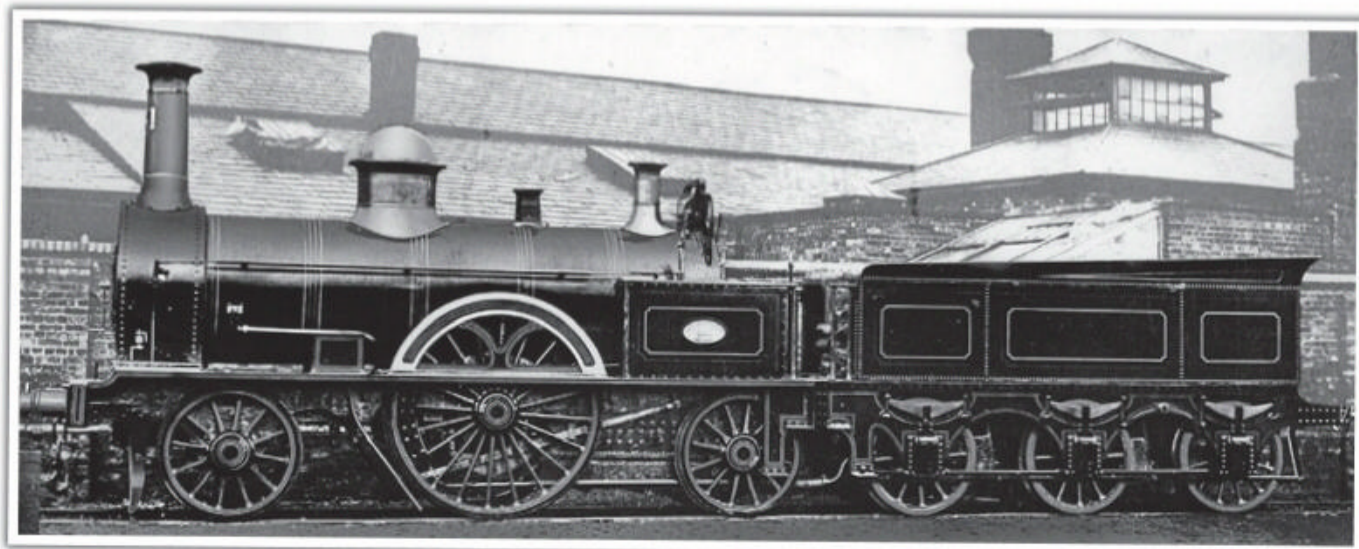
But why build a 'Bloomer' when Tyseley is inherently all about the Great Western?

Collaboration

A prime driver behind the project is the possibility of a unique collaboration with HS2 and Birmingham's Curzon Street development, thereby demonstrating the complete evolution of the steam engine and Britain's national railway network.

Vintage Trains spokesman Denis Chick says: "With HS2 virtually across the road from us, we want to work with them to draw attention to the historical connections of steam in Birmingham, in particular, its first high-speed connection with London and the tremendous contrast in technology.

"The 'Bloomer' has been gathering dust



The graceful lines of LNWR 'Small Bloomer' (Class K) No. 381 are apparent in this official photograph taken at Wolverton in December 1861. RM ARCHIVE



for many years as the busy workshop has got busier. HS2 has given us a great reason to get on with it."

And why not!

To understand the historical significance of the 'Bloomers' to both Birmingham and high-speed rail travel in general we must wind the clock back to 1838 and the opening of the London & Birmingham Railway (L&BR).

The L&BR cannot claim to be the first inter-city railway. That honour lies with the Liverpool & Manchester Railway, where Robert Stephenson's world famous *Rocket* made history and went on to shape the future of the steam locomotive. Yet the L&BR was the first inter-city line to be built into London, and at 112 miles long was also the first true main line railway of any significant length (the Liverpool & Manchester being little more than a branch line at just 31 miles).

Coincidentally (or not) it was Robert Stephenson who engineered the route of the new railway, which started at Euston station in London and ran north-westerly to Rugby, where it turned westwards to Coventry and on to Birmingham and Curzon Street. The terminus, with its Roman-inspired entrance



Tyseley's 'Bloomer' re-creation No. 670 was one of the centrepiece exhibits at the Warley National Model Railway Exhibition at the NEC in Birmingham in November 2019. The loco was making its debut as a 2-2-2, having only received its driving wheelset a few days earlier. CHRIS MILNER

building designed by Philip Hardwick, was shared with the Grand Junction Railway, thus providing full connectivity from London and Birmingham to Liverpool and Manchester.

The line officially opened throughout on September 17, 1838, when the first passenger train from London to Birmingham completed the journey in a jaw-dropping 5½ hours. It may seem slow by today's standards, but for the early Victorians it was the equivalent of supersonic flight.

Main artery

In 1846 the route was taken over by the LNWR, becoming the main artery of the company's Southern Division. The following year saw James McConnell assume the role of locomotive superintendent at Wolverton Works, where he quickly set about equipping the company with a fleet of locomotives capable of reducing journey times. The results were his 'Patent' and 'Bloomer' classes.

Much of the design work on the 'Bloomers' was carried out by one Charles Beyer, who went on to found the famous locomotive engineering firm Beyer, Peacock & Co. These were the 'Azumas' of the day, featuring innovative design

elements, including high-pressure 120psi boilers and a patent design of firebox with hopper grates capable of burning coal.

Up until this point steam locomotives had largely burnt coke owing to it being a smokeless, albeit expensive, fuel. McConnell's firebox enabled coal to be burnt with minimal smoke, thereby making long-distance running a much more cost-effective proposition.

The original design was derived from the six 2-2-2s built for the LNWR by Bury, Curtis & Kennedy in 1848. McConnell beefed the design up with the use of plate frames, larger boilers, and 7ft diameter driving wheels, and contracted Sharp, Stewart & Co to build the first 20 between 1851 and 1853. The firm built a further five for the LNWR in 1861/62, at the same time that Kitson & Co completed five, and Wolverton itself another 10.

They were used primarily on London and Birmingham expresses, as well Rugby to Stafford services from 1860. Most were later rebuilt during the 1860s and 1870s with Crewe-built boilers, while the introduction of water troughs meant the locomotives' original 2,000-gallon tenders could have their capacities reduced to 1,700 gallons.

Strangely, the new locomotives quickly earned the nickname 'Bloomers', and all because of the wife of an American lawyer. In 1851, the same year the first of McConnell's new locomotives emerged, one Elizabeth Smith Miller shocked New York society with her radical new fashion of a knee-length skirt and lightweight, ankle-length underwear, inspired by the pantaloons of Turkey.

Great Exhibition

One admirer of Miller's 'Turkish dress' was Amelia Bloomer, the editor and publisher of a temperance journal, *The Lily*. Bloomer soon adopted the style and advocated it to her readers, many newspapers dubbing it the 'Bloomer dress'.

The US nation was seized by a 'bloomer' craze that soon found its way across the Atlantic, the Great Exhibition at the Crystal Palace providing the catalyst for many Victorian women to ditch traditional long skirts and petticoats in favour of the 'Bloomer dress'.

When McConnell's 2-2-2s emerged with their shallow frames revealing most of the bottom of the driving wheels, the crews at Camden shed soon began referring to them as



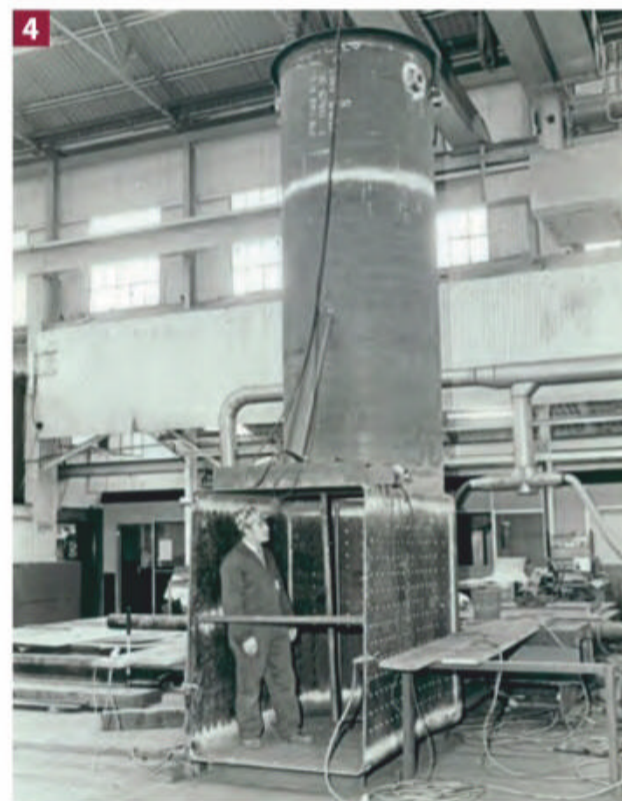
1 & 2: The original 'Bloomer' tender frame with wheels, discovered serving as a water tank at Machynlleth depot. The chassis was complete with wooden brake blocks and full brake gear (inset). MICHAEL WHITEHOUSE



3. Early days as one of the slender frame plates for No. 670 is laid out at Birmingham Railway Museum prior to erection of the frames starting. MICHAEL WHITEHOUSE

4. The general proportions of the new 'Bloomer' boiler can be appreciated in this view taken at Babcock following the fitting of the boiler barrel to the firebox. VTS

5. The welded boiler for No. 670 was designed by Bob Meanley and constructed by marine engineering specialists Babcock. Here, we see the outer firebox wrapper taking shape. VTS



6. Restoration of the tender frames underway at Tyseley, having been tested for integrity. MICHAEL WHITEHOUSE

'Bloomers', and the name stuck, even finding its way into official LNWR correspondence.

Regardless of their humorous nickname, the new 2-2-2s were hugely successful, bringing journey times between London and Birmingham down to two hours. It was such a leap forward that these times were rarely bettered even after the introduction of larger, more powerful locomotives, and would not really be cut further until the West Coast Main Line was electrified.

Consequently, 11 smaller-wheeled versions with 6ft 6in driving wheels were built in 1854, primarily for secondary fast main line and branch services in the Southern Division.

Seven were built by R & W Hawthorn of Newcastle-upon-Tyne and four by Vulcan Foundry at Newton-le-Willows. They were followed by a further 20 locos, constructed at Wolverton between 1857 and 1861. Naturally, these smaller locomotives earned the nickname 'Small Bloomers', the 7ft examples becoming 'Large Bloomers'.

To further confuse matters, Wolverton turned out three more examples in 1861 with larger 7ft 6in driving wheels, together with McConnell's patented firebox. Five of this new 'H' class had been ordered for the fastest expresses, but they turned out to be heavier than expected and the final two locos were cancelled.

'Extra-large'

The three completed locos were placed in store, although one was exhibited at the International Exhibition in South Kensington from May to November 1862. They were eventually rebuilt with normal boilers in 1866 and survived in service until withdrawal in 1880 and 1882. They became known as 'Extra-large Bloomers'.

During their heyday the 'Bloomers' were the fastest locomotives working over the LNWR main line. The first was withdrawn in 1866, but the last remained in service until 1888 when the class was superseded by more modern LNWR types. None survived.

The impact that the 'Bloomers' had on the LNWR's Birmingham expresses cannot be understated, and as a consequence their absence in the preservation ranks was felt by many to be a glaring omission. Among those who shared this opinion were the team at Birmingham Railway Museum (BRM) which, despite its strong connections to the LNWR's great rivals the GWR, felt something should be done to rectify the situation.

The year 1988 not only marked the 100th



7. First-generation DMU stock provides the backdrop to the 'Bloomer's' new welded tender tank at Tyseley, circa 1989. MICHAEL WHITEHOUSE

8. Bob Meanley inspects the new tender tank after the application of dummy rivets and painting with grey primer. MICHAEL WHITEHOUSE

9. Through much of the early-2000s the 'Bloomer' project was on the back burner owing to Tyseley's other commitments. This was how the loco appeared in May 2019. ROBIN COOMBES



anniversary of the last 'Bloomer' withdrawal but also 150 years since the opening of the London & Birmingham Railway. If ever there was a 'right time' to get such a project off the ground, this was it.

It must be remembered that at that time, the concept of the new-build steam locomotive by preservationists was almost unheard of. The project to build a new Peppercorn 'A1' Pacific was then still a far-off proposition, and apart from replicas of the Rainhill Trials competitors and George Stephenson's *Locomotion No. 1*, new-build steam had largely been confined to the British narrow gauge.

Undeterred, the BRM's chief engineer Bob Meanley produced plans and designs for a 20th century 'Bloomer', which would be built as much as possible in the museum's own workshop at Tyseley. The museum had been successful in obtaining a £40,000 grant from Birmingham City Council to kick-start the scheme, and the 'Bloomer' project was given the green light.

Much of the impetus in developing the project came from the discovery of a pair of original McConnell tender underframes at the defunct BR depot at Northwich. One of these – No. 603 – was later found to have been paired with Wolverton-built 'Small Bloomer' No. 3 when it was allocated to Nuneaton shed.

A third McConnell tender chassis, complete with wooden brake blocks and full brake gear, was discovered at Machynlleth on the former Cambrian Railways system, where it had served as a tank wagon. Parts from these tenders were incorporated into the designs for the

new locomotive, which would be numbered 670 after the museum's Warwick Road postal address (there being no particular logic to the numbering of LNWR locomotives, the railway simply used the next number available off the production line).

As a consequence the tender for the new No. 670 was one of the first items to be completed, using the frames of one and the wheels and brake gear from the others. During repairs to the tender frames original LNWR paint samples were discovered, and subsequently copied and conserved. From these Bob Meanley was able to match and re-create the lined green paint applied to the LNWR Southern Division locomotives; the rebuilt tender (complete with new Tyseley-built tank) being so treated.

Welded boiler

Of course no steam locomotive is complete without its boiler, and BRM contracted marine specialists Babcock to build an all-welded steel boiler to a Meanley design. The boiler cost around £25,000 to complete (the equivalent of almost £60,000 today).

Meanwhile, the enormous 7ft driving wheels and leading and training wheels were cast by Goodwin Foundry at Stoke-on-Trent, while Precision Machinery Ltd at Lye manufactured the cylinder block. As further donations came in other components were ordered, including the ornate brass dome cover.

The loco's frames were erected at Tyseley around the new cylinder block, and before long the non-driving wheelsets were in place and the boiler fitted. The driving wheelset and crank

axle were also assembled but not fitted at this time. Thus, a little more than 100 years after the 'Bloomers' disappeared from Birmingham, a new example of the type could be seen in the city once more.

In 1999 the team at Tyseley realised their long-held ambition to return regular steam services on the national network when it introduced the summer Sunday 'Shakespeare Express' between Birmingham Snow Hill and Stratford-upon-Avon. It was a landmark moment for the Birmingham Railway Museum, and one which would shape all future operations at Tyseley.

The prospect of running regular railtours meant the Tyseley workshops would have to maintain the main line locomotives to the highest standards, while at the same time developing a growing contract engineering business.

It was felt, therefore, Tyseley's status as a museum was inappropriate for the expanded operation, and the decision was made to close Birmingham Railway Museum. In its place came the two organisations that form the backbone of modern Tyseley – Vintage Trains as the charter operator and Tyseley Locomotive Works for the upkeep of the collection and the contract work.

Inevitably, the 'Bloomer' found itself on the back burner as the new businesses grew, although the project did not stall entirely. Work continued whenever time and funding permitted – much of the motion being manufactured after a £20,000 bequest was received in 2008.

However, No. 670 remained low down the ▶



1. A major milestone occurred on November 15, 2019, when No. 670 was finally united with its 7ft driving wheels. Here, the wheelset is lowered into the Tyseley wheeldrop. **ROBIN COOMBES**
2. Almost there! The wheelset is inched into place. **ROBIN COOMBES**
3: One of No. 670's wheels being machined at Goodwin Foundry, Stoke-on-Trent. **VTS**

priority list, but the coming of HS2 coupled with Vintage Trains' independence as a train-operating company provided the perfect platform to relaunch the project for a brand new city audience.

During the annual Tyseley Open Weekend in June 2019 Vintage Trains chairman Michael Whitehouse officially launched the Pioneer High Speed Train project to not only complete No. 670, but also create a complementary train of three four-wheeled carriages to represent a typical LNWR train of the period.

Partnership

A fundraising appeal was subsequently established to raise the £300,000 required to complete the design and manufacture of 'Bloomer', which is to be carried out by sponsored apprentices and young engineers employed at Tyseley Locomotive Works. This is part of the project's legacy, as it will enable those involved with the build to keep heritage engineering skills alive while learning for themselves how to construct one of railway history's missing links.

A partnership with Aston University has been proposed, allowing engineering students to play a role in the design of the carriages and learn practical skills during the construction phase.

On November 15, 2019, the project reached a new milestone when the large single driving wheelset was positioned beneath the locomotive for the first time using the Tyseley wheeldrop. It was believed to be the first time in living memory that a standard gauge Single had been wheeled in a British locomotive works (the broad-gauge replicas of *Iron Duke* and *Fire Fly* also being Singles), and made No. 670 a 2-2-2 at last.

A further boost came later that month when the 'Bloomer' and its tender were exhibited at the annual Warley Model Railway Exhibition on November 23-24. It was the most complete the locomotive had been since construction began 31 years earlier, and gave the thousands of show-goers a flavour of what the finished loco will look like. Unsurprisingly, it proved to be a popular attraction.

At the time of writing in mid-2020 work on No. 670 was ongoing, and thoughts have turned to the proposed rolling stock.

Fundraising for the three carriages will continue after the loco has been finished. These will be built by the Metropolitan Railway Carriage & Wagon Works, which following the purchase of the historic name is now part of the Tyseley portfolio.

The vehicles will be constructed in compliance with modern regulations while

remaining authentic in appearance and operation, using three ex-British Railways brakevans' chassis as their basis.

TLW hopes to have Britain's only steamable Single operational in time for the opening of the new Curzon Street station, and perhaps have it play a part in the official formalities.

Yet such a laudable goal is entirely dependent on Tyseley's ability to reach the initial £300,000 target. There are several ways in which supporters can contribute, from volunteering on the physical construction at Tyseley, to making monetary donations or sponsoring components (see page 56).

Bloomer Club

A Bloomer 670 Club has been established, membership of which is set at £670, payable in a lump sum or through 10 monthly instalments of £67. A string of incentives is available to those who join the club including:

- Invitations to view the construction of the loco and train as work progresses.
- Regular electronic newsletters.
- An invitation to the commissioning of No. 670.
- The opportunity to drive the loco at Tyseley (available to donors of £1,340 or more).

For more information on how you can support the project, and details on the Bloomer 670 Club, write to Vintage Trains Charitable Trust, 670 Warwick Road, Tyseley, Birmingham B11 2HL.

Alternatively, telephone 0121 708 4960 or visit the dedicated project website at: www.pioneerhst.co.uk (please note at the time of writing this website was still under construction).

'TLW hopes to have Britain's only steamable Single operational in time for the opening of the new Curzon Street station, and perhaps have it play a part in the official formalities'



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Not army but navy

I FOUND Paul Smith's article on Britain's '20 most difficult stations' (*RM* June) most interesting.

However, could I offer a friendly word of advice to him?

If he visits Lymstone Commando again, it would be prudent not to reuse the word 'Army'.

The Royal Marines have always been part of the Royal Navy and are proud of it.

They get a bit touchy if people call them 'soldiers'.

John Newbury (ex-RN)
By email

I THOROUGHLY enjoyed Paul Smith's article on Britain's 20 most difficult stations to visit, particularly because I had experienced the same problem trying to find Llangynllo station on the Central Wales Line.

We were visiting Llangynllo to track down family history, my great grandfather having run the local shop in the 1920s.

My grandfather moved from there to Llandovery, where he was based as an engine driver at the LNWR shed, and would have stopped many times at Llangynllo during his railway career.

The station itself is more than a mile from the village, and there is no indication at all it is located behind the two houses fronting the road.

David Stubbs
Bath

IN ANSWER to Paul Smith's question about the Middlewood station signpost on the A6 – Mission (almost) Impossible (*RM* June) – Paul missed the two further signs, and took the wrong turn.

About halfway from the A6 to the canal Paul made a left turn where there were two signs pointing straight on (see attached photograph): one says public footpath Middlewood Way Station, the other says footpath to station.

If Paul had gone straight on instead of turning left he'd have found the station.

The green footpath sign is poorly sited for someone approaching it in a car.

David Mann
Stockport



✓ PUTTING THE RECORD STRAIGHT (RM JUNE)

■ Apologies for the error in last month's cover caption location. It was not Low Moor but near Brockhill Farm, south-east of Worcester city centre, close to the A4440 road. The error stemmed from incorrect information embedded in the image.

■ On p28, in the panel 'Principal dimensions of locos', the dimensions of the 'Q1' heating surfaces were given in square inches not square feet.

■ The caption of the 'Q1' at Bramley & Womersley should have said the Guildford to Horsham line.

EDITORS NOTE

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

★ STAR LETTER

Scotland's almost preserved engines: Ben Alder and Midlothian

WHEN visiting Dawsholm shed, Glasgow, in September 1963, I discovered three of the four historic steam engines which the Scottish Region had restored for special workings: GNoSR No. 49 *Gordon Highlander*, NB No. 256 *Glen Douglas* and the HR 'Jones Goods' No. 103. At the back of these engines, looking very forlorn, was the last of the HR's 'Small Bens' – 4-4-0 '2P' No. 54398 *Ben Alder*.

This engine last worked trains between Georgemas Junction and Thurso and, after withdrawal in February 1953, was stored alongside Lochgair Works, Inverness, pending possible preservation.

It moved to Boat of Garten, where it was hoped it might be restored to commemorate the centenary of the Inverness and Nairn Railway, but nothing happened.

In 1956 the BTC produced its list of steam engines that merited preservation and *Ben Alder* was included. Five years later it visited St Rollox Works, where an estimate was

Former Highland Railway 'Small Ben' No. 54398 *Ben Alder* stored at the back of Dawsholm shed, Glasgow, in March 1964. D C SMITH/RM ARCHIVE



made of the costs of restoration.

A year later it arrived at Dawsholm shed still unrestored and, when the shed closed at the end of 1964, it went with the other four preserved engines to Parkhead.

Early in 1966 the curator of historic relics announced *Ben Alder* had been removed from the list. In what seemed

at the time to be indecent haste, on April 18, 1966, *Ben Alder* made its final journey to a scrapyard at Wishaw. Here, it was broken up, despite last-minute attempts to rescue it.

Less well known is the fate of ex-NB Atlantic LNER No. 9875 *Midlothian*.

During 1937/38 there was extensive correspondence in *The Scotsman* newspaper pressing the LNER to preserve one of these engines.

Eventually, William Whitelaw, the LNER chairman, and Nigel Gresley agreed that *Midlothian* should be preserved.

Neither man seemed to know that since its withdrawal in June 1937 the engine was already partly dismantled at Cowlairs Works. One can imagine the consternation when the Works received the instruction to restore it!

The engine was nevertheless rebuilt using parts from No. 9876 *Waverley*.

It was repainted in LNER livery and steamed out of the works on June 15, 1938, remaining at work on special trains for another 18 months.

On the outbreak of the Second World War *Midlothian* returned to Cowlairs Works and was cut up for scrap.

Phil Horton
By email



Atlantic 4-4-2 'C11' class No. 9875 *Midlothian* heads a Edinburgh to Glasgow Express near Saughton in the mid-1930s. The name is on the splashers of the second driving wheel. RM ARCHIVE

✉ Do any readers have memories of other nearly preserved engines and pictures of them? Please let us know - Ed

More 'Nuckle' information

MR LERIGO has become slightly confused regarding the Stanier '1P' 0-4-4Ts.

There were two of these – Nos. 41902 and 41909 – both allocated to Warwick, Milverton shed. Push and pull services to Coventry and Nuneaton were shared between the latter shed and Nuneaton.

Nuneaton was allocated only Ivatt '2MT' 2-6-2Ts for these duties and Stanier '3MT' 2-6-2Ts for the heavier, workmen's services and South Leicestershire line trains.

The attached photograph shows Warwick's '1P' 0-4-4T No. 41909 leaving Nuneaton Trent Valley with the 11.10am departure for Coventry in August 1956.

Warwick shed closed when DMUs replaced the steam trains and one Ivatt 2-6-2T was transferred to the ex-GWR Leamington shed to work the daily parcels trains to and from Nuneaton. When Leamington shed closed, the duty was taken over by Nuneaton shed.

A prominent feature of the Wyken branch line was the timber viaduct over



the Coventry Canal, and parallel road, at Sutton's Stop.

There was a weight restriction over this structure and nothing larger than Class 2

tender engines were permitted to work this line.

Alan Briggs
Burbage, Leicestershire

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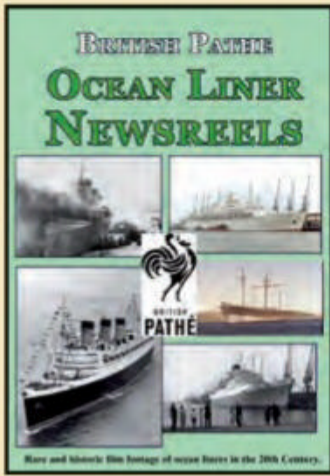


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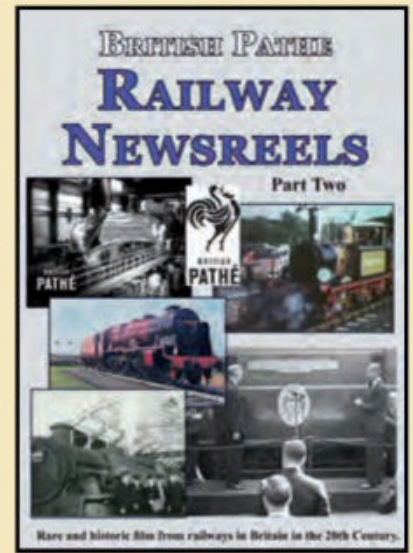
Lines are open from 8.30am-5pm Monday to Friday

New Titles from Kingfisher

'Pathe Railway Newsreels' Part Two - Our second edition of these rare archive films from the famous British Pathe archive. Scenes include - Eastleigh in 1928, naming of Bulleid Pacifics *Channel Packet* and *Lord Dowding*, 60007 on the test plant at Rugby, *Royal Scot's* move to Skegness Butlins, Last day on the S&D at Bath, artist Terrance Cuneo at work, The Exeter Flyer, The Southern Belle, last service train in 1963 of 60103 from Kings Cross, Kent Electrification 1957, Bluebell Railway 1961, BR Modernisation 1958, 'A4' Pacifics, Nos. 60008 and 60010 exported and much, much more to enjoy. Total contents on the web site. **60 minutes £16.95**

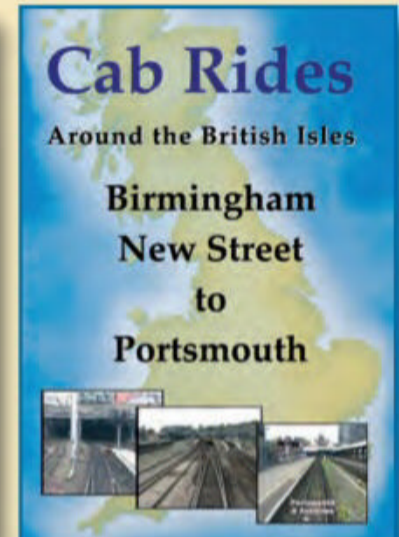
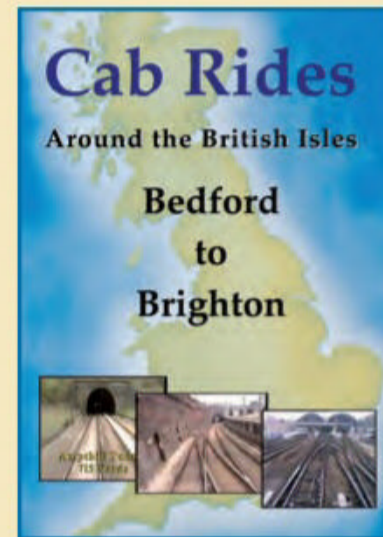


'Pathe Ocean Liner Newsreels' The first part in our series of very rare archive films of ocean liners from the British Pathe archive. This first volume includes scenes from 1914 of liners such as *Aquitania*, the rise and fall of the French liner *Normandie*, RMS *Queen Mary* at various points from 1936 to 1967, Union Castle films, *Oriana's* first period in 1959 and many more films of some of the world's famous ocean liners. Total contents on the web site. **60 minutes duration £16.95**

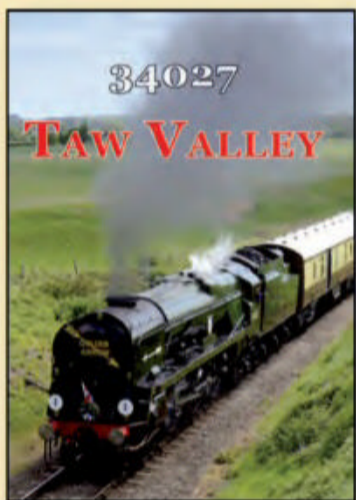


Two new Cab Rides - Our new series of Cab Rides add to our already extensive list of over 50 covering Britain. More will be added every month, so keep a watch on our web site for further releases.

Bedford to Brighton - this cab ride aboard a Thameslink '319' service has a speedy run to Kings Cross and then crosses London via Farringdon and London Bridge before taking the main line through Surrey and Sussex to Brighton. **Approx. 2 hours 20 minutes duration £17.95**



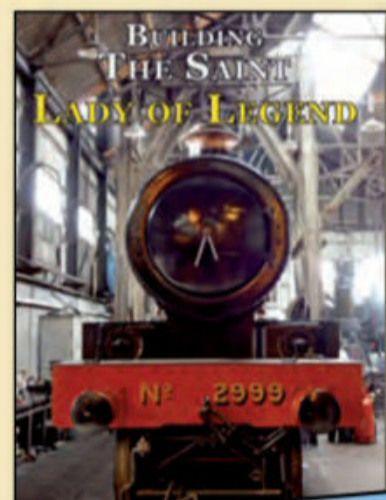
Birmingham New Street to Portsmouth - an interesting journey aboard a Virgin Trains Voyager which takes us to Banbury and Oxford then Reading where the route via Wokingham and through to Guildford takes us to the Portsmouth direct line through Haslemere to Fratton and finally Portsmouth & Southsea station. **Approx. 3 hours duration £17.95**



'34105 Swanage' 'West Country Class' Pacific *Swanage* is one of eight original-condition Bulleid Pacifics to be rescued from Woodam's scrapyards. Following arrival at Alresford in March 1978, No. 34105 was fully restored and returned to steam in 1987. This programme covers the first service trains it operated and also the spectacular visit to the Swanage Railway where it was paired with sister locomotive No. 34072 257 *Squadron*. Scenes at the GCR are viewed during a gala appearance. **50 minutes duration £14.95**

'34027 Taw Valley' The story of 'West Country Class' No. 34027 *Taw Valley's* preservation began in April 1980 when it was rescued from Barry. Following a complete restoration at both the NYMR and eventually the SVR, *Taw Valley* was offered to main line service in 1989 which saw it over many routes in Britain until a major overhaul became due

in 2006. The DVD covers its main line service and return to branch line use at the SVR in 2016 including when it was used to haul a charter train rake of Pullman cars over the line. **55 minutes duration £14.95**



'The Building of the Saint' Produced in tribute to the launch of GWR Saint, No. 2999 *Lady of Legend*. We follow the story of the project initiated by the Didcot-based GWS and how they built a long-lost Saint from the shell of 'Hall' Class No. 4942 *Maindy Hall*. Film of the rebuilding process from the beginning through to the launch of the locomotive in 2019 at the Didcot Railway Centre. Available in mid-July. **60 minutes duration £14.95**

'The Story of the Oxford to Cambridge Railway' Oxford, Bletchley, Bedford and Cambridge' With the impending re-building of the line between Oxford, Bicester, Bletchley to Bedford and eventually Cambridge, this DVD looks at the history of the route by visiting the stations and structures and the existing section of the railway that survived between Bletchley and Bedford from the 1967 closure period. **2 hours duration £16.95**

'The S&D 7Fs' New edition of the DVD looking at the two preserved 7Fs Nos. 53808 and 53809. Archive and current film. **60 minutes duration £14.95**

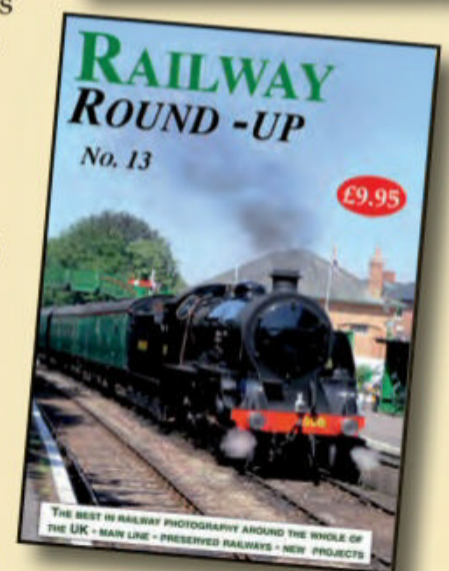
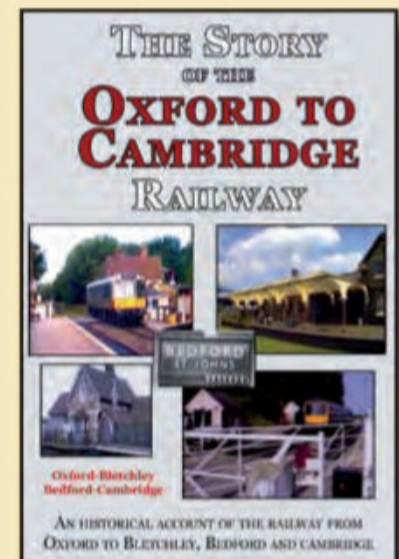
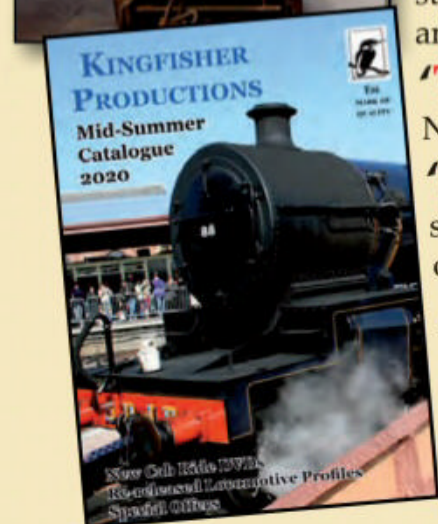
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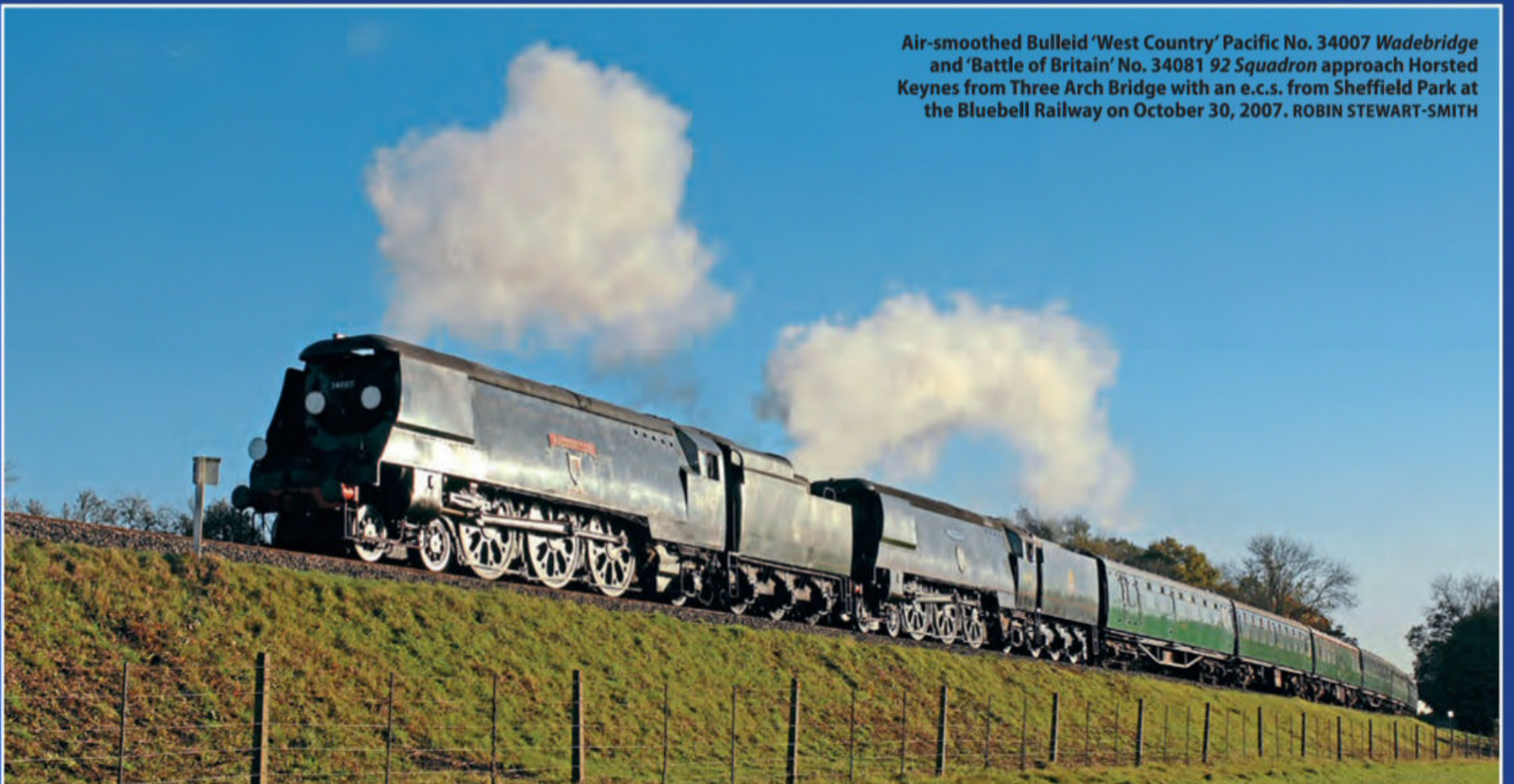


Panorama

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The Sunset Mountains overlooking Winslow, Arizona, dwarf the scene as a foursome of BNSF Railway General Electric 4,400hp type ES44ACs head a double-stack intermodal train on June 8, 2015. The train is heading into Winslow as a loaded car train heads west in the opposite direction. The road alongside is the I-40, which was constructed to replace the famous Route 66. DAVE HEWITT



Air-smoothed Bulleid 'West Country' Pacific No. 34007 *Wadebridge* and 'Battle of Britain' No. 34081 *92 Squadron* approach Horsted Keynes from Three Arch Bridge with an e.c.s. from Sheffield Park at the Bluebell Railway on October 30, 2007. ROBIN STEWART-SMITH

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Panorama

Climbing steeply into the Radnorshire hills, 'Black Five' No. 45231 *The Sherwood Forester* runs high above the village of Knucklas with the 'Sugar Loaf Mountaineer II' railtour from Shrewsbury to Carmarthen on September 7, 2019. BOB GREEN



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FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
 JULY 1920

Some Timetable Suggestions

IT IS not yet certain whether we have the 24-hour system for trains within the limits of the British Isles; but it would avoid one source of confusion, that due to the use of a.m. and p.m. times, and would secure uniformity between the methods of differentiation by removing the necessity for distinction. If that were done it would be a simple matter to indicate through carriage services by using a bold-faced type, so that thinner type would indicate need for changing en route. There would then only be occasion for special explanation in cases where the through carriage operated only between certain places.

50 YEARS AGO
 JULY 1970

Britannia Bridge closed by fire

FIRE badly damaged the Britannia tubular bridge over the Menai Strait on the night of May 23/24, causing an indefinite closure to all traffic. To protect it from the weather, the structure had a roof of asbestos sheets on a timber frame and it was this that caught fire. The heat of the fire distorted girders at both end of the bridge, and caused the centre span to sag in the middle.



50 YEARS AGO: Ivatt '2MT' class 2-6-0 No. 46443 departs Hampton Loade station, Salop, with the 15.35 passenger train to Bridgnorth on the first day of official passenger working on the Severn Valley Railway - May 23, 1970. JOHN H BIRD/ANISTR.OM

Severn Valley Railway reopened

A LIGHT railway transfer order, transferring powers to operate the Severn Valley Railway between Bridgnorth and Hampton Loade from British Railways to the Severn Valley Railway Co. Ltd., was signed by the Minister of Transport on May 20, enabling the public train service on the line to be inaugurated on May 23. The line is open on Saturdays, Sundays, and Bank Holidays, with three trains each

way on Saturday afternoon and four each way on Sunday and Bank Holiday. Over the opening weekend 3,721 fare-paying passengers were carried on the line.

Euston rebuilding complete

OPENING of the "Buffer Stop" bar at Euston Station on May 11 marked the completion of the £15million rebuilding project there. The "Buffer Stop", the internal decor of which includes a buffer stop beam with steel

buffers, is in the West Colonnade, facing across the forecourt towards Euston Road.

20 YEARS AGO
 JULY 2000

All trains – including steam – to be fitted with data recorders

ALL trains running on the national rail network must have 'black box' data recorders by the end of 2002 under new proposals stemming from the recommendations of the Southall accident inquiry report, chaired by Professor John Uff. This new proposal presents just one more headache for steam loco owners, who are already facing bills of up to £2,000 to fit TPWS by the end of 2003.

Rail industry forced to use spotters' books

MANY professionals in the railway industry have to use commercially-produced maps, guides – and even spotters' books – to help them in their jobs as nothing else is available to them. *The Railway Magazine* has discovered that senior employees of a number of train operating companies regularly consult the OPC Rail Atlas and Quail track diagram books because they have not been issued with maps or other documentation showing in such detail the positions of platforms, junctions, sidings and crossovers.



RCTS
 Britain's leading Railway Society

The RCTS: then and now

THE RCTS gained its unrivalled reputation for organising rail tours during the days of steam. However, after August 11, 1968, occasional tours were run using some of the most charismatic of the first generation of diesels, including the 'Deltics'.

From the moment when English Electric unveiled the prototype DP1 *Deltic* in November 1956 its striking pale powder blue livery with cream lining and 'speed whiskers' captivated the public's imagination.

The *RO* reported its first public working was on December 13, when it worked the Up 'Merseyside Express' to Euston, arriving 25 minutes late because of operating problems, but on the Down trip arrived at Lime Street on time.

Over the years the *RO* reported on the testing of DP1 and the introduction of the production 'Deltics' and their inevitable teething problems, allocations, and the eventual naming of all 22.

No doubt because of their intensive use the class seemed rarely to appear on rail tour duties until after 1968. In 1970 the RCTS organised six tours, four using diesel-multiple units, one a Class 47, and one featuring 'Deltic' No. 9012 *Crepello*, a reminder of which

appeared in the April 2020 edition in the form of a photograph taken at Stowmarket.

As happened with tours during steam days this trip was organised by two of the RCTS's regional branches, the West Riding and Sheffield groups.

It ran on Sunday, May 17, from Leeds to Diss, where coaches took the participants to the developing steam centre of Bressingham Gardens. Such was the appeal of this outing that eight Mk2 coaches were provided for what turned out to be a 460-mile round trip from Leeds.

Leaving Leeds at 08.10 the train was routed to Sheffield via Wakefield Westgate, Wakefield Kirkgate, Cudworth and Rotherham. Departing from Sheffield, overrunning engineering works brought a diversion from Clay Cross South Junction to Chesterfield and Trent Junction to Nottingham.

The cross-country run to Diss was then via Grantham, Peterborough East, Ely and Norwich Thorpe, with arrival at Diss at 15.04. While visiting Bressingham Garden, *Crepello* ran to Stowmarket to run round its train before returning to Diss to return the train to Sheffield.

The introduction of the HSTs in 1979 was intended to see the demise



To the delight of many enthusiasts 'D9000' *Royal Scots Grey* returned to revenue-earning duties working Saturday extras for Virgin Trains CrossCountry. It is seen here at Newington, between Sittingbourne and Gillingham, on July 10, 1999.

of the 'Deltics' but some survived until 1982.

The *RO* duly reported No. 55017 was the last of the class to receive a power plant change at Doncaster Works. On January 2, 1982, No. 55015 *Tulyar* worked the 'Deltic Scotsman Farewell' from King's Cross to Edinburgh with No. 55015 in charge of the return journey.

Not all the 'Deltics' were scrapped

and six of the 22-strong class were preserved.

In the 38 years since the demise of the class on British Rail the *RO* has kept its readers up to date with the status of the class, whether operating on the mainline, on preserved lines, or as in the case of No. 55002 at the NRM bases of York or Locomotion Shildon.

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

TRACKRECORD

The Railway Magazine news digest



DRS Class 88 No. 88010 *Aurora* and Class 68 No. 68016 *Fearless* work the diverted 05.48 Mossend Yard-Daventry International Rail Freight Terminal intermodal past Rossington, Doncaster, on May 25. The train was diverted because of engineering work on northern sections of the West Coast Main Line. GEOFF GRIFFITHS



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Reopening just weeks away as heritage lines prepare to carry passengers again



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SOME of Britain's preserved railways are cautiously making preparations for potential reopening in the coming weeks, if the Government's continued easing of lockdown restrictions allows them to do so safely.

A general theme of reduced timetables and a more limited service appears to be behind most of the plans revealed to *The RM*, with staff/volunteers welfare and social distancing and hygiene featuring prominently in all cases.

Some of those to announce their plans include:

■ Bluebell Railway

If all goes as planned the Bluebell Railway will commemorate its 60th anniversary on August 7 with a return to public operation.

For the foreseeable future the railway will run at weekends only, allowing it to gauge any potential demand.

Service trains will run from Sheffield Park to Kingscote only (not stopping at Horsted Keynes), and East Grinstead station will remain closed until further notice.

The trains will be formed of compartment stock, these being sold as a whole, and all tickets will be pre-bookable only. There will be no 'turn-up-on-the-day' ticket sales available on any services for the rest of the year.

Face masks will be required while travelling on the trains, which includes the planned dining services (three to four per day).

All carriages and station environments will receive an enhanced cleaning regime, including door handles.

Sheffield Park will have dedicated entry and exit lanes for customers, and the SteamWorks! exhibition and museum will be open to the public employing a one-way system. The Bessemer Arms at Sheffield Park will offer a pre-bookable take-away service, but the Horsted Keynes buffet and Kingscote kiosk will remain closed.

Bluebell Railway plc chairman Chris Hunford said: "There is a huge amount of work to complete to prepare the railway for reopening. Tasks such as 'Fitness to Run' exams across our locomotive and rolling stock fleets, line-wide structures and track inspections, testing of our signalling and telecommunications systems. "Our staff and volunteers are key to making this happen, and from the middle of July,

our safety critical staff and volunteers will return in a phased manner."

■ *The first train on August 7 will be for members only and pre-booked on a first-come, first-served basis.*

■ North Norfolk Railway

The North Norfolk Railway (NNR) is currently looking at a resumption of services on July 8. It has developed a comprehensive reopening plan, which looks at the risks, opportunities, testing regimes, operation and staffing requirements surrounding a return of steam services.

If the railway is given the go-ahead to reopen it will work to a timetable of four trains per day, running non-stop between Sheringham and Holt.

A one-hour turnaround has been included at Sheringham between trains in order to allow for cleaning and disinfecting of the coaching stock to be carried out.

Only one train set will operate initially, made up of compartment stock. These will be the line's LNER 'Quad-Art' set (28 compartments), a BR Mk1 Suburban Third (10 compartments) and a Mk1 BSK with four compartments plus accommodation for a wheelchair user, giving 328 seats in total.

Visitors will be able to book compartments rather than individual seats, with a maximum of four people per compartment.

Once Government approval has been given to reopen the NNR plans to run a test train using invited staff and volunteers in order to trial the social distancing in queuing systems and passenger flow at stations.

However, the service has been designed to require the minimum number of staff/volunteers possible, new signing-in procedures being implemented to ensure fitness to work.

All tickets will be sold online, with journeys beginning and ending at Sheringham. Holt station will be closed to visitors arriving by road, and only ticket holders will be able to enter Sheringham station. Weybourne and Kelling Heath stations will both remain closed to the public.

All shops and refreshment facilities will be closed, with the exception of the Sheringham buffet which will be open for take away food and drinks only.

■ Didcot Railway Centre

One of the earliest potential reopenings could be at Didcot Railway Centre, which at the time of writing was has its sights set on a July 4 date.

The 21-acre open air site is implementing a series of measures to allow visitors to be welcomed safely, including having limited numbers on site at any one time, and pre-booked tickets for allotted arrival times.

The Great Western Society site will open initially on weekends and Wednesdays for what it calls Open-Air Discovery Days, which will allow visitors to explore the extensive outside displays together with the centrepiece 1932-built GWR engine shed.

One-way systems will be in force in some areas such as the carriage and wagon display area, while socially distanced waiting areas for the museum, toilets and gift shop will be in place.

Certain indoor facilities, where space is very confined, such as the air-raid shelter, will remain closed initially, and catering will be limited to take-away only.

There will not be any passenger rides to begin with, but tickets for the Discovery Days will also be valid for a second visit on one of Didcot's popular Steam Days.

■ Mid-Hants Railway

General manager Simon Baggott told *The RM* there is currently an upbeat mood around the Watercress Line, and the railway was "cautiously optimistic" about how the summer might play out.

At the time of writing the Mid-Hants Railway was looking at July 11-12 for a public reopening, seeing trains departing from both Alresford and Alton, with Ropley being the ultimate destination for extended stops while locomotives take water and run round.

All trains will be pre-book only and passengers will have allocated seats throughout their journey. Trains will run at reduced capacity in order to maintain social distancing.

During the weekend of June 20-21 three trains were operating over the railway as part of a training plan to allow volunteers to get used to running a railway again, while the following weekend was expected to feature a photographic charter for members.

"We're gradually bringing engineering staff back from furlough as we prepare the railway for reopening," Mr Baggott confirmed.

"The mess facilities at Ropley have been deep cleaned and a one-way system installed, and some restoration work has restarted after lockdown.

"We will bring volunteers back stage-by-stage, and while the decision to return will be a very personal decision, the indications

are that most are ready and eager to come back."

■ Great Central Railway

At the time of writing the Great Central Railway confirmed it was looking at late July for a resumption of passenger operation on the Loughborough to Leicester line.

The railway has already undertaken some test running with steam (*RM* June), bringing a number of staff back from furlough to prepare for reopening. It has also developed a draft recovery plan and risk assessments, which it was planning to finalise during the last weeks of June.

As this issue went to press the target date for the first public services was July 25, and the railway was hopeful it would be able to reopen its cafes at some stations.

■ North Yorkshire Moors Railway

Further north, the North Yorkshire Moors Railway (NYMR) is hoping to be able to resume limited operations on August 1.

The aim is to run two trains at either end of the line: one running between Pickering and Levisham, and the other between Grosmont and Goathland.

Each train will again comprise of predominantly compartment stock, three of four such vehicles per train supported by a number of TSOs with social distancing measures in place. This will reduce TSO capacity from 64 to a maximum of 16. Passengers will be requested to wear masks on board the trains and observe social distancing where possible.

The railway is bringing back the minimum number of paid staff from furlough to help run services, and they will be supported in the operation by volunteers as much as possible.

"This is where our volunteers really step up to the plate," NYMR general manager Chris Price told *The RM*.

"We'll be relying heavily on volunteers to make this work, with the appropriate considerations for their own safety and well-being of course. It's a massive challenge, but an important one as it's helping to secure our future.

"Financially speaking the trains are just about viable, and costs are going to go up considerably, but running them will send a message to say 'we're still here,' not just to the public but also our supporters.

"There's more than a thousand volunteers that want to come back, and we want them to know

their railway is running and their future is secure."

One of the ways in which the NYMR might mitigate the loss of revenue and recoup costs is by running through the winter and into next year.

"Potentially this could be the start of one of our longest operating periods to date, and we are looking at possibly remaining open through the normal winter closure period," explained Mr Price.

"We need to milk our asset, and as long as there's a willing audience and enough people to make it work, we could run right through into 2021."

■ Severn Valley Railway

The Severn Valley Railway (SVR) is another line hoping to reopen to the public during August.

The railway has started a programme to gradually bring back its 1,800 volunteers, along with certain members of its paid staff, 95% of whom have been on furlough.

"There's still a great deal of uncertainty around how passenger services will be managed once the railway has reopened," SVR general manager Helen Smith explained.

"We're working closely with the Heritage Railway Association to make sure we get it right when it comes to safety for both visitors and our volunteers and staff.

"We have to wait and see whether the Government will reduce its social distancing advice to one metre from the current two metres. Such a change would make it easier to run services and allow us to make a profit rather than a loss."

It is expected that services will run on a reduced timetable, with potential visitors encouraged to pre-book their tickets.

However, unlike the NYMR, the SVR is not expecting passengers to wear face coverings at the moment.

"Although it's going to be compulsory to wear face coverings on public transport, we don't believe this will apply to us as a heritage attraction, provided we can maintain the recommended social distancing guidelines," said Ms Smith.

In the meantime the SVR will be reopening its pubs at Bridgnorth and Kidderminster from July 4.

■ Gloucestershire Warwickshire Railway

August 15 is the red letter date for the resumption of services at the Gloucestershire Warwickshire Railway (GWSR).

Volunteers in core departments will return in stages over coming



Grosmont to Goathland services form part of the North Yorkshire Moors Railway's reopening plan. The operations will be some of the first to use the station since the renewal of Bridge 27 was completed. LUKE TAYLOR

Contractors have completed repair work and soil nailing on the Gloucestershire Warwickshire Railway's slipped embankment at Gotherington, thanks to more than £250,000 of donations during lockdown. IAN CROWDER/GWSR



weeks in order to prepare the railway for reopening.

Like some of the other lines already mentioned, the railway plans to run a series of familiarisation trains in advance of August 15 to allow volunteers to refresh route knowledge, learn new procedures and renew grade cards where necessary.

GWSR spokesman Ian Crowder told *The RM*: "We recently carried out a survey of our volunteers to gauge opinions on potentially returning to the railway, and it was encouraging to see that 75% of those who responded said they would come back, subject to social distancing etc."

"The service we'll be running, therefore, is commensurate with the ability and availability of volunteers."

"Only the core operating departments will return initially, but we hope to allow restoration groups back on site on certain non-operating days to avoid too many people being in the shed at one time."

The August 15 passenger service will consist of two round trips from Toddington (at 10.00 and 14.00), utilising a train of six BR Mk1 compartment coaches.

Tickets will be sold in advance with compartments being booked (minimum of two adults) to allow family groups of up to eight people to remain in their 'bubbles'.

The number of passengers per train will be limited, and there will be no 'on-the-day' tickets sold at stations; digital tickets will most likely be employed.

No toilet facilities will be available on board the trains, but the toilets at Toddington, Broadway and Cheltenham Racecourse stations will be open. Trains will not stop at Hayles Abbey Halt, Winchcombe or Gotherington.

Subject to a successful resumption, the limited service will be repeated on Tuesdays, Wednesdays and Saturdays.

■ Dean Forest Railway

Gloucestershire's Dean Forest Railway (DFR) is another line hoping to open in late-ish summer, although at present no firm date has been announced.

Spokesman Robert Harris told *The RM*: "Prior to opening we will be operating 'dry runs' in all areas, trains, shop, café, museum, stations and toilets."

"One-way systems will be in place, with volunteers standing in as members of the public, with seating plans for our coaching stock to ensure social distancing is maintained."

"All working volunteers will undergo refresher training courses, bearing in mind some may not have 'worked' since October."

Mr Harris went on to explain all areas will be deep-cleaned once a day, with regular cleaning undertaken throughout the day.

One-way systems, signposted and manned by volunteers, will be in use to steer passengers, with seating plans ensuring social distancing is maintained on the trains.

"It's worth noting we are following ORR guidance regarding restarting operations. They have put out a specific note explaining the paperwork and processes they want to see," added Mr Harris.

■ East Anglian Railway Museum

Volunteers returned to work at the East Anglian Railway Museum in early-June in anticipation of the museum potentially reopening in July.

A firm date is yet to be announced, but those connected with the museum are hopeful they will be reopening for visitors sometime in July, just in time for the school summer holidays.

As well as the maintenance and upkeep of the museum's locomotives and rolling stock, volunteers have been busy tidying up the site after nearly 12 weeks of closure.



Steam returns to Chasewater Railway

HUDSWELL, Clarke 0-4-0ST *Waleswood* underwent a steam test and loaded test run on June 13 following a period of maintenance.

The tests were part of the Chasewater Railway's on-going

maintenance and examinations programme being carried out during the closure period.

The trial was also used to sign off a guard, fireman and driver, maintaining the competency of the core volunteers who will run

the services when the railway eventually reopens.

The loco is seen approaching Chasewater Hearths during the load test. Note the face mask worn by driver Mark Sealey.

ALISTAIR GRIEVE

No summer service for 'devastated' Bodmin & Wenford – autumn reopening target set

THE Bodmin & Wenford Railway (B&WR) will not be joining the heritage lines that have announced summer reopening plans, and instead has made the difficult decision to not operate trains at all this summer.

The B&WR has explored various service options and financial models, factoring in social distancing and Covid-19 hygiene requirements, but all resulted in services running at a loss.

Neither could the railway guarantee it would have enough volunteers to run it seven days a week, and there was also the audience factor and the question of whether Cornwall will be fully open to visitors this summer.

A railway statement said: "An enormous amount of hard work has been put in by our team in preparation, however the well-being of our visitors, staff and volunteers is our top priority."



The scene at Bodmin Parkway station in late-May showing the Bodmin & Wenford Railway's permanent way, which has been kept clear of weeds during the lockdown. JIMMY JAMES/BWR

"We are devastated to find ourselves in this position, but simply cannot afford to run our trains at the reduced passenger capacities needed under the current guidelines."

B&WR spokesman Jimmy James went further, saying: "If the situation changes we will consider opening for autumn half-term and/or Christmas."

Despite the decision not to run trains, the first volunteers were allowed back onto the railway on June 4. This mainly comprised members of the track gang, who carried out fishplate oiling on the Boscarné branch, while another group cut back vegetation on the Parkway branch.

The workshops were expected to reopen in mid-June.

Deeside and Telford lines cancel 2020 events

THE on-going uncertainty surrounding coronavirus has prompted the Telford Steam Railway to cancel its popular 'Polar Express' season this year.

The railway has told customers it would be irresponsible to put

lives at risk in order to deliver the Christmas services, adding it would not be able to deliver the full experience without restrictions.

In Scotland the Royal Deeside Railway has announced it has

reluctantly cancelled all events, services and charters for the rest of 2020 owing to the restrictions placed on it by social distancing.

Those with bookings have been notified by email and full refunds have been issued.

Socially distanced brakevan rides at Scunthorpe

THE Appleby Frodingham Railway Preservation Society is looking to overcome social distancing restrictions by offering brakevan tours of the Scunthorpe Steelworks site to household groups only.

Bookings will only be taken per household group, each one being

allocated a brakevan verandah, which will be in excess of two metres from any other passengers.

The tours will last for around three hours, including a short comfort break at the AFRPS loco shed.

The first tours were expected to run on June 27, with others on

July 4 (14.00) and July 11 (10.00 and 14.00).

The AFRPS is asking for donations of £50 per group to help cover operating costs.

All tours must be pre-booked, with further information available at: www.afrps.co.uk/new_page_4.htm.

Work to start again on new 'Patriot' at Swanwick following lockdown

THE Princess Royal Class Locomotive Trust (PRCLT) was expected to resume work on new-build 'Patriot' 4-6-0 No. 5551 *The Unknown Warrior* at the West Shed, Swanwick Junction on July 1 after the lockdown period.

The LMS-Patriot Company has signed a contract with PRCLT with a view to establishing priorities that will enable the chassis to be completed to main line standard.

This will also include finishing the rectification work started prior to lockdown; the middle coupled wheelset/crank axle has already been rectified at Riley & Sons workshops in Heywood.

Transfer

Funding for the work has been agreed for three months and will continue to be managed carefully on a rolling basis.

In the interim members of the No. 5551 team have arranged for components such as the middle coupled wheelset, bogie wheels, motion, valve castings, and reverser, to be transferred to the West Shed from the various contractors, where work had been completed.

A similar picture exists at Heritage Boiler Steam Services, where No. 5551's boiler had very recently been paused for budget reasons while other work was prioritised on the loco.

However, good progress has now been made on the boiler cladding, particularly around the firebox area.

Work on the tender frames has continued at Leaky Finders in South Devon, although at a much slower pace than expected, largely because of lockdown restrictions.

The tender frames were expected to be completed around the end of June.

Tyseley seeking component sponsors for 'Bloomer' project

TYSELEY Locomotive Works and Vintage Trains are seeking component sponsors to help complete its rejuvenated project to construct replica London & North Western Railway (LNWR) 'Bloomer' 2-2-2 No. 670.

A fresh drive to finish the James McConnell-designed Single was launched in June last year under the banner of Tyseley's Pioneer High Speed Train project.

This will not only see No. 670 completed, more than 35 years after it was started, but also entail the construction of a two- or three-coach period LNWR train, built to main line specification, to run with the 'Bloomer'.

To advance the on-going work taking place at Tyseley, sponsors are being sought to cover the cost of manufacturing or

acquiring the following parts:

■ Chimney base	£1,200
■ Copper chimney cap	£2,500
■ Brass numbers for chimney	£350
■ Whistle	£500
■ Whistle valve	£600
■ Whistle operating lever	£250
■ Regulator handle	£450
■ Reverser handle and latch	£650
■ Smokebox door handles	£350
■ 2 x brass beading for driving plashers	£500 each
■ 2 x brass spectacle plate windows	£250 each

More parts will be available to sponsor in due course. Anyone wishing to sponsor a part should write to Vintage Trains



'Bloomer' 2-2-2 No. 670 on display at the Warley National Model Railway Exhibition on November 16 last year. PAUL BICKERDYKE

Charitable Trust, 670 Warwick Road, Tyseley, Birmingham B11 2HL. Alternatively telephone 0121 708 4960 or visit the website at:

www.pioneerhst.co.uk
A detailed look at the construction of No. 670 can be found on page 38.

Barrow Hill proposal could unite all 10 surviving 'Terriers'

THE possibility of bringing together all 10 surviving London, Brighton & South Coast Railway (LBSCR) 'Terriers' for a special 150th anniversary gathering in 2022 is being given serious consideration by Barrow Hill Roundhouse.

The idea would be to unite as many of the remaining examples of the once 50-strong class of 0-6-0Ts as possible for a celebratory event at the Derbyshire roundhouse, marking 150 years since the type's introduction by LBSCR chief engineer William Stroudley.

This could potentially include the temporary repatriation of No. 54 *Waddon* from the Exporail museum in Montreal, Canada, for the first time since it left the UK in 1963, and the release of 'A1' No. 82 *Boxhill* from the National Railway Museum in York.

The owners of the 10 'Rooters' have been contacted to



'Terrier' No. 54 *Waddon* has resided at Exporail in Montreal since being donated to the Canadian Railway Historical Association in 1963. It could return to the UK if Barrow Hill's proposed event takes place. MICHAEL BERRY

establish whether such an event is feasible and cost effective.

Haulier Andrew Goodman – who was behind the repatriation of 'A4' *Dominion of Canada* from Exporail in 2012 – has pledged his support to any bid to bring *Waddon* back to Britain.

The remaining eight 'A1'/'A1Xs'

are: Nos. 55 *Stepney* and 72 *Fenchurch* from the Bluebell Railway; Nos. 70 *Poplar (Bodiam)* and 2678 (*Knowle*) from the Terrier Trust/Kent & East Sussex Railway; Nos. W8 *Freshwater* and W11 (*Newport*) from the Isle of Wight Steam Railway; No. B662 (*Martello*) from Bressingham;

and No. 50 *Sutton* from the Spa Valley Railway.

Waddon, *Boxhill* and *Stepney* are on static display, B662 and W11 are operational, with the rest under overhaul.

The aim is to have them back in steam in time for the wider 'Terrier 150' celebrations in 2022.

Aln Valley carriage shed plan wins council backing

NORTHUMBERLAND County Council has granted planning permission for the Aln Valley Railway's proposed carriage shed at its Lionheart station headquarters in Alnwick.

The double-track shed will be 100ft long, with additional room to work, enabling two coaches, or a coach and two or three wagons, to be worked on simultaneously.

The shed roof will feature 12 translucent panels to provide natural light, roller shutter doors at each end will close the space off from the elements, while inspection pits will allow work underneath to be conducted in relative comfort.

Designs for the shed also allow

for a mobile platform to be used at footplate level, while a mezzanine platform will be built at a later date.

The shed will greatly enhance the AVR's ability to work on its rolling stock, which at present has to be carried out outside in all weather or, when space permits, inside the loco shed.

"This is a huge step forward for the railway and will enable volunteers to work on the carriages and wagons vital for the running of the railway," said AVR spokesman Roger Jermy.

"The carriage shed will form a vital part in the success and the continuity of the Aln Valley Railway."

Vandals hit Mk1s at Swanwick

VANDALS caused thousands of pounds-worth of damage to Mk1 coaches in two separate attacks at the Midland Railway-Butterley in late-May.

The first incident occurred during lockdown on the evening of May 27 when the hooligans accessed a Mk1 which the MR-B uses as a waiting room for visitors at its Swanwick Junction site.

A window was smashed, seat cushions were pulled out, names were scratched into table tops, and they even used the coach as a toilet.

The second attack took place a day later, the vandals smashing windows on stored

Mk1 stock and attempting to force entry in through the gangway corridor doors.

The narrow-gauge Golden Valley Light Railway was also attacked, with fencing materials and timber thrown onto the track.

On May 30, a small number of volunteers were on site to install extra measures to try and protect vehicles and buildings, and security across the site has been tightened with even more site patrols taking place each day.

An appeal for donations was set up on Facebook, which at the time of writing in mid-June had raised almost £4,000.

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SEE P47 FOR DETAILS



Small Prairie No. 4561 approaches Kentsford Farm crossing with a Minehead-bound train in April 1997. DON BISHOP

Fresh appeal to complete Prairie No. 4561's overhaul

THE West Somerset Railway Association (WSRA) has launched a fresh appeal through the Aviva Community Fund to help complete the overhaul of its '45XX' 2-6-2T No. 4561 at Williton.

The 'flat top' Small Prairie last ran in 1998 having notched up 43,000 miles since the completion of its restoration in 1989.

Its overhaul was subsequently side-lined, but in the past few

years progress has been made towards completion of the overhaul, the WSRA having secured £142,000 of funding towards the estimated £220,000 cost of the work.

The work completed includes the casting of new cylinder blocks and the manufacture of new extension frames.

However, more is needed if the association is to complete the project by its 2021 target date.

The outstanding work includes:

- Completion of the frame riveting
- Manufacture of fitted bolts for cylinder block joint
- Machining the new extension frames as required
- White metalling and machining of the bogie frame boxes
- Final reassembly and painting

The WSRA is keen to see the

loco back in West Somerset Railway traffic as it is ideal for the lighter services at either end of the peak season when the railway operates five- and six-coach trains.

The availability of a resident loco reduces the operating costs when larger locos are not required.

For details on how to donate visit: <https://tinyurl.com/y8es5trh>

One year on: Meiningen progress with Gresley boilers

PROGRESS on the two new boilers being built for the A1 Steam Locomotive Trust (A1SLT) by DB Meiningen is advancing well, one year on from when the A1SLT placed the £1million order with the German plant.

The two Diagram 118a boilers are destined for use on the trust's new Gresley 'P2' 2-8-2 No. 2007 *Prince of Wales* and 'A1' Pacific No. 60163 *Tornado*, which together with *Tornado's* current Meiningen-built boiler will enable the A1SLT to rotate the three identical boilers over the two locomotives; two operational boilers and one 'spare' are able to undergo overhaul at any one time.

The first new boiler is expected to be delivered later this year and will be fitted to No. 60163 during its next overhaul. The second will follow in 2021, destined for No. 2007.

DB Meiningen has completed the rolling and welding of the boiler barrel sections, including the thickened sections where



The conical boiler barrel sections for *Tornado* and *Prince of Wales* following welding at DB Meiningen. CHRISTOPHER WÖRFEL DBM/A1SLT

the domes are located; the dome covers have been pressed and machined; the firebox tube plates have been drilled; the foundation ring sections have been forged and the foundation rings welded together; and a full set of superheater elements has

been completed and is ready for delivery.

A1SLT commercial director Graeme Bunker-James said: "With all the major pressings produced and boiler barrel sections rolled, we now have a kit of parts ready to start the assembly of the first

boiler's firebox shell and boiler barrel.

"The start of construction of the boiler for *Prince of Wales* is the next major milestone in the project.

"Its delivery in 2021 keeps the project on-track for completion within the next three years."



The drilled firebox tubeplates for the two Diagram 118a boilers. CHRISTOPHER WÖRFEL DBM/A1SLT

SIDELINES

Popular Pannier No. 9466 for hire

JONATHAN Jones-Pratt is offering Hawksworth '94XX' 0-6-0PT No. 9466 for hire, after reaching the end of the previous hire agreement with the Gloucestershire Warwickshire Railway. The popular pannier is well suited to lighter services on lines capable of accepting its 19-tonne 5-cwt maximum axle load. Any railway interested in hiring the loco should contact jon@jjpholdings.co.uk

£50k lottery award for Wensleydale Railway

THE Wensleydale Railway Association has been awarded £50,000 by the National Heritage Lottery Fund's Heritage Emergency Fund, which was set up in April in the wake of the Covid-19 crisis. The grant will be used to refurbish three Mk2 coaches and undertake essential maintenance to infrastructure and facilities in anticipation of reopening.

'Thornbury' wheels out at Loughborough

THE Great Central Railway took the restoration of 'Castle' No. 7027 *Thornbury Castle* a step further on June 16 when the 4-6-0's frames were lifted from the three coupled wheelsets. Other work has included the fabrication of the whistle shield and mounting bracket, while an order for spring hanger brackets has been placed in conjunction with the Churchward County Trust. The boiler was lifted in late-March.

East Anglian museum 'N7' to steam by 2024

GREAT Eastern Railway-designed 'N7' 0-6-2T No. 69621 will be returned to steam in time for its centenary. The East Anglian Railway Museum locomotive has been given the go-ahead to undergo a full overhaul to working order, having last turned a wheel in 2015. Dismantling of the loco for assessment will begin soon, with the aim of having the Stratford-built loco back in traffic in time to celebrate its 100th anniversary in 2024.

'B1' *Mayflower* to become 'Footballer'?

DAVID Buck's Thompson 'B1' No. 61306 *Mayflower* could be getting a temporary identity swap in the manner of another LNER 4-6-0 class – the 'B17' 'Footballers'. Mr Buck, a life-long Ipswich Town fan, is having a set of 'B17'-style Ipswich Town nameplates made for the 'B1' (no 'B17' ever carried the name), which will be carried for a short while on the locomotive.

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RPSI eyes Christmas for potential return of main line railtours

THE Railway Preservation Society of Ireland's Dublin-based team is hopeful it may be able to run its popular 'Santa Special' services this year – if the Republic of Ireland's Covid-19 lockdown easing measures permit the resumption of main line running.

However, the society admits it is unlikely to run any railtours while the current social distancing requirements are in place.

Some railtour operators in the UK are looking at running trains with reduced capacities and social distancing enhancements installed, but the RPSI says this would not be economic.

"We need full capacity trains to make money," said RPSI Dublin operations manager, Joe McKeown.

'Access costs'

"As we are a railway undertaking we are subjected to track access costs, plus loco crew, train guard and inspector costs. All our crew are Irish Rail staff.

"I would hope we could run the 'Santa' trains this year, as the income from Dublin operations' 'Santa Specials' pays for the RPSI's all-Ireland insurance costs."

The society is monitoring all relevant developments and

notices issued by Irish Rail, and is working with the national rail operator on getting the society's railtour rake of Cravens coaches ready for when services can resume.

"As we in Dublin do not have our own base, we rely on Irish Rail for stabling and covered shed accommodation for our carriages," added Mr McKeown.

"We hope to return to Inchicore in July and start work on the running set, including Cravens No. 1539, which is being converted into a Premier Class vehicle. To do this we are working to our return to work safety

protocol, which includes planning and preparing, control measures, familiarisation, cleaning and how to deal with a suspected case of Covid-19, but we have to address Irish Rail's return to work protocol as well."

Cancellation

The on-going lockdown has hit the RPSI's railtour programme hard, leading to the cancellation of the Easter Dublin to Wicklow trains, the annual multi-day May tour ('Lough Foyle Railtour' – May 7-11), and September's 'Emerald Isle Express' in conjunction with Railtours Ireland.

NIR maintenance contract awarded to CAF Rail UK

CAF RAIL UK will continue to maintain Northern Ireland Railways' fleet of 3000 Class DMUs after Translink renewed the contract, worth more than £53million.

The new contract runs for 15 years (starting in April), with the work taking place at Belfast's York Road and Adelaide depots.

The 23 3000 Class units were built by CAF at its Zaragoza plant in Spain, and entered service from 2004. They are used in three- and six-car formations across the network.

The train maker is also currently manufacturing an additional 56 intermediate cars for NIR's 4000 Class DMUs.

More services as Irish Rail enters Phase 3 of lockdown easing

THE Republic of Ireland was expected to enter phase 3 of its roadmap for the reopening of the country on June 29, bringing with it enhanced rail services from Iarnród Éireann-Irish Rail.

Phase 2 took effect from June 8, which included a number of measures that

resulted in increased rail demand, principally the increasing of the travel limit from 5km to 20km, and to anywhere within a person's county of residence, and the opening of a range of retailers.

Irish Rail responded by building up to a full weekday DART service by the end of that


week, and adding a limited number of additional weekday services on others to and from Dublin, notably the Northern, Athlone, Limerick, Maynooth and Kildare lines.

Phase 3 will build upon phase 2 with additional services added where demand requires them, particularly on

Commuter and Intercity routes.

By the start of phase 4 on July 20 Irish Rail hopes to be operating full train lengths, with a full timetable reintroduction planned for the start of phase 5 on August 10.

A review of train lengths will be carried out at this time based on patronage levels.



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Livery marks 40 years of T&W Metro

METROCAR No. 4001, the first of the two prototypes built for the Tyne & Wear Metro, has been repainted in a special livery to mark 40 years of the network's operation.

The two-car set has been repainted in a yellow, blue, red and black livery, representing those carried over the past 40 years.

It will wear this throughout the summer, and be used to stage a number of travelling exhibitions celebrating the Metro's heritage and its place in the community.

No. 4001 and classmate No. 4002 were built in 1975, three years before main production of the fleet began, so they could be trialled on a 1.5-mile test track in the Backworth area of Tyneside.

A further 88 Metrocars were then built between 1978 and



No. 4001 shows off its new look at Gosforth depot. NEXUS

1981, with the first passenger operations beginning on August 11, 1980.

All but No. 4022 remain in service today, this set being scrapped after a derailment at Gosforth depot in March 2017.

The fleet was refurbished in the late-1990s and again from 2010-2012 (apart from Nos. 4001, 4002, 4040 and 4083, which

can therefore only be used to strengthen services at peak times now).

They are due to be replaced by 46 Stadler-built five-car sets from the 2023.

VolkerFitzpatrick has been appointed to rebuild the depot at Gosforth for the new fleet of trains, which Stadler will not only build but maintain as

part of a 35-year contract.

Areas of the depot date back to steam days, but the site will be demolished and a new structure built with inspection pits, cranes, jacks, a wheel lathe, and test equipment.

During the work the fleet will be maintained at a temporary base at Howdon, which is currently under construction.

TfL: No Night Tube this year

TRANSPORT for London says it has no plans to restart the Night Tube service in the near future, with transport union the RMT saying it will not be before March 2021.

TfL said there is currently no demand for the through-the-night service because of coronavirus restrictions, and that all its resources are focused on making sure there are sufficient trains running through the day.

The Night Tube was suspended on March 18 as lockdown began, and since then London Underground has suffered a drop in income from the 90% fall in fare-paying passengers.

The Government has offered TfL a £1.6billion bailout to help services get back to normal levels.

No end in sight as Edinburgh tram enquiry drags on

THE enquiry into why Edinburgh's tram scheme ran late and over budget has now taken as long to complete as construction of the line itself.

The main works on the tram scheme took place from 2007-2013, while the investigation

was given the go-ahead in mid-2014, but still has no end in sight.

The 8.7-mile line from Edinburgh airport to the city centre had been planned to open in 2011, but construction delays saw the project scaled

back, while the original £375million budget soared to £1.1billion once extra loans and their interest charges are taken into account.

The enquiry has suffered its own setbacks, including a change of chairman and a

break-in at its offices, but it is now two years since the last public session was held.

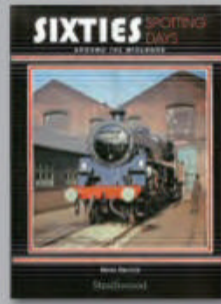
However, since opening the trams have been more successful than hoped and an extension from the city centre to Newhaven is now being built.

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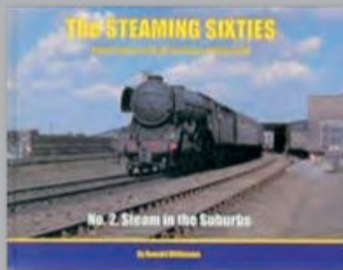
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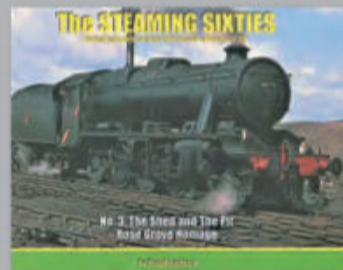
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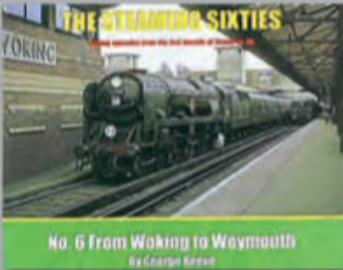
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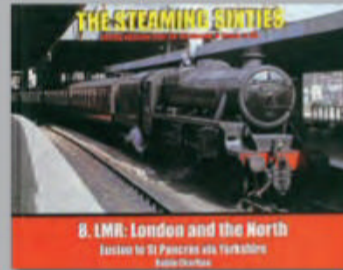
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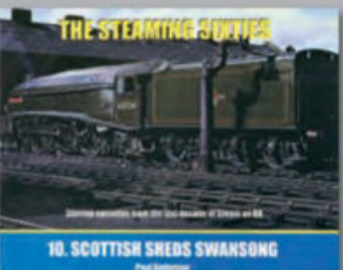
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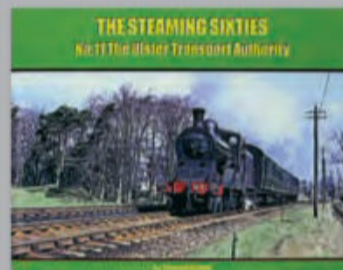
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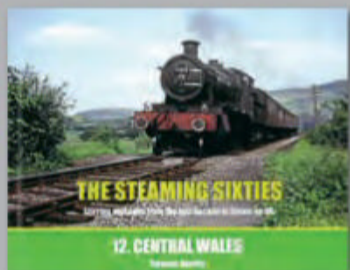
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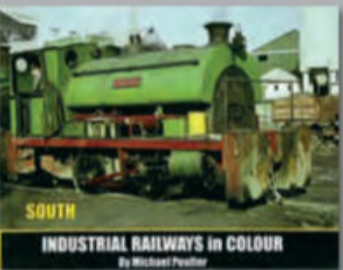
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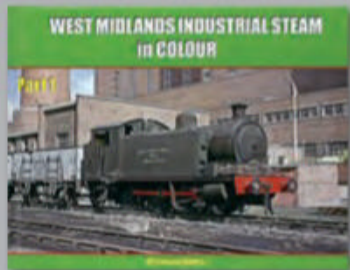
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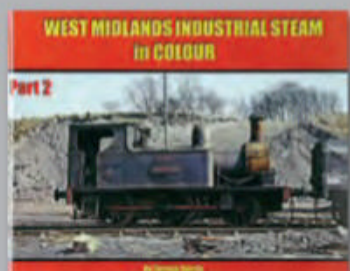


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SINGLE LINES

■ **STATFOLD** Barn Railway has restarted work on a new Strawberry Park station, which will provide better access to events in the field behind the museum building and the new museum entrance. Development started earlier this year but was suspended amid the Covid-19 outbreak. Following changes in Government guidance for England and with controls and social distancing in place, a small staff team restarted work in late May. Track has been laid for the loop and foundations for the platform edges are now in place.

■ **CONSTRUCTION** of the Threlkeld line's replica Bagnall 0-4-0ST has progressed despite the line and its quarry railway having been closed because of Covid-19. The wheels and brake hangers of the 0-4-0ST have been fitted to the frames, which were cut several years ago. The new-build will replicate Bagnall 1608/1900 *Threlkeld*, which used to work at the site, but to 2ft gauge rather than the original's 2ft 4in gauge, and look similar to Threlkeld resident Bagnall 0-4-0ST *Sir Tom*. It is likely to be named *Susan*.

Covid-19 could cost Ff&WHR £2million

THE charitable organisations supporting Ffestiniog & Welsh Highland Railway (Ff&WHR) have loaned the company a total of £1.2million to clear the overdraft, pay employees and settle other bills.

The Ffestiniog & Welsh Highland Railways Trust, Ffestiniog Railway Society and Cymdeithas Rheilffordd Eryri have each contributed £400,000 loans.

Donations to Ff&WHR's Covid-19 support appeal have topped £300,000.

With both railways still closed when this edition of *The RM* went to press the total cost of coronavirus to Ff&WHR is hard to define, but the company considers £2million 'a good working estimate'.

Bratton Fleming station 'friends' launch appeal

URGENT efforts are being made to buy the old Lynton & Barnstaple Railway (L&BR) Bratton Fleming station, now known as Long Acre.

The property is a converted two-bedroom house, with 0.63 acres of land covering a section of the closed trackbed, including platforms and the old goods yard on the L&BR between Blackmoor Gate and Chelfam.

It came on to the market in early March with offers in excess of £325,000 invited.

Exmoor Associates (EA), which acquires property on the southern section of the old L&BR route to secure it for potential future reopening of the line, arranged a viewing for March 24, and initiated efforts to raise money prior to submitting an offer.

Undisclosed

The viewing was cancelled by the agent as the coronavirus crisis took hold, but on April 16 EA was informed

an undisclosed offer made by another party had been accepted by the vendor.

However, on May 29, EA learned the house was back on the market, prompting a renewed attempt to secure the property.

The Friends of Bratton Fleming station has been established as a separate entity from EA and the L&BR Trust with the objective of raising the cash by offering 700 £500 'slots' (purchasers can buy multiple

'slots') for part-ownership of the property.

Buying 'slots' assumes agreement that acquisition of the station is solely to facilitate future reinstatement of L&BR.

Crucial

Bratton Fleming station is not on the trackbed for which L&B Trust has planning permission to extend the current railway, but is crucial if long-term aspirations of extending L&BR back to Barnstaple are to be achieved.



WDLR Baldwin '10-12-D' No. 794 (BLW 44699/1917) pictured in Vale of Rheidol Railway's Aberystwyth works in February, showing the new boiler (made by Israel Newton) and new tanks (produced at Aberystwyth) in position. At the time the picture was taken restoration was expected to be completed by the end of the year, with the locomotive to be available for service in 2021, but this timescale will be set back by the suspension of work because of the coronavirus situation. CLIFF THOMAS

Same loco – two locations!

RESTORATION of ex-WDLR Baldwin '10-12-D' 4-6-0T No. 794 (BLW 44699/1917) for Welsh Highland Heritage Railway being undertaken at Vale of Rheidol Railway has involved replacement of the life-expired boiler, smokebox, side tanks and bunker.

The redundant components were acquired by The New Glyn Valley Tramway & Industrial Heritage Trust (TNGVT&IHT) for

display at Glyn Ceiriog with the intention of representing the '10-12-D' (BLW 45211/1917), which ran on the Glyn Valley Tramway between 1921 and 1936 after being rebuilt and re-gauged.

The TNGVT&IHT is in the final stages of discussion to buy the loco shed site in Glyn Ceiriog from Wrexham Council.

The site is currently leased, with 16 years left to run.



The components of Baldwin '10-12-D' 4-6-0T 44699/1917 (WDLR No. 794) pictured outside TNGVT&IHT's Glyn Ceiriog loco shed museum on March 6. Plans for applying lined black livery to produce an impression of how the long-scrapped Baldwin, which once steamed at this location, are on hold until the coronavirus lockdown is lifted in Wales. EDWIN LAMBERT

Lyd set for first overhaul

THE boiler ticket for Ffestiniog Railway's (FR) new-build Manning, Wardle 2-6-2T *Lyd* expired at the end of May.

Its first 10-year overhaul will start when Boston Lodge reopens on the lifting of coronavirus restrictions.

The ticket for FR's Single-Fairlie *Taliesin* has also now expired.

Funding from a legacy is available to finance its

overhaul in due course.

Also set for attention is National Trust-owned Hunslet 0-4-0ST *Hugh Napier*, which is likely to be withdrawn 12 months early for a 10-year overhaul to ensure its availability for 2021.

FR has confirmed the close down of the works means new Double-Fairlie *James Spooner* will not be completed this year.



Construction underway on Corris southern extension embankment

CONSTRUCTION of the high, steeply sloping, 300-metre embankment at Pont-y-Goedwig required for the Corris Railway's southern extension is now in progress. Contractors started work following initial deliveries of fill material (*RM* June).

At the beginning of June the first

element of drainage was in place along with 100 gabions, which are being hand-packed with stone fill, positioned at the foot of the slope to prevent slippage.

Geotextile material to help stabilise the embankment is also being positioned.

Construction of the base for the large embankment at Pont-y-Goedwig, pictured on May 16. The gabions are being double stacked, where the slope is steepest. The A487 road is upper right in this view, with the River Dulas just behind the trees on the left. Widening of the road onto the trackbed of the Corris Railway following closure necessitates construction of the embankment to provide a deviation route for the revived line's southern extension. DAVID COLEMAN

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GBRf improves facilities at March and Peterborough

GB RAILFREIGHT is continuing to invest in improved facilities for staff and freight operations despite the difficult economic situation brought on by the Covid-19 crisis.

Further improvements are in progress at March Up Yard in Cambridgeshire, which was recently brought back into use to service sand hopper wagons used on the Sibelco Middleton Towers sand contract. The site now includes a wagon maintenance and stabling depot, increasing the efficiency of Sibelco operations serving Goole, Monk Bretton and Barnby Dun in Yorkshire.

Upgrades

The location of the reactivated yard has saved GBRf many hundreds of miles of empty running for wagon maintenance, which used to be undertaken in Doncaster.

Also in Cambridgeshire, GBRf is continuing to invest in its Peterborough depot, including upgrades to the locomotive fuelling system, and working with Balfour Beatty and Network Rail



A bird's eye view of March Up Yard in Cambridgeshire, which GBRf has cleared and reactivated as a base for the fleet of hopper wagons used to move sand from Middleton Towers, near King's Lynn, to Yorkshire for Sibelco. GB RAILFREIGHT

to create new intermodal sidings just north of Peterborough station.

This follows a £3million investment in 2019 to install driver training simulators, new

welfare facilities, offices and classrooms at the depot.

GBRf has appointed Alex Kirk as its new general infrastructure manager. Mr Kirk joins the company from Network Rail's

commercial freight team, where he worked as freight manager in Wales and sponsored freight enhancement projects in the south, including leading the Felixstowe branch upgrade.

SIDELINES

More EcoFret wagons for GBRf

GB RAILFREIGHT is leasing an additional 52 EcoFret2 intermodal wagon sets from VTG Rail UK.

The wagons will join 32 triple sets already on order and due to enter service in 2020/21.

The wagons are being built in the UK by W H Davis of Shirebrook.

VTG Rail UK awarded the Nottinghamshire company an order for 84 EcoFret2 sets in January, all of which are now destined for GBRf. Maintenance will be carried out by VTG in Birmingham and Peterborough.

The wagons will be fitted with GPS-based tracking and monitoring systems, allowing both owner and operator to keep track of their location and condition.

EcoFret wagons allow for more containers to be carried per train, leading to greater load efficiency.

The wagons also help to improve the spacing of containers, reducing turbulence when trains are travelling at speed and reducing fuel consumption.

Rail steps up to boost China to Europe freight

RECORD numbers of freight trains have operated between China and Europe during the Covid-19 crisis, providing cover for disrupted air and sea routes.

May 6 saw the 1,000th train of containers bound for Europe set off from Xi'an despite most trains being suspended at the height of the pandemic in China earlier this year.

The milestone was reached 78 days earlier than in 2019, with traffic up by 41.7% to almost two million tonnes.

Since the launch of the China to Europe freight trains in 2013, more than 40 countries and regions have trialled and introduced through services, including the UK.

The latest route to be added was Xi'an to Barcelona in April.

DB Cargo fuel train contract extended

DB CARGO has signed a three-year contract extension with Puma Energy (UK) to move more than one million tonnes of fuel per year from coastal refineries to inland terminals.

The deal means DBC will continue to operate regular 3,000-tonne fuel oil trains from Milford Haven and Immingham to Theale in Wiltshire and Westerleigh, near Bristol.



Colas returns freight to Spalding after 35 year gap

COMMERCIAL rail freight traffic returned to the Lincolnshire town of Spalding for the first time in more than 35 years on May 19.

Colas Railfreight Class 70 No. 70803 worked 6E98, the 21.09 Aberdeen Waterloo Quay-Spalding Up sidings, hauling 10 bogie tank wagons loaded with calcium carbonate slurry destined for the Palm Paper plant in King's Lynn.

It was the first of up to 24 trains that are expected to run

every other week, using sidings recently cleared of vegetation and reactivated for this contract.

The tank wagons are left in Spalding for unloading and onward transport by road, with the empties returning to Scotland by Colas two weeks later after the next trainload has been delivered.

Spalding was chosen as the closest available point to the destination as no suitable site now exists in King's Lynn.

Colas Railfreight No. 70803 arrives at Spalding with the 21.09 Aberdeen Waterloo-Spalding Up Sidings on May 19, hauling 10 bogie tanks conveying calcium carbonate slurry destined for Palm Paper in King's Lynn. PETER FOSTER

RFG urges Government to move more freight to rail

THE Rail Freight Group (RFG) is pushing the Government to include a target for increasing rail freight use in its forthcoming Transport Decarbonisation Plan.

RFG says a failure to do so risks the UK falling behind the European Union, which stated in December that as "a matter of priority, a substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways".

To ensure decarbonisation targets are met, RFG is asking the Government to ensure the rail freight industry is

represented on the new Net Zero Transport Council.

It also wants the UK to match the EU's commitment to encourage modal shift and set strategic targets for increasing rail freight, formalise commitments to making rail freight more attractive, consider how waste-derived fuels can play a role in decarbonising rail freight prior to wider electrification, and consider what actions Government departments can take to aid transport decarbonisation, such as encouraging the development of rail-connected freight hubs.



Stark evidence of the worrying decline in demand for rail freight is demonstrated in the current loadings of some intermodal trains which do not carry foodstuffs for supermarkets. Freightliner's Wentloog to Southampton trains traditionally rely on bulk chemical traffic from South Wales, but the absence of this is apparent as No. 66952 climbs out of Westbury at Dilton Marsh on May 20. STEVE STUBBS

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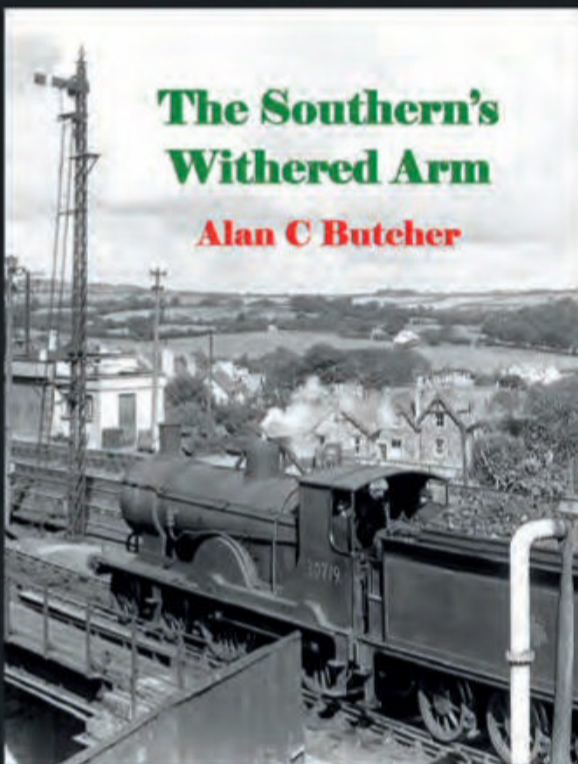
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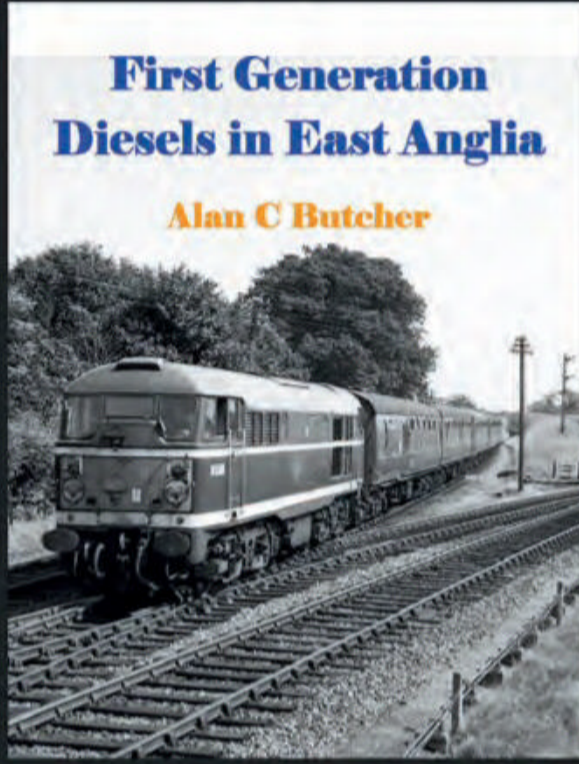


The Southern's Withered Arm

Alan C Butcher

'The Southern's Withered Arm'

Alan C Butcher
£14.50

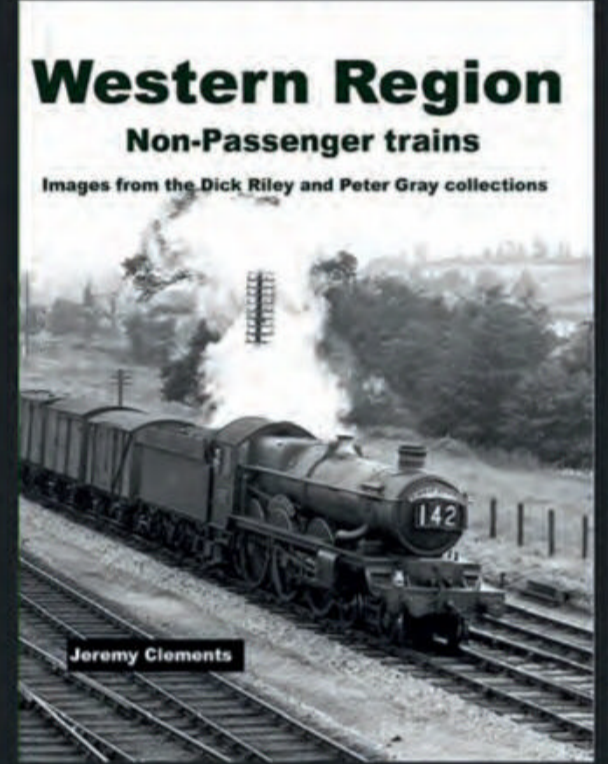


First Generation Diesels in East Anglia

Alan C Butcher

'First Generation Diesels in East Anglia'

Alan C Butcher
£14.50

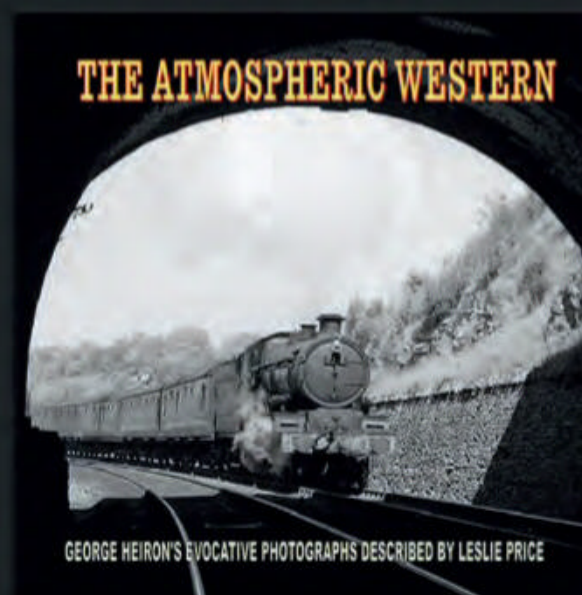


Western Region Non-Passenger trains

Images from the Dick Riley and Peter Gray collections

'Western Region Non-Passenger trains'

Images from the Dick Riley and Peter Gray collections
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'Challenging' Severn Tunnel electrification completed

GREAT Western Railway Class 80x bi-mode trains are now operating in electric mode over the entire Paddington to Cardiff route after the completion of electrification in the Severn Tunnel.

Electric operation through the four-mile 628-yard-long tunnel began officially on June 5, marking the completion of the much-delayed Great Western Route Modernisation. However, industry sources suggest the tunnel has been 'live' since mid-May.

Upgrading the 134-year-old tunnel for electric trains has proved to be even more challenging than expected for Network Rail, requiring the organisation to seek expert international assistance.

Rather than standard catenary with contact wires, 25kV power is supplied to trains via fixed aluminium bars bolted to the tunnel lining.

NR's engineers have also been faced with serious corrosion issues caused by the ingress of sea water and the very wet environment inside the tunnel.

More than 14 million gallons of water are pumped out of the tunnel every day to stop it being inundated by the Severn Estuary above. Sudbrook pumping station is also set to be renewed as part of the tunnel upgrade.



Electric trains are finally operating through the Severn Tunnel, completing the upgrade of the route between London and Cardiff. NETWORK RAIL

GWR has been operating an improved timetable on the South Wales route since January, with more trains and accelerated schedules made possible by the use of electric trains, with the exception of the Severn Tunnel section.

As well as improving inter-city services, electrification to Cardiff supports the Welsh Government's plans for a South Wales Metro around the capital, an integrated transport system across the whole of Wales, and a long-term vision for a Swansea Bay Metro.

Rail Minister Chris Heaton-Harris said: "It's fantastic to announce the line between the capitals of Wales and England is fully electric at last, benefiting both passengers and the environment."

Secretary of State for Wales Simon Hart added: "It is crucial that Wales has cutting-edge transport links to help people travel to work, encourage inward investment and better connect it to the rest of the UK in order to boost prosperity."

Electrification of the South

Wales Main Line was originally intended to continue to Swansea, but the line west of Cardiff was one of several sections shelved to save money in 2016/17 after costs tripled from £640million to £1.74billion.

The £5billion modernisation project was first announced in July 2009 and finally given the go-ahead in stages in 2010/11.

It also encompasses several large resignalling, enhancement and renewal schemes, and was originally expected to be completed in 2016/17.

SIDELINES

Croydon upgrade consultation begins

NETWORK Rail is asking the public to share its views on the planned expansion and modernisation of East Croydon station and proposals to unblock the congested Selhurst Triangle nearby.

The project would see the station gain a larger concourse and two additional platforms, plus improved facilities for passengers, as part of a multi-billion scheme to increase capacity and reliability through one of the country's busiest sections of railway.

For more information see: www.networkrail.co.uk

Huntingdon A14 viaduct dismantled

ONE of the most familiar structures on the southern section of the East Coast Main Line is being dismantled after the replacement of the road it has carried since the mid-1970s, writes Clifford Owen.

The complex and delicate removal of the former A14 viaduct over Huntingdon station is expected to take months, and required the erection of a protective deck over the four-track ECML to ensure the railway is not affected.

Arson destroys listed GNR warehouse

A FIRE which tore through the Grade II-listed Friargate warehouse in Derby in late-May was started deliberately, according to police and fire services.

The former Great Northern Railway building suffered extensive damage after fire crews could not prevent much of its roof collapsing during the blaze.

The 1888-built warehouse has been derelict for many years and has survived several previous arson attacks.

Clock this at Wemyss!

HOLIDAYMAKERS and railway enthusiasts looking for unusual accommodation should soon be able to 'clock in' at historic Wemyss Bay station thanks to a £5,000 grant from the Landmark Trust, writes Hugh Dougherty.

The money is being used to fund a feasibility study on restoring an empty flat in the 1903-built station's clock tower, originally used for staff accommodation, as a holiday let.

The flat was last used around five years ago, before the most recent restoration of the superb Category A-listed building.

£8million facelift planned for Aberdeen station

SCOTRAIL has announced that an £8million redevelopment of Aberdeen station will begin later this year.

The project will deliver better passenger and retail facilities, including a relocated and improved ticket office and First Class lounge, improvements to the taxi rank and cycle parking, and better links to the city centre via an upgraded Union Square entrance.

Staff accommodation will also be redeveloped, with contractors working with the Railway Heritage Trust to enhance the listed buildings and deliver the alterations sympathetically.

The project will be completed in stages over the next year.

The work follows Network Rail's replacement of the station's extensive glass roof in 2019.



An artist's impression of one of the upgraded buildings planned for Aberdeen station. SCOTRAIL



Proposals for the next phase of sea wall improvements at Dawlish include a taller structure with a wider, more accessible promenade and new fully accessible footbridges. NETWORK RAIL

Revised Dawlish sea wall proposals revealed

WORK on the first phase of the improved sea defences at Dawlish is approaching completion and Network Rail has shared its plans for the remaining section of the £80million project.

Plans for the next section of the new sea wall, between Coastguards and Colonnade breakwaters, include a new taller concrete wall with a wider public promenade, pedestrian access to the beach and footbridge to link the two parts of the sea wall, plus an accessible station footbridge with lifts.

The timber-built seaward platform at Dawlish station

will also be rebuilt to improve accessibility. The new structure will provide the railway with greater protection from rising sea levels and extreme weather, while the new promenade will be safer and more accessible for all visitors.

Network Rail worked with engineering consultant Arup to develop the scheme and laboratory-tested scale models of various designs to see how they coped with simulated wave conditions before selecting its preferred option. The proposals have now been submitted to Teignbridge District Council for planning permission.



Contractors have completed construction of the new station entrance buildings at Wolverhampton, part of a major redevelopment by Transport for the West Midlands to create a multi-modal interchange between trains, buses and trams. BRAD JOYCE

Major WCML engineering projects complete

NETWORK Rail staff and contractors carried out vital maintenance to track, bridges and equipment in Cumbria, Lancashire, the West Midlands, Greater Manchester and London over the late-May Bank Holiday weekend.

Major projects included the replacement of Euxton Junction, near Leyland, south of Preston; track improvements at Wembley, Camden, Carlisle, Wolverhampton and Preston; the installation of a large new signalling gantry at Preston; and the replacement of a footbridge in Stockport.

The work required numerous closures along the West Coast Main Line, forcing the replacement of trains with buses and the diversion of essential freight trains to other routes, including the Midland and East Coast main lines.

Disrupted

Between May 25 and June 4 and June 15-19, services into London Euston were also disrupted as NR replaced overhead line equipment components and life-expired 25kV AC contact wires with more than 2,000 metres of new cable.

A £5.7million project is now underway to replace the A530 Middlewich Road bridge in Crewe. The bridge will be demolished and replaced by a new structure to modern standards by October.

Construction of the new bridge will start in August, necessitating the closure of the Crewe to Chester line between August 15-23.

£2m refurbishment for Eskmeals Viaduct



Eskmeals Viaduct from the air. NETWORK RAIL

THE Cumbrian Coast Line was closed between June 20 and 29 to allow the replacement of wooden timbers and 600 metres of rail on the 18-span Eskmeals Viaduct.

The impressive 1868-built structure carries the line over the River Esk estuary between

Ravenglass and Bootle.

Despite the viaduct's exposed location, it retains its original red sandstone piers and wrought iron girders, which were strengthened and upgraded in the 1920s.

Engineers will also upgrade walkways and handrails across

the viaduct to make access safer for maintenance staff.

The viaduct is being repaired as part of a programme to improve trackwork and eliminate speed restrictions on the route, reducing journey times on this essential rural lifeline.



Government backs Wellington revival study

RAIL Minister Chris Heaton-Harris has backed a study into the possible reopening of Wellington station in Somerset.

Further development work can now proceed to specify the scope of the work and the funding required.

The Department for Transport

will work with local councils to agree remits and timescales for the studies.

On May 28, No. 70803 heads the 06.10 Moorswater-Aberthaw empty cement tanks past the site of the former station, which closed in October 1964. C PENNEY

New rules for Stranraer line token exchange

DRIVERS and signallers operating the Girvan to Stranraer railway have had to adopt new procedures for traditional token exchange during the Covid-19 crisis, writes Hugh Dougherty.

The usual procedures have been replaced by social distancing, protective gloves and sanitising wipes for the token exchange carrier hoops after use.

The railway has taken exchange points at Girvan, Barrhill, Glenwhilly and Dunragit, which also issues and collects a key token for the section to Stranraer whose signalbox is normally switched out.

Similar procedures for token exchange are likely on heritage railways when they reopen using token exchange systems to ensure the safety of staff and volunteers. HUGH DOUGHERTY

East Suffolk Line safer after crossing upgrades

AXLE counters have been installed at 27 sites to improve the safety of user-worked level crossings along the 49-mile East Suffolk Line between Ipswich and Lowestoft.

The equipment is connected by more than 15 miles of new cabling and linked to signalboxes.

The axle counters allow signallers to remotely determine whether a train is occupying a specific section of line between two points. Signallers then use this information to authorise the public to cross at user-worked level crossings.

This section of line features 28 user-worked or footpath crossings, where a person travelling by car or foot needs to call a signaller to ask permission to cross.

The new equipment will allow signallers to make these decisions more quickly, reducing waiting times and increasing the safety of the crossings.

SIDELINES

New look at Kidderminster

JUNE 7 saw the opening of a new £5million station building at Kidderminster in Worcestershire.

The glass-fronted building is twice the size of its predecessor, and also has an improved forecourt giving safer access to the station with better drop-off, taxi and disabled parking arrangements.

Tay Bridge sleeper replacement work

A PROJECT is underway to replace more than 1,200 timber sleepers on the Tay Bridge.

Around a third of the bridge's sleepers, baseplates and Pandrol clips, some dating back to the 1960s, will be replaced in a programme costing around £500,000 and lasting until September.

The investment follows a £75million restoration of the bridge's metalwork, completed in 2017.

GEML embankment strengthened

WORK to reinforce a lengthy embankment at Manningtree on the Great Eastern Main Line was completed in June.

In recent years the embankment has eroded and become unstable, posing a risk to passing trains.

Vegetation and drainage works also took place and new fencing was installed to help keep the embankment safe from future erosion.

Moseley plan goes to city council

THE reopening of Birmingham's Camp Hill line to passengers has taken a major step forward after plans for a new station at Moseley were submitted to the city council.

Kings Heath and Hazelwell stations have already been given planning permission by the City Council.

The trio of stations could reopen by 2022 as part of plans to reintroduce better local rail services in the West Midlands.

Botley new track blockade success

MORE than a mile of new track was laid between Fareham and Botley during a week-long blockade between May 23-30.

Part of the new track was installed through Tapnag Tunnel, requiring the use of Network Rail's specialist New Track Construction Train, which uses a continuous, automated process to position up to 10 sleepers per minute, and align and secure rails into place.

Clacton OLE repairs

NETWORK Rail engineers replaced hundreds of overhead line equipment (OLE) components on the Clacton and Walton-on-the-Naze branches in Essex over the late May Bank Holiday weekend.

Track maintenance was also undertaken along with the installation of bridge track supports between Thorpe-le-Soken and Clacton-on-Sea, and new rails at Weeley.





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Back up and running: there's light at end of the tunnel for operators

Crewe-based Saphos Trains is hoping it can make its first steps into a new post-lockdown normality on July 15 with the running of a 'Fellsman' railtour from Crewe to Carlisle.

THE tour is due to depart Crewe at 07.35, picking up at Warrington Bank Quay, Wigan North Western, Leyland, Blackburn, Clitheroe and Hellifield, before taking the former Midland Railway route to Carlisle.

A water stop will be made at Appleby, where passengers can opt to leave the train for a tour of the Lake District by vintage bus and cruise on Ullswater, with arrival expected around 13.10. The return leg will leave Carlisle at 15.45, arriving back at Crewe at 21.30.

Saphos is reducing the total number of passengers by

around 40%, with seats being limited to around 180, to comply with Government and Office of Rail and Road (ORR) guidance concerning social distancing.

Additionally, clear Perspex screens have been fitted between each seating bay, and a maximum of four passengers will be allocated, with reserved seats across each bay of six.

Throughout the journey Saphos stewards will

undertake an enhanced level of housekeeping, cleaning the tables, shelves, handles and doors at regular intervals, and thoroughly cleaning the on-train toilets.

Hand sanitiser will also be available for use by passengers at each entrance doorway.

The train will be hauled by one of the Locomotive Services Ltd pool – No. 46100 *Royal Scot*, No. 70000 *Britannia* or No. 34046 *Braunton*.

The 'West Country' was steamed at Crewe on May 26 as part of its annual boiler exam, and was expected to undertake a main line test run prior to the July 15 tour.

Saphos Trains has rescheduled a number of its booked early summer excursions for later in the season as it attempts to forge a programme for the remainder of the year.

Planned tours include:
■ **August 15 – 'Lakelander'**

- (postponed from June 13)
- **August 26 – 'Fellsman'** (postponed from June 24)
- **September 2 – 'Fellsman'** (postponed from May 27)
- **October 7 – 'Severn Valley Enterprise'** (postponed from July 11)
- **November 21 – 'Welsh Marches Express'** (postponed from June 6)
- **December 12 – 'Great Western Envoy'** (postponed from June 27)

Other dates have also been announced, which can be found in the listings below, or online at: www.saphostrains.com

"Clear Perspex screens have been fitted between each seating bay, and a maximum of four passengers will be allocated, with reserved seats across each bay of six."

July start for summer 'Jacobite' and 'Scarborough' seasons

WEST Coast Railways was intending to start operation of its popular daily 'Jacobite' services between Fort William and Mallaig on July 17 after the original Easter start was delayed by the Covid-19 pandemic.

The Carnforth-based operating company is taking advice from the Scottish

Government, which on June 10 announced it intends to lift the restrictions on the tourism and the leisure sector on July 17. This will be confirmed on July 9.

An online statement from WCR said: "We are preparing the 'Jacobite' to take to the rails once more. Passengers travelling can be assured that all relevant safety precautions will be met,

and further details will be sent to travellers well in advance.

"We will contact all passengers booked to travel prior to July 17 to discuss options for their booking, to either change it to a later date or convert the booking to a VIP Credit voucher, or alternatively receive a credit in full.

"If for whatever reason the

Government will not allow us to travel on July 17, we will advise passengers at the earliest opportunity."

West Coast has scheduled dates for the return of its 'Scarborough Spa Express' ('SSE') from Carnforth to York. The first is booked to run on July 9, running via Hellifield, Skipton, Keighley, Shipley,

Woodlesford (Leeds) and York. Repeat services will follow on July 23, August 6 and 20, and September 3.

The 'SSE' will also run on July 16 and 30, and August 13 and 27, this time running from Carnforth by way of Lancaster, Preston, Blackburn, Hebden Bridge, Brighouse, Wakefield Kirkgate and York.

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'West Country' No. 34046 *Braunton* returned to the main line on June 17 for the first time since lockdown began, working two Saphos Trains test runs between Crewe and Chester. The Light Pacific is pictured at speed near Beeston Castle. KALLUM BUCKLEY



JULY/AUGUST: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
July				
3	British Pullman	Victoria circular	35028	BEL
9	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
15	Fellsman	Crewe-Carlisle	46100/70000/34046	ST
15	British Pullman	Victoria-Stratford-upon-Avon	35028	BEL
17-31	Jacobite	Fort William-Malliaig x 2	TBA	WCRC
23	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
25	Hadrian	Doncaster-Carlisle	60103	RTC
25	West Somerset Steam Express	Paddington-Minehead	6233	RTC
26	English Riviera Express	Bristol-Kingswear	46100/70000/34046	ST
29	Pembroke Coast Express	Exeter-Carmarthen	46100/70000/34046	ST
30	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
31	Steam Dreams Excursion	Waterloo-Bournemouth	TBA	SD
August				
1-31	Jacobite	Fort William-Malliaig x 2	TBA	WCRC
2	English Riviera Express	Bristol-Kingswear	46100/70000/34046	ST
2	Weymouth Seaside Express	Bristol-Weymouth	6233	RTC
5	Welsh Borders Express	Exeter-Shrewsbury	46100/70000/34046	ST
6	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
6	Kentish Belle	Victoria-Canterbury	TBA	RTC
9	English Riviera Express	Bristol-Kingswear	46100/70000/34046	ST
12	Devonian Express	Cardiff-Plymouth	46100/70000/34046	ST
13	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
14	Mayflower 400	Victoria-Southampton	61306	SD
14	Mayflower 400	Southampton circular	61306	SD
15	Lakeland	Wolverhampton-Carlisle	70000	ST
15	British Pullman	Victoria-Stratford-upon-Avon	35028	BEL
16	Waverley	York-Carlisle	TBA	RTC
19	Fellsman	Crewe-Carlisle	46100/70000/34046	ST
20	Dorset Coast Express	Victoria-Weymouth	6233	RTC
20	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
22	Cotswold Venturer	Paddington-Worcester	6233	RTC
22	White Rose	Wolverhampton-York	46100/70000/34046	ST
23	Waverley	York-Carlisle	60103	RTC
26	Fellsman	Crewe-Carlisle	46100/70000/34046	ST
27	Scarborough Spa Express	Carnforth-Scarborough	TBA	WCRC
29	Cumbrian Mountain Express	Crewe-Carlisle	TBA	RTC
29	Lakeland	Dorridge-Carlisle	46100/70000/34046	ST
30	Royal Duchy	Bristol-Par	6233	RTC

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
PT – Pathfinder Tours
01453 835414
RTC – Railway Touring Company
01553 661500
SD – Steam Dreams
01483 209888
SR – Statesman Rail
0345 3102458
ST – Saphos Trains
saphostrains.com
WCRC – West Coast Railways
01524 737751

NOTES

- Please note that advertised traction, routes, times and even tour dates can, and often do, change from the advertised details. Check with your tour promoter before travelling. *The Railway Magazine* cannot accept any responsibility for changes to any advertised trains.
- Note: Tours may start and finish elsewhere.

COVID-19

- NOTE: This list was current at the time of writing in early June. However the ongoing uncertainty over Covid-19 may result in some or all trains being postponed or cancelled. Please check with the individual operators.

JULY/AUGUST: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
July				
18	English Riviera Statesman	Peterborough-Paignton	TBA	SR
31	Yorkshire Coast Statesman	Westbury-Scarborough	TBA	SR
August				
15	Blue Boys Merrymixer	Eastleigh-Birmingham	Various DRS	PT
15	Sussex Coast Statesman	Shrewsbury-Eastbourne	TBA	SR
22	Galloway Fifties	Tame Bridge Parkway-Stranraer	Class 50 x2	PT
28	Dartmouth Statesman	Rugby-Dartmouth	TBA	SR



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Ecuador closes national railway company

It's double success for Chinese giant CRRC

CHINESE rail engineering conglomerate China Railway Rolling Stock Corporation (CRRC) won an order for eight five-car metro EMUs from the Ukrainian city of Kharkiv in early June, beating a local manufacturer.

CRRC has also finally completed its purchase of German loco builder Vossloh Locomotives, based in Kiel.

The deal was announced in 2019 but had been held up by a German Government review of the takeover.

Modern light rail system opens in Ecuador

A NEW 27-stop, 11km light-rail system began operation in the southern Ecuadorian city of Cuenca on May 25.

The new line has taken seven years to complete and uses Alstom's ground-level APS power supply system for 2.1km in the city's historical centre.

Alstom has supplied 14 five-section 'Citadis' 302 LRVs for the system, which is being managed by Spanish operator Metro Tenerife.

Turkish link to Black Sea port reopens

TURKISH Railways reopened the 431km line linking Samsun on the Black Sea with Sivas (and the rest of the network) to freight traffic on May 4.

The €350million rebuilding project took five years.



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THE Ecuadorian government announced plans to put national rail operator Ferrocarriles del Ecuador Empresa Pública (FEEP) into liquidation in May along with several state-owned companies, including the country's postal service.

The Government has made the decision as part of wide-ranging spending cuts following a big fall in tax income from the country's oil industry.

Ecuador's railways are a listed national monument so cannot be legally sold or demolished, and the Government is looking for a new international partner to run rail services on a concession

basis. In late May the country's transport minister confirmed the Government hoped to revive the tourist train market and that it was in discussion with Peru-based rail operator Peru Rail.

Damage

FEEP was established in 2010 to take over the operation of the previous state-owned rail company, which had barely operated any services for more than a decade following substantial El Niño weather damage to the 966km-long, 1,067mm-gauge network in 1996/97.

Much of the network was

modernised between 2010 and 2015, with 507km completely renewed and rebuilt at a cost of around \$385million. However, lack of maintenance and damage caused by earthquakes and volcanic eruptions meant 127km effectively shut in 2018, with only 380km reported as operational in 2019.

FEEP operated both short-distance and longer multi-day tourist trains.

The 'Tren Crucero' luxury train initially offered multi-day journeys on the main 447km Quito to Duran (Guayaquil) line, which travels through the Andes before descending to the Pacific

coast. It used vehicles imported from Spain and refurbished former EFE 1992 GEC-Alsthom-built Bo-Bo-Bo 'AD24'-design diesel locos, and won multiple travel industry awards.

Disruption

However, disruption because of infrastructure problems combined with significant price increases by FEEP led passenger numbers to fall from a peak of 175,000 in 2014. FEEP also has seven small railbuses used to operate local services on short sections of the network and seven steam locos, some in service for occasional use.



FEEP GEC-Alsthom-built Tri-Bo loco No. 2406 with the 'Tren Crucero' tourist train at Duran on February 28, 2016. Baldwin-built 2-8-0 No. 53 is just visible on the rear of the train. DR IAIN C SCOTCHMAN

Abellio warned over services breach in the Ruhr

ABELLIO was given a formal warning by transport authorities in Germany's Ruhr region in May for failing to operate large numbers of contracted services.

The operator is suffering from a severe shortage of drivers, having taken over several S-Bahn and regional routes from DB in December, which are supposed to be operated by brand new 'Flirt' EMUs provided by transport authority VRR.

Most of the former DB drivers have remained with the company, meaning Abellio has had to recruit and train new drivers.

Since May, loco-hauled trains have been hired (complete with drivers) to operate the S3 S-Bahn route (Oberhausen-Essen-Hattingen Mitte), most using Class 182.5 'Taurus' locos, although Abellio has been told it must replace them with the new EMUs by July at the latest.

Abellio took over the contract to operate the region's busiest regional route (RE1 Aachen to Hamm) from June 14, but having insufficient train crew it has sub-contracted more than half of the trains back to former operator DB until December at the earliest.



MRCE 'Taurus' loco No. 182 597 seen on arrival at Hattingen (Ruhr) on June 6 with an S3 service to Hattingen Mitte. PATRICK WATERS

TransNamib 459 (ex-South African Railways Class 33 GE U20C) is seen departing Tsumeb with freight train 2700 for Ondangwa on March 14. These ageing GEs, dating from 1965/66, have been the backbone of TransNamib's operation for many years, and with another rebuild programme underway they will remain in use for many years to come. RICHARD GENNIS



Namibian railways expanding and aiming for profitability

NAMIBIAN rail operator TransNamib reopened the 318km Keetmanshoop to Lüderitz line in 2019 after rehabilitation work.

The line had been out of use since the turn of the century, in part because of sand dunes covering the line.

The 1,067mm-gauge line, which originally opened in 1908, is being used to transport manganese to the Atlantic port of Lüderitz, with up to 30,000 tonnes shipped by rail each month.

TransNamib may introduce passenger services on the line, although the coronavirus pandemic has hit its tourist passenger business severely, with the company having recently unveiled a new business plan with the objective of operating profitably by 2023.

In recent months, TransNamib has started to modernise its loco fleet, which was previously dependent on locos leased from South Africa.

A programme to rebuild and re-engine around 20 of the fleet of ex-South African Class 32

and 33 GE diesel locos, dating from the mid-1960s, is currently underway. In addition, the 17 Chinese-built Class SDD6 locos, delivered in 2007, are now in line for rebuilding. While relatively modern, the six-axle locos were mostly stored by 2014 partly because of a lack of spare parts from CRRC in China.

In 2015 loco SDD6 0008 was sent to Koedoespoort, in South Africa, and was rebuilt there by Transnet Engineering.

The rebuild is considered a success, but the loco still needs electrical modifications before it can be used on the mainline.

In early-2020 TransNamib decided to rebuild another 10 'SDD6' locos to bolster its fleet.

The newest locos in the TransNamib fleet are the six Brazilian-built 'C23EMP' six-axle locomotives supplied by GE in 2017.

They were ordered for a new 10-year contract to transport sulphuric acid from Tsumeb to Arandis, but soon became an important part of the fleet, and can be seen hauling anything.



Rebuilt and re-liveried: Chinese-built SDD6 0008 sits in the sun at TransNamib's Windhoek Workshops on March 13. RICHARD GENNIS



The latest loco in the TransNamib fleet is GE 'C23EMP' TD603, seen moving 33 030 in the works yard at Windhoek on March 17. Stored Chinese-built loco SDD6 0006 can be seen (far right) in its original orange and silver livery. RICHARD GENNIS

They were delivered in January 2017 and numbered TD1001-6, but quickly renumbered to TD601-6, as the original

numbers clashed with some leased locos. However, all six were briefly stored in March 2020 with braking issues that

have now been resolved.

■ Our thanks to Richard Gennis for some of the information in this report.

FlixTrain cuts German services... and cancels plans for France operation

GERMAN open access operator FlixTrain stopped operating on March 19 because of coronavirus, but will restart two of its routes (Cologne to Hamburg and Cologne to Berlin) on July 23 with new operating partner RTB Cargo.

This development follows a contractual disagreement with its former operating partner RDC Deutschland, which had previously run its own open access HKX-branded services until 2018 when it joined forces with FlixMobility, which is also Germany's largest

long-distance bus operator.

The remaining German FlixTrain route between Stuttgart and Berlin, operated for Flix by Czech company Leo Express, also restarts on July 23.

FlixMobility has shelved its plans to operate a network of trains in France from 2021.

The company had applied for train paths on several routes linking major cities, but in April announced the track access charges proposed were too high so it was cancelling its plans.

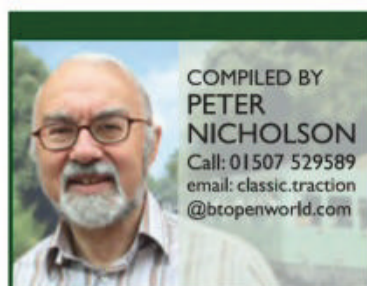
RDC has also announced plans for a new open access overnight

service – branded 'Alpen-Sylt Night Express' – between Westerland (Sylt) and Salzburg, to operate from early July.

The new service will be diesel-hauled between Westerland (Sylt) and Hamburg, and hauled by a Railpool 'Vectron' loco from there to Salzburg.

Now history: RDC Deutschland-operated Flix-liveried Railpool 'Vectron' loco No. 193 990 at Cologne Hbf on arrival with FLX1803, the 08.35 from Hamburg Altona, on November 26, 2019. KEITH FENDER





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GCR Type 3 breaks out from lockdown

CLASS 37 No. 37714 *Cardiff Canton* saw action on the Great Central Railway (GCR) on May 31.

The GCR announced a running day was to be held on May 31 with steam loco No. 78018 following earlier test runs. The public were admitted to Quorn & Woodhouse station car park, free of charge.

In addition to the 2-6-0 the Type 3 was used for stock movements, making it the first main line diesel loco to be seen running on a heritage railway since the start of the national lockdown on March 23.

It ran light engine from Loughborough to Swithland, where it picked up some vans and ran back to Loughborough. It reversed and returned to Quorn

to propel the vans into the yard.

The '37' then ran back to Loughborough light engine, where it picked up the 'Wind Cutter' mineral wagons, working them to Swithland. After shunting these into the yard it returned to Loughborough light engine.

Further trains are expected to be run in the coming weeks for various purposes, such as moving stock between Loughborough, Swithland and Rothley.

This will ensure operational staff maintain their safety critical competencies, and for routine infrastructure maintenance. These will mainly be unadvertised and run at short notice, which is a good reason why trespassers should remain clear of the railway's premises at all times.



In Railfreight metals livery, Class 37 No. 37714 passes through Quorn and Woodhouse on May 31 with a long rake of vans owned by the Quorn Wagon & Wagon group, running from Swithland Sidings to Quorn Yard. This was a unique occasion, being the first freight train worked on a heritage railway during the lockdown that members of the public were able to watch. JOHN STORER

SIDELINES

Mangapps gains Class 03 from Titley

CLASS 03 No. D2158 (03158) has joined the Mangapps Railway collection in Essex, which now has five '03s' and an '04'. The new arrival has come from the private railway at Titley Junction station, Herefordshire.

Two more 'Pacers' at Wensleydale

CLASS 142 'Pacers' Nos. 142035 and 142041 made their way from storage at Gascoigne Wood to the Wensleydale Railway, arriving at Leeming Bar on June 3. Nos. 1420028 and 142060 made a similar journey in February (*RM* March, p94).

Colne Valley Class 141 heading to Margate

EARLY 'Pacer' Class 141 set No. 141108 (DMS No. 55508 and DMSL No. 55528) has been bought by Locomotive Services Ltd from the Colne Valley Railway. It was moved to Arlington Fleet Services, Eastleigh, in March for a repaint and will join the One:One Collection at Margate when completed.

Wensleydale receives a Brush Type 2 from Weardale

CLASS 31 /4 No. 31454 has been one of the few locos moved from one heritage railway to another during lockdown.

It arrived at the Wensleydale Railway (WR) from the Weardale Railway (*RM* June, p70) on May 12, having been bought by Steve Beniston. He also owns main line-registered Class 37 No. 37418 *An Comunn Gaidhealach* and Class 60s Nos. 60050 and 60086, also based on the Wensleydale Railway (*RM* March, p93).

The former BARS loco is seen at Leeming Bar, stabled outside the shed on May 18.

Although looking rather 'weather worn' it is understood to be mechanically sound and requires minimal work to have it operational.

Coronavirus-permitting, it is intended to have it running later in the year to work the 'Polar Express' trains as it can provide electric train heating (ETH).
NIGEL COCKBURN



Cut-down 'Gronk' is returning home

CLASS 08/9 No. 08995 has been bought for the Gwendraeth Valley Railway (GVR) project.

It was previously used for working coal trains on part of the former Burry Port & Gwendraeth Valley line, and its cab roof was lowered in 1987 for working under the low bridges on this line.

An appropriate loco for the project, the line will operate with Velorail cycles and traditional locos and stock.

No. 08995 was acquired from DB in 2015 for use on the North Dorset Railway project at Shillingstone.

However, the amount of work and cost required to return it to working order meant it remained in store at the RSS (Railway



Support Services) yard at Wishaw.

The GVR is being reopened in stages, starting with the section between Kidwelly and Pontyates, where the station site is being cleared of vegetation to establish

Cut-down cab Class 08 No. 08995 is currently stored at RSS's Wishaw yard, where it has been since 2015. It is now destined for the Gwendraeth Valley Railway project in South Wales, on part of the line for which the modifications were made.
PETER NICHOLSON

it as the railway's terminus site.

The GVR society can be contacted via Facebook; Stuart on mobile 07469 762810; or by emailing stutom64@btinternet.com.

North Dorset acquires working loco from Derbyshire

THE North Dorset Railway (NDR) has bought 0-6-0DM *Ashdown* (Hudswell, Clarke D1186 of 1959/ rebuilt Hunslet 8526 of 1977) from Andrew Briddon.

Transport from Darley Dale (Derbyshire) to Shillingstone was planned for late June.

This follows the sale of the

inoperative Class 08 No. 08995 (see separate item), with *Ashdown* coming in full working order.

Formerly Manchester Ship Canal Railway Nos. 2001 and D1, it has been based on several heritage lines, including the former Vale of Glamorgan Railway, where it was named *Bill Caddick*.

The NDR is working towards introducing passenger operations, using *Ashdown* running with an under-restoration brakevan.

Donations are needed for the development of the project, based at the former S&DJR station.

See website: www.northdorsetrailway.co.uk

Porterbrook driver van trailers enter preservation

SEVERAL driving van trailers (DVTs) have passed to heritage railways from Porterbrook Leasing.

These Mk3b vehicles are unpowered driving cars built by BREL, Derby, from 1988.

They were coupled to the rear of trains from where the loco could be driven at the other end, to save locos top-and-tailing or running round.

The vehicles disposed of have been withdrawn by Greater Anglia, where they were used with Class 90 electric locos.

No. 82118 *Britannia* is now at the Crewe Heritage Centre, together with Mk3 coach No. 12114, while No. 82114 has gone to the Northampton & Lamport Railway.

No. 82125 was acquired by the Mid-Norfolk Railway in 2018.

DVT No. 82121 *Carlisle Citadel* has been donated by Porterbrook Leasing to the Colne Valley Railway Preservation Ltd, based at the Colne Valley Railway, Essex, as seen on May 9, following delivery on the 6th. Although rated to operate at 110mph, it will be used by the railway's DMU team for storage, as well as being an appropriate exhibit of local relevance. See main story for news on where other DVTs have been placed. PAUL LEMON



■ Our thanks to contributors: Josh Brinsford; Peter Briddon; Nigel Cockburn; Paul Lemon (CVR); and John Storer.

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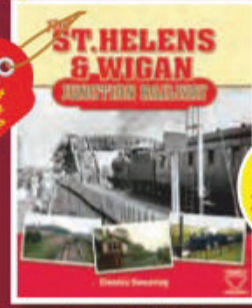
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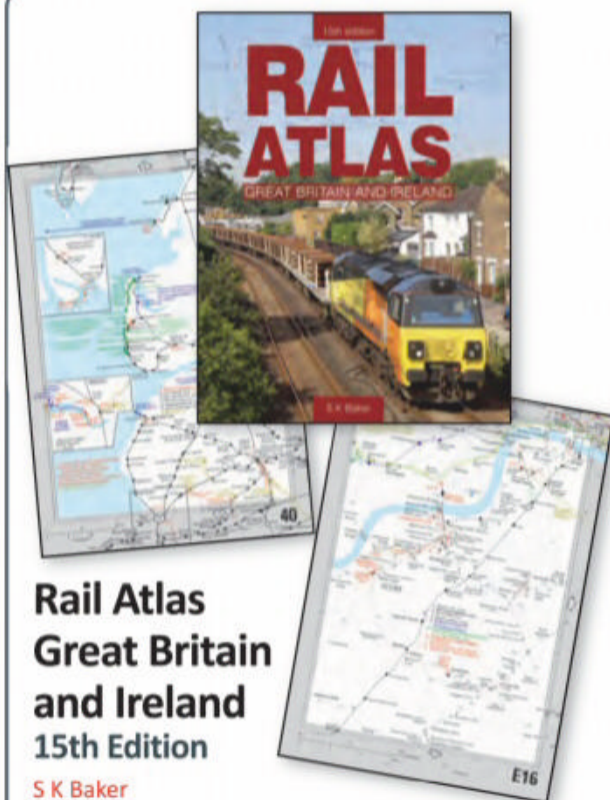
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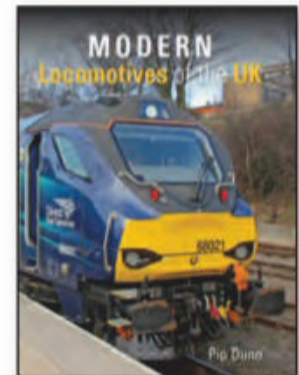


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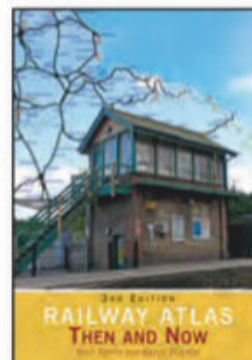


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Greater Anglia Class 720s get ORR approval



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Hitachi West Coast classes assigned

THE Rolling Stock Library has assigned Classes 805 and 807 to the new Hitachi AT300 train sets to be built for Avanti West Coast.

Under an order worth £350million, the Class 805s will be for the 13 bi-mode five-car sets destined to work London to Chester, Holyhead or Shrewsbury, and numbered 805001-013, which will have 301 seats. These will replace the Class 221 'Voyagers'.

The 10 all-electric seven-car trains will be Class 807 and numbered 807001-010.

They will have 453 seats and be used on services to the West Midlands and Liverpool. The vehicles are 26m long, with a similar capacity to the nine-car 'Pendolinos'. The sets will be built at Newton Aycliffe, with the first entering service in 2022. 'Pendolinos' will get a full internal makeover so they are similar to the new AT300s.

APPROVAL for the use of the five-car Class 720/5 'Aventura' EMUs by Greater Anglia was given by the Office of Rail and Road (ORR) on June 8.

Derby-based Bombardier is building 89 five-car and 22 10-car sets (720/1) for Greater Anglia (GA), which will replace the Class 317, 321, and 360 EMU fleets.

Construction of the Stadler Class 745 and 755 fleets have recently been completed. Some sets are still to enter service, but when all '720s' are operating it means GA will have completely transformed its fleet.

The ORR approval covers the complete five-car fleet and will allow GA to step up its driver training programme, with an introduction into service of sets expected towards the end of summer or early autumn, although this will be dependent on the Covid-19 situation.

When introduced, the '720s' will serve King's Lynn, Ipswich, Clacton, Harwich, Walton-on-Naze, Southend Victoria, Southminster and Braintree.

By mid-June more than half the fleet had been built, and four sets were at Ilford for driver training (720509/11/15/17); sets 720503/05-07/10/12/19/20/22/24-33/35 were in store at Worksop; and 720501/08/13 were at the Old Dalby test track.

The ORR approval does come with some caveats, including prohibiting the sets running in multiple as 10-car sets, and



'Aventura' Class 720 set No. 720515 arrives at Shenfield on May 25 with the 15.16 (MWO) Colchester-London Liverpool Street test run. DR IAIN C SCOTCHMAN

the guard door control panels in passenger saloons next to passenger doors must be locked out of use.

Each Class 720 set features 48 priority seats, 13amp plug and USB sockets at each seat, fold down seatback tables with grooves for propping up tablets and iPads, clearer passenger information systems, and wide inter-connecting carriage connections with no doors.

The carriage LED light adjusts according to external lighting, and the sets have full air conditioning as well as underfloor heating.

There is also a symbol on the front of one cab to denote whether the wheelchair space is at that end, with the carriage containing the space marked with a broad blue line above the windows.

There are two wheelchair

spaces on a five-car set, with a plug and USB socket. The cycle area is denoted by a green external stripe and a symbol.

The external doors are attuned to be particularly sensitive to bag straps and other obstacles to make the platform/train interface safer.

The five-car sets have longer 24-metre bodyshells, with 540 seats and space for 145 standing passengers.

South Western gets first Class 701 'Aventura' for testing

THE first of a fleet of 90 'Aventura' Class 701 EMUs was delivered to South Western Railway on June 10.

Set No. 701002 moved initially from Bombardier Litchurch Lane to Eastleigh and has since gone to Weymouth, where it will undergo various commissioning tests to check for signalling interference, acceleration and braking performance, along with many other technical tests.

Many of these tests will be undertaken at night, and will pave the way for certifying the sets for use, and start of driver training ahead of introduction to service later in the year.

Set No. 701003 was reported to be going through an initial test programme at Litchurch Lane, Derby, in early-June.

South Western Railway has ordered 60 10-car sets – Nos. 701001-60 – and 30 five-car sets (701501-530), which will replace Classes 455, 456, 458 and the more recent '707s'.

The '701s' will be based at Wimbledon and SWR's new depot being built on the site of the former marshalling yard at Feltham, which will open in 2021.

Production of the sets was halted for around a month because of the coronavirus pandemic.



Above: New SWR Class 701 No. 701002 stands in sidings at Weymouth on June 16 ready for commissioning tests to begin. ANDREW BARRETT

Right: GBRf No. 66745 Modern Railways – the first 50 years with No. 66740 Sarah at the rear hauls the first SWR 'Aventura' to be delivered through Barrow-upon-Soar on June 10. CHRIS MILNER



LSL Class 90s retro livery

TWO former Greater Anglia Class 90s that are now part of the Locomotive Services Limited fleet have been returned to Crewe after being repainted in BR InterCity 'Swallow' livery by Arlington Fleet Services at Eastleigh Works.

LSL Class 47 No. 47712 *Lady Diana Spencer* hauled Nos. 90001/002 north on June 11, both looking very much how they emerged from Crewe Works more than 30 years previously. The locos carry the smaller cabside numbers.

The locos will be used on railtours promoted by sister

company Saphos Trains.

LSL is putting together a Mk3 charter train rake, with several vehicles undergoing attention at Eastleigh.

Another loco-hauled Mk3 has been repainted at Arriva Train Care, Crewe.

The company is also preparing an HST set for charter hire, and took delivery of its first power car, former East Midlands Railway vehicle No. 43083, which was moved from Long Marston to Crewe by No. 47593 *Galloway Princess* on June 10.

A second power car is still to be acquired.



Freshly repainted LSL Class 90s Nos. 90001/002 are hauled through Atherstone on June 11 by No. 47712 *Lady Diana Spencer*. GRAHAM NUTTALL

ScotRail unveils livery for Class 153 'active' carriage

SCOTRAIL has unveiled a livery design for what it calls an active travel carriage, a specially modified Class 153 single car to carry bicycles and large sporting equipment.

The eye-catching livery created by Scottish artist Peter McDermott depicts typical Highland scenery, along with some of the best-known visible landmarks along the West Highland Line.

Five Class 153s – Nos. 153305/70/73/77/80 – are being transformed to carry up to 20 bikes and enhance ScotRail services on the West Highland Line. Their revised internal design for bikes and large items

also includes extra seating.

Work on the vehicles will include the installation of wi-fi, at-seat power sockets, and a refurbished toilet with controlled emission toilet tank.

The first carriage is due for completion later this year when work can fully resume following the current coronavirus pandemic, and will enter service once staff training has been completed.

Peter McDermott said his inspiration came from artists such as Norman Wilkinson and Tom Purvis, who among others, were responsible for the much-loved railway poster art of the 1930s and 40s.



End of loco-hauled ScotRail trains on Fife Circle services

THE operation of two hired-in Class 68 and Mk2 carriage sets by ScotRail on peak-time Fife Circle services ended on May 29.

The use of unmodified Mk 2s, which had been running since 2015, meant the trains were not fully accessible.

Their withdrawal from service now means every train in ScotRail's

fleet complies with the technical specification for interoperability for persons with reduced mobility (PRM-TSI) standard. The Mk2s had been given dispensation to operate until May 31.

Delays in modifying ScotRail's HST sets had led to the temporary use of 'classic' (unmodified) units, but this ended on March 31.



CLASS 86 READY FOR ITS NEXT RAILTOUR: Privately owned Class 86/2 No. 86259 *Les Ross/Peter Pan* is temporarily sidlined at Rugby. Photographed by owner Les Ross, the ad hoc bodyside message is aimed at giving encouragement and support to passengers and railway employees during the ongoing coronavirus outbreak. There are signs some railtour operators are seeing a way forward and organising trains once more, meaning the Class 86 could be hauling charters again very soon.

HST power cars move to Leicester depot

THREE former East Midlands Railway (EMR) HST power cars – Nos. 43052 43054 and 43066 – were removed from store at Long Marston and moved to Leicester depot on June 16.

The trio are expected to become part of the Midland Mainline test train pool, which is currently based at Leicester

and includes several Mk3 carriages – a Class 90 and 91 – normally top-and-tailed by Rail Operations Group Class 47s.

The use of HSTs will permit running speeds higher than currently available, and be more closely matched for monitoring the OLE/pantograph interface ahead of when the Class 360

electrics begin work later this year, and eventually the EMR Class 805 bi-modes on order from Hitachi.

The power cars, seen passing Hinckley behind No. 37884 *Cerpheus*, could be used on Network Rail's new measurement train, too.

CHRIS MILNER



Former Swedish Class 66s join GBRf fleet



TWO of the three former Swedish Class 66s acquired by GB Railfreight have been released from EMD's Longport facility after overhaul work and modifications to add UK safety equipment. A third loco is nearing completion. The locos were numbered T66403-5 in Sweden, arriving in

the UK in June, July and October 2019, respectively, where they were allocated Tops numbers 66790-792.

No. 66791 has been named Neil Bennett after Beacon Rail leasing's former chief operating officer. The locos are leased from Beacon Rail and carry their livery.

They were released from Longport, Stoke-on-Trent, on June 12, and hauled by classmate No. 66750 to GB's depot at Roberts Road, Doncaster, where they will begin testing.

The locos are seen passing Belper en route to Doncaster. Picture: STEVE BELL

Traction & Stock Track Record

Riviera Mk2s to get toilet retention mods

CHARTER rolling stock hire company Riviera Trains has taken the first steps in a programme of modifications to its Mk2f fleet to fit toilet retention tanks.

All fleets of Mk 1 and Mk2 carriages, and the Mk 3s which are just filtering into the charter market, must have controlled emission tanks (CET) fitted by April 1, 2023. There has been a long-standing campaign led by the RMT union to ban raw sewage discharge onto the tracks because of the health risk to track workers. In readiness for the tanks, two

Riviera rakes have been moved from Nemesis Burton to the DB Cargo Knottingley depot, where preliminary work has now started.

This will amount to detailed survey work to produce the drawings for the tanks, along with final specifications as a precursor to begin the actual CET fitment programme from late summer. DB Knottingley is the fitment centre, in a partnership with DB Cargo.

Funding for the project will come from Network Rail under Network Change.

As part of other planned



DB Class 66 No. 66054 works 5Z43 from Burton Wetmore sidings to Knottingley in driving rain on June 11, conveying eight Riviera Mk2s for eventual CET fitment. STEVE BELL

modifications required for charter train fleets, owners are working on two more safety projects, also due for completion by April 2023, fitting central door

locking and window bars.

Central door locks were introduced and retro-fitted to later-build Mk2 coaches and Mk3 coaches in the '90s to combat a

spate of passengers falling from trains, several occurring between Rugby and Stafford, which earned the Trent Valley name the 'Tamworth Triangle'.

Avanti to brand all of its remaining 'Pendolinos'

AVANTI West Coast has confirmed it is moving ahead with relivering the remainder of its plain-coloured trains following the external branding of two Class 390 'Pendolino' trains for last December's launch of the franchise.

A contract for the application of the vinyls to the fleet of 56 'Pendolinos' has been awarded to Aura Graphics, which has branded many other fleets of UK trains, including TransPennine 185s and Heathrow Express 332s. They will carry out the work

at various Alstom depots on the West Coast network.

With 54 sets to brand, the target is to complete a minimum of two per week, so by the time Avanti marks its first anniversary in December, all Class 390 sets should be in the new colour scheme.

On June 12, Avanti confirmed set No. 390134 had been vinylled at Oxley depot, and set 390130 was noted a few days later part-branded.

There are no planned changes to Avanti's 20 five-car Class 221 'Voyager' sets' livery at the present time.

Mk3 stock stored at Yarmouth sidings

RECENTLY re-activated former carriage storage sidings at Great Yarmouth have taken their first rolling stock.

Former Greater Anglia Mk3 Nos. 11095, 10413, 11078, 12021 and 12098 arrived from Norwich Crown Point on May 27 behind DRS Class 37 No. 37402.

The carriages are reported to belong to stock hire company Eastern Rail Services, which owns more than 30 Mk2 carriages, many ex-Caledonian Sleepers, plus 10 Mk3s and a handful of Mk1s and a 'Nightstar' generator van.

The interior components from

No. 11095 – one of the vehicles in the move on May 27 – have been donated by Porterbrook to the Downpatrick & Co Down Railway, Northern Ireland.

Picture: DR IAIN C SCOTCHMAN



WAGON REPORT

by S F Lappage

TOUAX SA has taken delivery of 40 HOA-B aggregate hoppers Nos. 81 70 6774 036-2 to 075-0. European wagon type is Fanpps, overall length 15.12 metres, maximum payload 79.5 tonnes and tare weight 21.3 tonnes. Design code is HO 005B.

They were built in Poland by Wagony-Swidnica, delivered in Touax red livery, and are for hire to Mendip Rail.

Now part of the Greenbrier Europe-Astra Rail group, Wagony-Swidnica emerged as a major supplier of new stock to the UK market early in this century.

Nearly 3,000 wagons have since been built for private customers and leasing firms.

They include FEA/FWA container flats for Freightliner, HHA/HXA coal hoppers for Freightliner Heavy Haul, and TEA bogie petroleum tanks for BAA, EWS and VTG Rail UK.

Network Rail has received FEA flats for railhead treatment trains and IOA box wagons for the movement of ballast to virtual quarries. In total nearly 3,000 wagons have been delivered since 2000.

Specialty types have been notably absent because of mainly the decline of the UK manufacturing base.

One exception was the supply of 30 101.6-tonne TEA clay slurry tanks – Nos. NACO 89100-129 – to Nacco/CIT.

They were originally used for the transportation of kaolin slurry from Cornwall and are now employed carrying imported calcium carbonate or chalk slurry from Aberdeen to Irvine and Workington Docks.

A now defunct flow also operated from Imerys at Quidhampton to Sittingbourne.

Some of the oldest wagons delivered were the HHA coal hoppers.

One hundred of these redundant wagons are being rebuilt for VTG Rail UK to make them more suitable for the carriage of aggregates.

W H Davis, Langwith Junction, is undertaking the conversions, which involves shortening of the wagons by removing two of the original four hopper bays. Design code is HH003A.

Notably, post-Brexit they have not been allocated European EVN identities, retaining their original TOPS numbers.

An unusual pair of wagons are Plasser & Theurer MFS1/2+bogie ballast hoppers Nos. 99 85 9552 055-7/056-5. Also referred to as MFS 33ZW



OBA open No. 110026 at Bescot Yard on May 10. S F LAPPAGE

materials handling wagons they feature underslung crawler tracks, allowing them to operate off-rail. Power for the tracks is provided by on-board diesel generators.

One end of the hopper is elevated at an angle of 45°, and overlaps with the next wagon, allowing dirty or spoilt ballast to be carried forward by a conveyor belt for cleaning or disposal.

They are registered in Switzerland and are operated by Rhombert Sersa Rail Group (RSUK), alongside rakes of Network Rail YDA 'Octopus' high-output ballast cleaner wagons.

DB Cargo OBA 'Bass' opens with metal mesh dropside doors have been receiving general repairs and repaints at Marcroft, Stoke. Noted in Bescot engineers' yard on May 10 were Nos. 110026/216/ 219/706/733.

A further pair of FCA 'Tench' equipment carriers completed are Nos. 610309/310.

Recent disposals have been ZCA 'Sea Urchin' spoil open No. DC 210187, MTA opens Nos. 395105/165/ 294/390, SPA steel carriers Nos. 460323/504/ 773/877/941, ZSO match flats Nos. ADB 530199/478, and BDA bolster wagons Nos. 950336/475.



Rhombert Sersa MFS-1+hopper wagon No. 99 85 9552 055-07 seen at Bescot Yard on April 13. S F LAPPAGE



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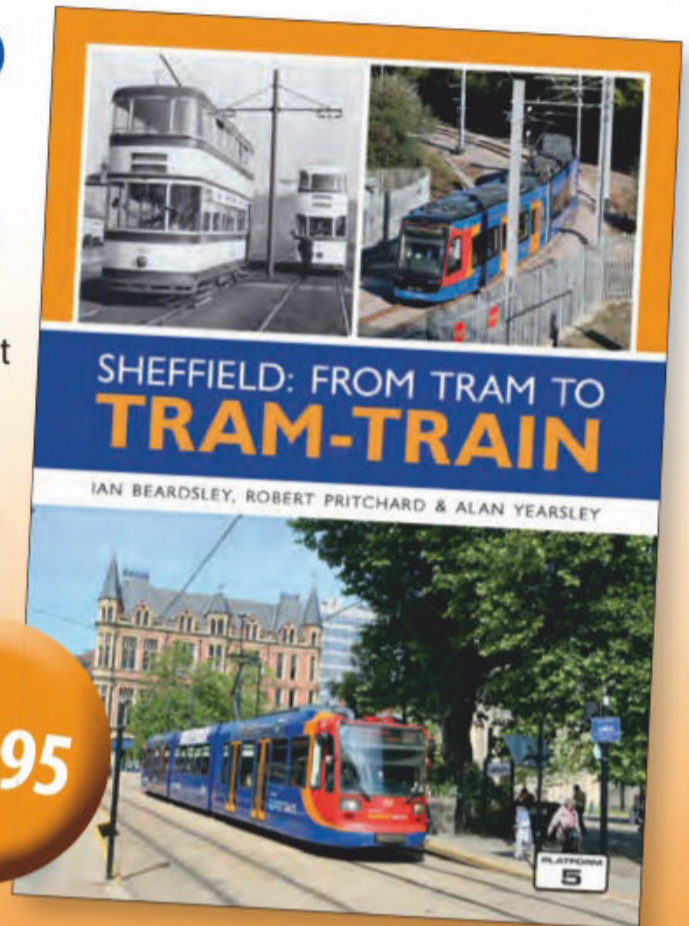
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Traction Portfolio Track Record

DB Cargo Class 66 Nos. 66118 and 66094 top-and-tail a Network Rail weed-spraying train along the Cumbrian coast between Parton and Harrington, below Lowca Sea Brows, on June 2. Covid-19 and social distancing restrictions meant the MPV could not be operated with a driver and assistant on board because of social distancing, hence the two locos. DAVE McALONE



An unusual combination of Chiltern-liveried Class 68 No. 68014 and TransPennine No. 68022 worked a Crewe Basford Hall to Bescot rail train on May 25 and are seen near Norton Bridge. The downturn in passenger traffic has produced a number of unusual combinations of DRS locos on engineers' workings. BRAD JOYCE

Part of the GB Railfreight fleet, but still in Colas colours, No. 60076 crosses the River Blyth at Bebside Viaduct, with 6N85, the 08.41 Lynemouth Power Station-Tyne Coal Terminal empty biomass on June 1. STEVE SIENKIEWICZ



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LOCOMOTIVES

Allocations

20311 XHCK-HNRL
20314 XHCK-HNRL
43052 NL/EMPC-HQ/SBXL
43054 NL/EMPC-HQ/SBXL
43066 NL/EMPC-HQ/SBXL
43082 NL/EMPC-HQ/SBXL
60001 WQ/WFMS-TO/WCAT
66005 WQ/WFMS-TO/WBAE-
WQ/WFMS
66006 WQ/WFMS-TO/WBAR
66009 TO/WBAE-WQ/WFMS
66011 WQ/WFMS-TO/WBAE
66030 TO/WBAR-WQ/WFMS
66035 TO/WBAE-WQ/WFMS
66053 WQ/WFMS-TO/WBAE
66085 WQ/WFMS-TO/WBAR
66092 WQ/WFMS-TO/WBAE
66096 TO/WBAR-WQ/WFMS
66113 WQ/WFMS-TO/WBBE
66130 TO/WBAR-WQ/WFMS
66142 TO/WBAR-WQ/WFMS
66147 WQ/WFMS-TO/WBAE
66158 WQ/WFMS-TO/WBAE
66168 WQ/WFMS-TO/WBAR-
WQ/WFMS
66420 FD/DHLT-LD/DFIN
66510 FD/DHLT-LD/DFIM
66511 FD/DHLT-LD/DFIM
66512 FD/DHLT-LD/DFIM
66518 FD/DHLT-LD/DFIM
66528 FD/DHLT-LD/DFIM
66533 FD/DHLT-LD/DFIM
66540 FD/DHLT-LD/DFIM
66621 FD/DHLT-LD/DFHH
67001 CE/WAWC-WQ/WFMS-CE/
WAAC
67007 CE/WABC-WQ/WFMS-CE/
WABC-WQ/WFMS-CE/WAAC
86605 CG/DFNC-FD/DHLT
86612 CG/DFNC-FD/DHLT
86614 FD/DHLT-CG/DFNC
86627 CG/DFNC-FD/DHLT
90026 WQ/WFMS-CE/WEDC
90028 CE/WEDC-WQ/WFMS-CE/
WEDC
90036 CE/WEDC-WQ/WFMS-CE/
WEDC
90037 WQ/WFMS-CE/WEDC-
WQ/WFMS



West Midlands Railway Class 323 No. 323210 is away from its usual patch, passing the Daventry International Rail Freight Terminal on June 6 with a working from Soho depot to Wolverton works for modification or repair work. CHRIS MILNER

Liveries
Freightliner G&W orange: 90048
Grand Central: 90020
InterCity: 90001/02
+ Care Worker vinyls: 66113

Named
08735 *Geoff Hobbs 42*
08865 *Gilly*
37418 *An Comunn Gaidhealach*
43093 *Castle Drogo*
57313 *Scarborough Castle*
66791 *Neil Bennett*

Names removed
08605 *Wigan 2*
08780 *Fred*
43023 *Sqn Ldr Harold Starr One of the Few*
66731 *interhub GB*
90001 *Crown Point*
90002 *Eastern Daily Press 1870-2010*

Sold
Rail Support Services: 08652

Stored/stopped locations
Basford Hall: 66602, 70002, 86605/12/27
Crewe ETD: 90037
Doncaster Roberts Road: 66791
Eastleigh Works: 43083, 66790
Leeds Midland Road: 66536, 66621
Leicester: 43052/54/66
Long Marston: 43054
March: 66774
Peterborough: 66777
Slateford: 43139/77
Tonbridge: 66773
Toton: 66009/30/35/96, 66130/42/68

Operational
37407, 60001/85,
66001/06/11/53/85/92,
66113/47/58, 66420,
66510/18/28/33/40,
66621, 66718/55/76/77,
73107/09/19/36, 73212, 86614,
90026

MULTIPLE UNITS

Allocations
153373/80 NL/EDHQ-CK/HAHQ
170420 HA/HAHQ-DY/EMHQ
195018/24/25 HQ-NH
195108/30 HQ-NH
321903 NL/EDHQ-HQ/SAXU
322481-85 NL/EDHQ-HQ/SAXU
331029/30 newly delivered HQ/
EDHQ
331026/28/29/30 HQ-AN
701002 newly delivered HQ/
HYHQ
710102/07/17/24 HQ-WN

Rail Operations Group Class 47
No. 47815 *Lost Boys 68-88* passes through Bishton Crossing, South Wales on June 8, with a rake of ex-GWR and Grand Central HST Mk3 buffet coaches for scrapping at Sims Metals, Newport. JACK BOSKETT.



710118 newly delivered HQ/
EKHQ
710274/75 newly delivered HQ/
EKHQ
720515/17/26/27/31/36 newly
delivered HQ/EBHQ
777007 newly delivered HQ/
HEHQ
801202/04/18/28 newly
delivered HQ/HBHQ
801202/14/27/29 HQ-DR
805001-13 newly registered
807001-10 newly registered

Liveries
Avanti West Coast: 390130
East Midlands Railway: 170417
Northern: 156425/26/64/96,
158784/93, 158817
SWR: 444029
SWR plus Pride Rainbow:
444019
Transport for Wales:
153312/33/53/61/67
+ Face-coverings: 390042,
390122, 800321
+ Thank you NHS + Rainbow
vinyls: 170411

Names removed
156464 *Lancashire DalesRail*
158784 *Barbara Castle*
158797 *Jane Tomlinson*
158860 *Ian Dewhurst*
221104 *Sir John Franklin*
221106 *Willem Barents*
221108 *Sir Ernest Shackleton*
221109 *Marco Polo*
221113 *Sir Walter Raleigh*
221116 *City of Bangor/Dinas Bangor*
221117 *The Wrekin Giant*
221142 *Bombardier Voyager*
395017 *Passchendaele Javelin*

Now in nine-car formation
345055/59

Now in passenger traffic
142002/74/80/83
143602/25
195018/24/25
195108/30
315833/59
331026/28/29/30
345065
397001/12
710102/07/17/24
801202/14/27/29

Preserved
Cambrian Heritage Railways
Ltd: 144006/07
Wensleydale Railway:
142035/41

Stored/stopped locations
Doncaster Belmont: 322483/85
Heaton: 153373/80
Wembley: 317708/09/10
Worksop: 144001,
345045/46/48, 710118/22,
720531

Disposals
C F Booth, Rotherham: Cut
dates: June 8: 71296, 71404;
June 12: 64491

HAULED COACHING STOCK

Allocations

10413 HQ/SBXH-HQ/ERSO
11078 HQ/SBXH-HQ/ERSO
11094 HQ/SBXH-AL/HOHQ
12021/98 HQ/SBXH-HQ/ERSO
12012/19/26/27/41 HQ/SBXH-
AL/HOHQ
12114 off registration –
preserved
12115/51 HQ/SBXH-AL/HOHQ
40101/02/04/07/09/12/13/14
off registration – scrapped
40746/54 NL/EMHQ-HQ/SBXH
41041/70 NL/EMHQ-HQ/SBXH
41111 NL/EMHQ-HQ/SBXH
42135-37 NL/EMHQ-HQ/SBXH
42169 off registration –
scrapped
42205/10 off registration – sold
for further use
42232/47 off registration –
scrapped
42305/82 off registration –
scrapped
42339 NL/EMHQ-HQ/SBXH
44044 NL/EMHQ-HQ/SBXH
82118 off registration –
preserved

Liveries
ScotRail InterCity: 40607/23,
42207/68/69/88, 42567/74

Modifications
Power doors fitted: 40607/23,
41035, 42207/68/69/88,
42372/73/79/80, 42567/74,
44017, 45005

Renumbered
41136-40607
41180-40623

Formations
GW09: 48125+48126+
48127+49109
GW11: 48131+48132+
48133+49111
HA07: 40607+42207+
42574+42288
HA23: 40623+42268+
42567+42269

Sold
Camberslang Fire and Rescue
service: 42205/10
Eastern Rail Services: 10413,
11078, 12021/98
Electric Traction Ltd: 82107
Locomotive Services Ltd:
10411/16, 11068/70, 12111/71,
40106, 40801/08, 41149/87,
42583, 44078, 46012

Now in passenger traffic
15336

Preserved
Cambrian Heritage Railways
Ltd: 10722
Downpatrick & County Down
Railway Society Ltd: 11095
Midland Railway Centre:
11096

Mid Norfolk Railway:
10401/05/14, 11067/69/73/
80/81/85, 11100, 12031/73,
12105/10/32/47, 82112/33
**Northampton & Lamport
Railway:** 82114
**Pacer Rail Group at Foxfield
Railway:** 142055

Stored/stopped locations
Crewe CS: 10520, 42583, 44078,
82307

Doncaster Wabtec:
42005/15/16, 42213, 42351,
42568/75, 44005

Eastleigh Works: 2922,
40801/02, 46006/14, 44078

Great Yarmouth: 10413,
11078/95, 12021/98

Kidderminster (SVR): 40106,
40804/08, 41149/87, 42319,
42583, 44081, 46012

Knottingley: 3345/86/90,
5921/29, 6024, 9504/20

Leicester: 82107
Long Marston: 12182-85,
44044, 82306/08

Nemesis Rail, Burton-on-Trent:
5961/98, 6024/42/54/67, 6158,
9507/20/26

Widnes: 10318, 11319, 12210,
12310, 12434, 82201

Worksop: 10303/10, 11277/78,
11303/04/28, 11403/04,
12201/02/18, 12301/20/27,
12401/21/59/78/80, 12518,
82209/17/19

Disposals
Allsop Metal Recycling,
Nottingham: Arrival date:
February 6: 12065

C F Booth, Rotherham: Arrival
dates: May 18: 41004, 42049,
42362, 42508, 46001/11; May
26: 12051/57/81, 12139/48/66
Cut dates: May 26: 12024; May
27: 12099, 12120; June 3: 12016

**Raxstar at Eastleigh
Works:** Arrival dates: June 5:
40710/27/39, 42516, 44022. Cut
dates: May 19: 42197; May 20:
42515; May 26: 42507; May 28:
44025; June 2: 42552; June 3:
41034. Correction: 42514 shown
arriving on May 4 should read
42515.

Sims Metals, Hull: Arrival dates:
June 16: 11244, 11420/21;
June 17: 12441/73/76; June 18:
11290/91, 11419/22; June 19:
11241, 12400/60/70

Sims Metals, Newport: Arrival
dates: May 18: 40743, 41138,
42025/83, 42556, 44026;
May 20: 40207, 42062/67/68,
42221/60; May 25: 40722,
42006/28/31/98, 42512; May
27: 42043/70/99, 42216/72/83;
June 8: 40210, 40424/26/33,
40721, 42514; June 10: 40703,
42041, 42126, 42501/13, 44028;
June 15: 40716/18/33/52,
44013/49

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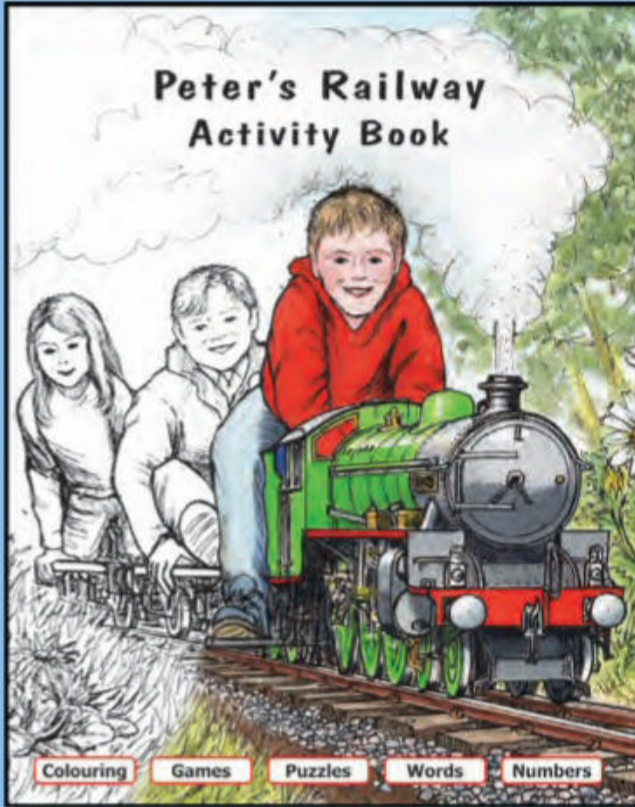
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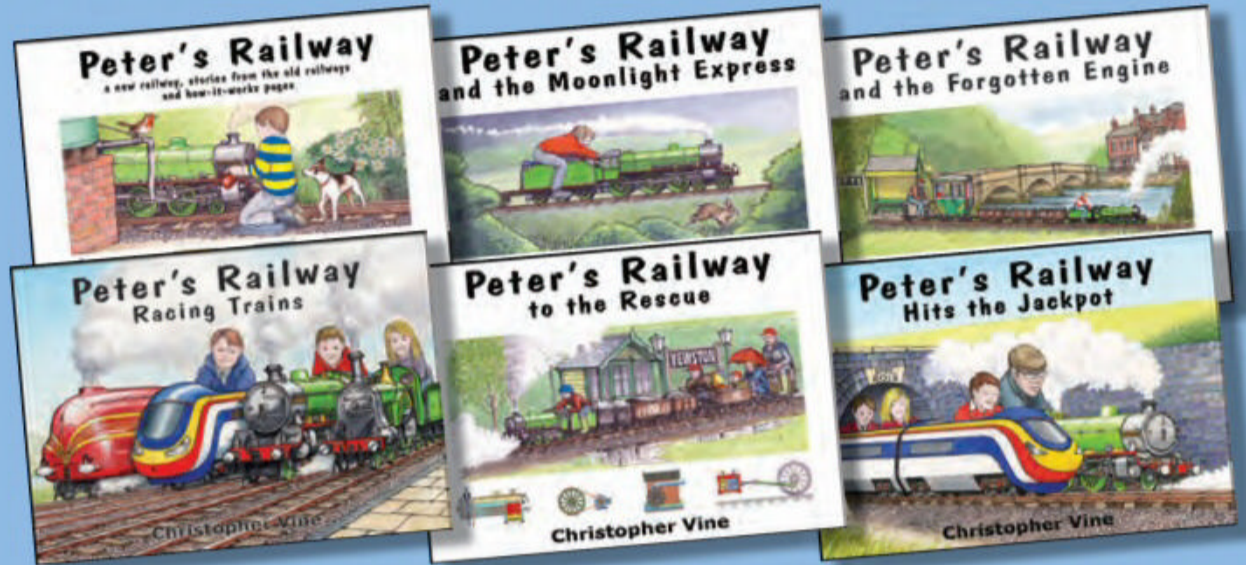
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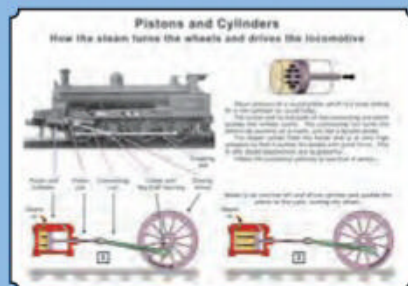
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AVANTI operated a limited DMU service between Glasgow Central and Preston on Bank Holiday Monday, May 25, after parts of the WCML were closed south of Preston.

Class 221 Nos. 221109+221114 formed 1Z14/09.04 Glasgow-Preston, returning at 14.24 as 1Z69. The second Avanti service was formed of Class 221 Nos. 221108+221112, departing Glasgow at 14.33 and returning as 1Z71 from Preston at 18.24.

THE weekend of Saturday-Sunday, May 30-31 saw another closure of the WCML for engineering works within Scotland.

Trains observed on Sunday, May 31 originating from a work site near Beattock Summit included Class 66 No. 66094 hauling the 6K10/08.45 Beattock Summit-Carlisle New Yard, running via Paisley, Mauchline, and the GSW route; Class 70 No. 70806 on the 6K11/09.24 Beattock Summit-Millerhill; Class 66 No. 66712 on the 6K12/10.30 Beattock Summit-Carlisle New Yard, running via Paisley, Mauchline and the GSW route; Class 66 Nos. 66014 and 66112 top-and-tailing the 6K18/08.54 Millerhill-Beattock Summit; Class 66 No. 66304 on the 6K12/11.00; No. 66118 on the 6K14/11.40; and No. 66786 on the 6K16/12.30, all running from Beattock to Carlisle New Yard, via Paisley, Mauchline and the GSW route.



The unique 'tomato red' former LNER power car No. 43238 is now part of the East Midlands Railway fleet, and leads the 14.25 Leeds-St Pancras International service past Thurmaston, Leicester on May 31, with No. 43318 on the rear. PAUL A BIGGS



A RARE event at Woodlesford station on the former Midland Main Line on May 21 was the appearance of 'Azuma' No. 800207 on the 10.45 Doncaster IEP-Leeds, returning 20 minutes later to Doncaster.



STADLER 12-car Class 745 No. 745109 was noted at Harwich International at 16.18 on May 5 after a test run from Manningtree under 5Q78, arriving nine minutes earlier than scheduled. It then left at 16.36 under 5Q23 for a test run to London Liverpool Street.

This particular diagram had been operating most weekdays over the previous two weeks.

Classmate No. 745106 has been observed in warm storage in Harwich Parkeston Quay yard since it arrived on April 23.

MOVEMENTS of Class 317 units saw Class 37 No. 37884 haul unit No. 317883 on the 5Q08/19.22 Clacton EMU to Kilmarnock on May 6.

The following day it returned south, bringing No. 317511 back to Ilford.

THE final convoy of Class 90s left Crown Point on May 15 with No. 90015+90004+90013+90009+90012 making their way to Crewe Basford Hall and a new life with Freightliner.

CLASS 37 No. 37402 moved Mk3 Nos. 12098+12021+10413+11078+11095 from the Mid Norfolk Railway to Great Yarmouth on May 27 – all destined for Eastern Rail Services, except No. 11095, which is moving to the Downpatrick Steam Railway.

GREATER Anglia has been using the Class 745/1 units destined for Stansted Express to fulfil the Norwich to Liverpool Street service. No. 745106 was seen on the 11.00 Norwich-Liverpool Street service on May 21 and No. 745107 on the same service on May 25.

CLASS 37 No. 37800 *Cassiopea* took Class 317 No. 317340 from Ilford to Brodies Kilmarnock on May 28, returning next day with No. 317883.

NEW Greater Anglia Class 720 'Aventra' EMU No. 720511 was taken to its new home on May 7 when it was top-and-tailed by GBRF's Class 47 Nos. 47749 and 47727, running as the 5Q20/12.18 Derby Litchurch Lane-Ilford Depot, the convoy being observed at

Market Harborough. A further new Class 720 'Aventra' was taken south on May 18; this time it was the turn of 720515 to be tripped by the same Class 47s from Derby to Ilford.

CLASS 360 No. 360105 was top-and-tailed from Ilford to Northampton by Class 47 Nos. 47749+47727 on June 7.



A FURTHER refurbished HST set moved north from Doncaster Wabtec on May 29 when Nos. 43149+40607+42207+42574+42288+43032 made the journey to Haymarket.

THE loco-hauled Fife Circle services came to an end on May 29 when the last two trains were worked by Class 68 Nos. 68006 and 68007.



OFF-LEASE Class 322 units Nos. 322483+322485 ran south from Heaton to Doncaster Belmont on May 17 for further storage, where they joined Nos. 322481+322482.

CLASS 769 No. 769434 was top-and-tailed by Class 47 Nos. 47813 and 47815 from Castle Donington to Allerton on May 19.

PASSENGER trains on the Lancaster to Skipton route returned on May 18 after several weeks of a bus replacement service. On the following day the 2H02/17.45 Lancaster-Skipton service was worked by Northern Class 158 No. 158906.

CLASS 195 No. 195111 *Key Worker* worked the 1U56/11.53 Barrow-Manchester Airport service on May 19.



GREY-liveried TPE Class 802 No. 802211 was noted at Newton-le-Willows station on May 4, working the 10.14 service

to Liverpool.

THE once-a-day TransPennine Liverpool to Glasgow (1541) through service was re-instated on May 18. Two days later this service was worked by Class 397 No. 397003.



CLASS 90 No. 90037 moved set HT04, formed of 12211+12434+12310+10318+11319+82201+90026, from Wembley to Widnes on June 1.



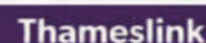
A FURTHER new Class 777 No. 777007 was moved north from Dollands Moor to Crewe on May 20 by Class 66 No. 66715



MK2 VEHICLES previously used in South Wales were moved from store at Landore to Nemesis Rail, Burton-on-Trent, by Class 47 No. 47813 on May 20.



THE first of the ex-LNER HSTs made its passenger debut with East Midlands Railway on May 4 when Class 43 Nos. 43320+43316 worked the 1C15/05.19 Leeds-London St Pancras and 1F63 18.19 London St Pancras-Sheffield. The associated e.c.s. moves were 5C15/05.57 Neville Hill-Leeds, 5B16/09.26 London St Pancras-Cricklewood, 5F63/17.38 Cricklewood-London St Pancras, and 5F63/21.01 Sheffield-Etches Park.



CLASS 387 No. 387105 has now returned to the Great Northern following a long-time loan to Southern.



Covid-19 has dramatically reduced passenger numbers throughout the rail network, and South Western Railway is no exception, with services down to a two-hourly service into Exeter. On a sunny May 15, DMU Nos. 159020 and 159001 sweep uphill past the former Seaton Junction station building working 1Z89, the 15.10 Salisbury-Exeter Central. Most daytime workings were terminating short at Central instead of the usual Exeter St Davids. STEPHEN GINN

Operations Track Record



Class 153 No. 153355 is tagged on the back of No. 158773 to help with social distancing. The ensemble is approaching Chesterfield on June 4 with the 14.51 Liverpool Lime Street-Nottingham train. LUKE STOPPARD



Its last workings found it on a passenger service on April 21 working the 21.17 Brighton-London Victoria with No. 387209, before running e.c.s. to Stewarts Lane.

The following day it ran to Selhurst for an APC test prior to going to Hornsey. In the event, two days later it went south to Brighton with No. 387221 before the pair ran north to Hornsey on April 29. However, it ran back to Brighton again on May 5 and was stabled in Hove yard.

It finally arrived at Hornsey on May 8, having moved to Brighton the previous day. It finally re-entered traffic on GN on May 14 on the 17.32 Kings Cross-Letchworth service.



SOUTHERN Class 171 DMUs in

four-coach formation were seen regularly on the east coastway line from Eastbourne to Ashord during May. Until recently two-coach formations were the normal.

SINCE coronavirus lockdown on March 23 Southern and Thameslink have run an amended Sunday service. It has included Ghost Train schedules between Littlehampton and Three Bridges, mainly of Class 700s, with Nos. 700119/22/31 being regularly reported.

ENGINEERING work on the Brighton Mainline on May 10 resulted in London services being diverted via Littlehampton. Stock used was mainly Class 377/4s, but Nos. 377321 and 377327 together with 377120 made an appearance.

THE new timetable came into effect on May 18 and because of renovations at Gatwick Airport

there are now no attachments or detachments at Haywards Heath.

Services between London and the Sussex coast are formed of eight or 12 carriages throughout.

Some services between Brighton, Hastings and Ore are formed of Gatwick Express Class 387 stock.

On the first week of the new timetable, Nos. 387207, 387211, 387221, 387225 and 387227 were noted on such services.

THE 05.07 Havant-London Victoria via Horsham, formed of Nos. 377438+377475, was in trouble on arrival at Barnham on May 21 with a number of faults.

After a lengthy delay the train was divided as the faults were on unit No. 377475, which eventually ran e.c.s. to Brighton depot.

No. 377438 went alone to London, running fast to Horsham.

Later, No. 377438 arrived back at Littlehampton to attach to No. 377141 and continued the

diagram, working the 10.24 service to London Victoria.

South Western Railway

THE current shuttle service between Staines and Weybridge is being operated by an eight-car class 450. This is on a single diagram, which involves an hourly shuttle between Virginia Water and Weybridge – returning every four hours to Staines for a crew change.

IT IS reported SWR has decreed Class 707s will be used as little as possible during the pandemic as the completely open nature of the stock gives a greater risk of the virus being transmitted throughout the five-car units.

CLASS 442 units are being moved to Wolverton for further work to be undertaken. No. 442402 was moved from Eastleigh by

Class 37 No. 37800+Class 20 Nos. 20314+20311 on May 16. This was followed by No. 442422 being moved by Class 57 No. 57301 on May 21. A further move on June 5 involved Class 47 No. 47813 conveying No. 442414 from Bournemouth to Wolverton

DB Cargo

THE WCML at Euxton was closed for track relaying on the Up fast line over the weekend of May 2-3.

Noted top-and-tailing an engineers' train were DBC Class 66 Nos. 66192+66140. Also seen was No. 66194 on another engineers' train. FL Class 66s Nos. 66566 and 66596 on another train with DB Nos. 66098 and 66185 were also in action.

In connection with further engineering works that closed the WCML on Saturday, May 9, Class 66 No. 66084 was seen passing



Following the end of loco-hauled working in the Welsh Valleys, Rail Operations Group Class 47 No. 47813 was used to return 10 Riviera Trains' Mk2s from Landore depot to Nemesis, Burton-upon-Trent, on May 20. The train is seen passing Briton Ferry. DEAN PARSONS

Left: Standing under the overall roof at Brighton station on June 8 is GWR Class 165 'Turbo' unit No. 165127, the DMU making a rare visit to the resort. It had just arrived on a route-learning special from Portsmouth Harbour ahead of the restarting of public timetabled services to Brighton from July 6. JOHN VAUGHAN

Right: The Midland Railway signalbox at Uffington, east of Stamford, dates from 1909, and on June 1 the box is passed by GBRf Nos. 66740 Sarah and 66741 Swanage Railway double-head intermodal train 4L07 from Hams Hall to Felixstowe, heading towards Peterborough. CHRIS MILNER



Thankerton (twice) while working the 6K03/05.31 Carlisle New Yard-Lockerbie via Carstairs, with GBRf Class 66 No. 66780 observed passing Thankerton while working the 6K04/09.22 Millerhill to Lockerbie.

The line reopened for start of service on Monday.

CLASS 66 No. 66117 worked an additional Daventry to Grangemouth train entirely composed of Malcolm Logistics containers on May 9.

DB-LIVERIED Class 66 Nos. 66126+66136 ran from Carlisle to Springs Branch, Wigan on May 12. They later worked back to Carlisle top-and-tailing a Network Rail weed-killing unit.

CLASS 66 No. 66054 was the motive power for the 6M51/06.25 Millerhill-Carlisle New Yard on Wednesday, May 13. The following day, Class 66 No. 66194 was observed on the same diagram.

CLASS 90s No. 90028 *Sir Robert McAlpine* and No. 90036 *Driver Jack Mills* passed through Lancaster 124 minutes early at 09.06 on May 15. This was a fully loaded 05.59 Mossend-Daventry service composed of Malcolm Logistics containers.

The following day, Class 66 No. 66014 was observed on the 10.47 Daventry-Grangemouth, fully loaded with Malcolm Logistics and ASDA containers.

On the same day, DB Class 66 No. 66108 and DRS Class 66 No. 66429 were on the fully loaded 12.06 Daventry-Mossend.

CLASS 66 No. 66176 was seen on May 30 on the 06.06 Mossend-Daventry with a fully loaded train of Malcolm Logistics containers. This was followed later in the opposite direction, DB Class 66 No. 66041 working the 11.18 Daventry-Grangemouth, again fully loaded with Malcolm Logistics containers. This train was 98 minutes early through Lancaster.



CLASS 86 Nos. 86622+86628 were observed passing Thankerton on Wednesday, May 13 while working

the 4M11/18.14 Coatbridge FLT-Basford Hall.

AN EARLY running 4L81/19.36 Coatbridge FLT-London Gateway was noted on Thursday, May 14 passing Thankerton behind Class 90 Nos. 90041 and 90048.

A CONVOY of Class 66s – No. 66541+66547+66557 – ran from Crewe to Carlisle on May 16.

THE 4M11/18.14 Coatbridge FLT to Basford Hall was observed passing Thankerton with three locomotives on Wednesday, May 20: Class 90 Nos. 90049, 90046 with 90016 dead in train.

It is understood No. 90016 had failed in Scotland on Monday and was being dragged to Crewe.

On May 28, Freightliner Class 90 Nos. 90045+90049 were on the 06.03 Crewe-Coatbridge service, conveying just three containers.

Later on that day, in the opposite direction the 17.28 Coatbridge-Crewe, pulled by Class 90s Nos. 90041+90045, was composed of six containers.

A FURTHER convoy reported through Lancaster on May 30 was formed of Nos. 66517+66529+66544+66953+66957, heading for Carlisle from Crewe.



THE daily Carlisle to Crewe engineers' train on Tuesday, May 5 had Class 68 No. 68028 in TPE livery on the front.

HEADING south through Euxton at 08.30 on the morning of May 7 was Class 37 No. 37419 in Intercity livery, dragging Class 88 No. 88002 to Crewe.

THE Kingmoor to Torness flask train on Thursday, May 14 was observed passing Thankerton headed by Class 88 No. 88009 and Class 68 No. 68001. The return 6M50/14.59 Torness-Kingmoor working was also observed, but this time the locomotives were

top-and-tailed with No. 88009 leading.

A further observation on May 20 saw the Sellafield to Crewe nuclear flask train pulled by DRS Class 68 No. 68001 *Evolution* and Class 88 No. 88009 *Diana*.

A change in power on May 30 found Class 68 Nos. 68001 *Evolution* and 68008 *Avenger* with the 08.30 Sellafield-Crewe train with two flasks.

There was a throw-back to the past on June 3 when Class 37 Nos. 37407+37401 worked a Crewe-Valley-Crewe diagram.

TRANSPENNINE Class 68 No. 68027 *Splendid* ran light from Carlisle to Crewe on May 15, passing through Lancaster at 11.25.

CLASS 66 Nos. 66427 and 66430 were observed passing Thankerton with the 0Z66/06.55 Kingmoor-Millerhill on Friday, May 15. On the same day, Class 68 No. 68005 and Class 37 No. 37423 were noted passing Thankerton while working the 0S68/07.44 Kingmoor-Motherwell TMD.

A SURPRISE visitor was observed passing Thankerton on Tuesday, May 26 when the 0M69/11.23 Motherwell TMD-Motherwell was formed of Class 68 No. 68015, hauling Class 66 Nos. 66426 and 66429.

GB Railfreight

A SERVICE from Eastleigh East yard to Hoo Junction Up yard on May 4 was seen passing over Richmond Bridge with Class 66 No. 66714 hauling just four MHA open mineral wagons.

The same locomotive was again at the head of the train on Wednesday, May 6 when it was seen approaching Richmond station.

The following day, Thursday, May 7, No. 66707 was seen passing over Richmond Bridge at the head of the 08.59 Eastleigh East yard-Hoo Junction Up yard.

CLASS 66 No. 66786 was reported on May 12 working from Arcow



DB Cargo No. 60011 with working 6M53, the 16.16 Swindon Stores-Toton Up Sidings, enters Spetchley Loop on May 28. It had left Eckington loop only five minutes previously, being overtaken here by a CrossCountry service. ANDREW ROYLE

Quarry to Thrislington Quarry.

THE Eastleigh east yard to Hoo Junction Up yard was seen passing over Richmond Bridge on May 18 behind Class 66 No. 66767 and DB Cargo Class 66 No. 66087, the latter in shabby EWS livery.

MOD traffic reported in recent weeks included GBRf Class 66 No. 66739 *Bluebell Railway* with a Carlisle to Kineton MOD train of just one covered wagon and three empty low trucks on May 6.

On May 19, Class 66 No. 66739 hauled a train of just four small containers from Marchwood to Carlisle via Didcot through Lancaster at 20.28.

The same loco was reported again on June 1 working from Marchwood to Kineton.

The following day it worked a Kineton-Bicester-Kineton diagram before taking a further train north overnight to Longtown.

CLASS 66 No. 66720, in its multi-coloured vinyls, arrived at Harwich Parkeston Quay yard on May 6 to handle the North Walsham diagram from the Harwich Refinery, and returned on the following day with 18 loaded condensate tanks.

On Bank Holiday Friday, May 8, two stopover intermodals arrived

at Harwich Parkeston Quay yard mid-morning within five minutes of each other: the 4L43 from Doncaster iPort in the hands of Class 66 No. 66746 – the fourth consecutive weekend that it has been here – some 50 minutes late, while Class 66 No. 66741 *Swanage Railway* brought in 4L02 from Hams Hall around 40 minutes early. No. 66741 took 4R43 round to Felixstowe on May 9.

An unusual run was noted into Harwich Parkeston Quay yard on Monday, May 11, when No. 66766 brought 4L07 in from Birch Coppice at 19.38 with a consist of empty container flats. It was also unusual that on a normal weekday the consist and No. 66766 remained in the yard on May 12, instead of heading to Felixstowe.

However, on May 13, the said locomotive became the traction on 6P41, the empty condensate tanks run from the Harwich Refinery to North Walsham.

As is the usual process, No. 66766 brought the loaded condensate tanks from North Walsham on May 14 and late in the evening proceeded back to Peterborough, leaving the consist of empty container flats that arrived from Birch Coppice on May 11 in Harwich Parkeston Quay yard.

Class 66 No. 66781 was

Operations Track Record

noted on May 16 bringing 4L43 Doncaster iPort-Harwich Parkeston Quay 40 minutes early. The consist was solely of empty container flats and joined a similar arrival from Birch Coppice.

This is believed to be the first time this locomotive in either of its guises (previously 66016) has ventured down the Harwich branch line.

Normally, the traction on this diagram would leave with 4R03 to Felixstowe on the following Monday, but that movement was cancelled, and No. 66781 was used on the Harwich Refinery to North Walsham empty tanks run on May 18 instead.

ELECTRO-diesel No. 73968 was observed passing Thankerton while working the 0M73/09.00 Craigentenny T&RSMD-Carlisle light locomotive move on May 11. It was observed returning north from Carlisle to Craigentenny T&RSMD on Thursday, May 14.

CLASS 92 No. 92032 had a 27 minutes-late departure on the 0B92/11.00 light engine Wembley Inter City Depot to Dollands Moor on May 12, and was 29 minutes late at Shepherds Lane, Brixton.

Rather than run the booked route via the Catford Loop it was re-routed and ran via Penge arriving at Shortlands only 15 min late, providing a rare sighting of a loco on this line.

FURTHER track relaying took place in the Euxton/Balshaw Lane area on Sunday, May 24. Class 66 No. 66787 was present on a track train with a large crane in the formation. GBRf locos on engineering trains at Euxton are quite rare.

CLASS 66 No. 66752 hauled the 09.28 Hexthorpe yard-Arcow

Quarry empty wagons through Woodlesford on May 20.



CLASS 70 Nos. 70806 and 70808 were observed passing Thankerton on Friday, May 8 while working the 0Z70/08.00 Grangemouth Oil Terminal-Leeds Midland Road light engine move. The following day a further light engine convoy found Nos. 70803+70806+70816 running from Grangemouth to Crewe.

CLASS 70 No. 70803 was seen passing Thankerton in charge of the 6M84/14.05 Aberdeen Waterloo-Workington Docks on Wednesday, May 13.

A NEW traffic on May 18-19 found Class 70 No. 70803 with an overnight working from Aberdeen Waterloo to Spalding conveying paper slurry, which would then go forward by road to King's Lynn. The empty tanks were taken back to Aberdeen on May 27 by No. 70805, which then brought a further loaded rake south on June 1.

CLASS 60 No. 60047 moved a rake of 11 tank wagons out of Aberthaw PS on June 4.

Vivarail

VIVARAIL Class 230 No. 230006 was noted on the Worcester to Stourbridge line on May 20-21 on testing and mileage accumulation runs before delivery to TFW.

Locomotive Services Ltd

THE company took delivery of a rake of Mk3 coaches from

store at Long Marston when Class 47 Nos. 47593+47805 moved Nos. 41149+40801+46012+42583+44078+40106+40808+41187 on May 21.

CLASS 87 No. 87002 was out on test on June 4 working on the WCML, off Crewe, with three Mk3 coaches and DVT No. 82139.



CLASS 56 No. 56103 was employed on May 15 to move coach Nos. 12177+12181+12178+12176+12180+10249+12179 from Cardiff Canton to store at Long Marston. Four days later, Class 56 No. 56103 moved TFW DVT Nos. 82306+82308 from Cardiff Canton to Bristol Barton Hill on May 19. From there the DVTs were taken by road for storage at Long Marston.

MOVEMENTS of Chiltern coaches between Wembley and Bristol Barton Hill continues, with Class 56 No. 56103 moving Nos. 12616+12605 back to Wembley and Nos. 12604+12621 to Bristol on June 3.

CLASS 66 No. 66044 moved two wagons – Nos. 3970 4901 011-9+3970 4901 010-1 – from Wabtec Kilmarnock to Wabtec Doncaster on June 3.

Arlington Fleet Group

A FURTHER arrival of redundant Mk3 coaching stock for processing – Nos. 47815 Nos. 40710+40727+40739+42516+44022 – arrived on June 5 behind Class 66 No. 66739.

A PAIR of Class 319 units – Nos. 319009+319373 – arrived at Eastleigh on June 6 behind Class 37 No. 37800.

CF Booth, Rotherham

FURTHER withdrawn stock delivered to Rotherham found Class 47 No. 47815 bring Nos. 42362+42508+46011+41004+46001+42049 from Ely on May 18. These were followed on May 26 when Class 66 No. 66733 moved Nos. 12166+12148+12081+12051+12057+12139 from the Mid-Norfolk Railway.

Workshop storage site

FURTHER Mk4 coaches have arrived at Worksop, with Nos. 12202+12480+12421+12518+12327+10303+11278+11304+11404+82209 being brought north from Bounds Green on May 25 by Class 66 No. 66720. A further move on May 30 had No. 66717 deliver Nos. 82217+11328+10310+12320+12218.

CLASS 720s arriving for storage included No. 720512 from Litchurch Lane and top-and-tailed Class 47 Nos. 47749+47727 on May 13, with the same pair of Class 47s bringing No. 720503 also from Derby the following day.

A further pair from Derby, also hauled by the Class 47s, were No. 720527 on May 20 and No. 720526 on May 22.

The next arrival was No. 720531 on May 27 again from Derby.

Just one Class 720 left when No. 720501 was taken to Old Dalby by the regular Class 47s.

CLASS 345s keep moving to and from Worksop, with No. 345026 arriving on May 14 from Old Dalby, hauled by Class 37 No. 37800, followed by No. 345046 on May 21.

The next arrival was No. 345048 on May 27.

The next day, Class 37 No. 37608 delivered No. 345045 from Old Dalby.

In the opposite direction, No. 345046 departed for Old Dalby on May 13, followed the next day by No. 345048, hauled to Old Dalby by No. 37800.

The next to leave was No. 345045 on May 18, hauled by Class 37 No. 37608. Finally, the same Class 37 took No. 345026 to Old Dalby on June 2.

THE third class of units moving in and out of Worksop are the Class 710s. Just one new arrival reported was that of No. 710118 on May 29 from Litchurch Lane, top-and-tailed by Class 57 Nos. 57310+57305.

Departures were No. 710272, tripped south by Class 47 No. 47848 and Class 57 No. 57301 as the 10.33 Workshop Yard-Willesden TMD on May 14.

The working ran again the following day with Class 47 No. 47813 and Class 57 No. 57301 taking 710125 south.

The final reported departure was that of No. 710114 on May 29 to Old Dalby, top-and-tailed by Class 57 Nos. 57310+57305.

ONE further arrival at the site was Class 144 No. 144001 on May 29 from Keighley, to await removal by road to its new location.

Sims Metals, Newport

REDUNDANT rolling stock continues to arrive at Newport for recycling and disposal.

On May 18, Class 20 Nos. 20118+20132 delivered Nos. 42025+40743+44026+41138+42556+42083 from Ely.

The same Class 20s were in action again on May 20 when the following arrived, also from Ely: 42067+42260+42068+42062+42221+40207.

Five days later, on May 25, a change of power found Class 47 No. 47815 bring Nos. 42028+42031+42006+40722+42512+42098 from Ely.

Two days later the Class 47 returned from Ely with Nos. 42070+42043+42099+42272+42216+42283.

The same Class 47 was in use again on June 8 to move Nos. 40721+42514+40426+40433+40210+40424 from Ely.

Two days later it returned again from Ely with Nos. 42041+42126+44028+40703+42513+42501.

Derby RTC & Network Rail

CLASS 37 No. 37116 was seen passing over Richmond Bridge on May 4 at the head of train 3Z57 from Hither Green Pre Assembly Depot to Eastleigh Arlington.

The train was formed of former Motorail Van No. 96606, Generator No. 6262, Ultrasonic Test Coach No. 999606, ex-Caledonian Sleeper Buffet No. 9810, and Remote Driving Trailer No. 9702.

The train was in Network Rail yellow livery, with the exception of 9810, which still carries ScotRail blue.

COLAS Rail Class 37 No. 37099 hauled a train of yellow-liveried Network Rail coaching stock from Slateford to Longsight through Lancaster 13.54 on May 6.

Later that evening the locomotive pulled the coaching stock from Longsight to



Colas Rail Class 56 Nos. 56078 and 56094 are seen passing Cheadle Hulme on May 25 with working 6C91 from Lostock Jct to Crewe Basford Hall, returning to base after engineering work. JACK BROWN



Class 57 No. No 57305 Northern Princess hauls London Overground Class 710 No. 710111 along the test track at Saxelbye, Melton Mowbray, on May 22. Some stored units have been stabled in additional sidings near Old Dalby itself. GAVIN THOMSON



Class 20 Nos. 20205 with 20007 pass Cambridge Biomedical Campus with a Romford engineers' siding to Derby RTC Rail Grinder movement on June 1. The locos are on hire to Loram Rail. DAVID PALMER

Oxenholme before No. 37099 propelled the train back to Longsight.

On the following day, No. 37099 propelled the train back to Slateford, the South Lanarkshire hills reverberating to the sound of a Class 37 on the WCML as the service passed Thankerton under full power.

DRS Class 37s Nos. 37218+37423 top-and-tailed a train of yellow-liveried Network Rail Mk2 coaching stock from Derby to Drigg (Cumbria) via Carnforth on May 12. At Drigg this train reversed and retraced its route back to Carnforth before heading on the WCML to Carlisle.

A FURTHER Network Rail test train ran on May 13, being the 05.58 Carlisle-Mossend Down Yard, observed passing Thankerton and operated with Class 37 Nos. 37218+9523+977997+72631+975091 and 37419.

DBSO No. 9703 led the 3Z03/10.14 Derby RTC-Tonbridge West Yard test train on May 14, which was powered from the rear by Class 37 No. 37610.

THE new Midland Main Line OHLE test train had another run out on May 15, powered by Class 47 Nos. 47815+47848.

The consist included Mk3 DVT No. 82136, Class 90 No. 90035 and Class 91 No. 91128.

Starting with the 5Q61/15.39 Leicester LIP-Kettering (which was 50 minutes late at Market Harborough), the diagram continued with the 16.23 Kettering-Bedford, 17.11 Bedford-Corby North Loop, 19.43 Corby North Loop-Luton, 21.34 Luton-Kettering, and finishing with the 23.19 Kettering-Leicester LIP, the last train running around an hour early.

A NETWORK Rail track-testing train ran from Tyseley to Bristol via Weymouth on Wednesday, May 20, top-and-tailed by Class 37 Nos. 37610 and 37612.

On reaching Didcot it was sent towards Reading to take the Berks and Hants because of a herd of cows accessing the track near Wootton Bassett Junction, and having been struck by the 1C07/09.02 Paddington-Bristol and the 1A14/09.30 Bristol-Paddington.

1C07 suffered a smashed

windscreen and a fuel leak while 1A14 suffered broken windows.

The junction was closed for some hours with Bristol and South Wales traffic coming through Bradford Junction and Hawkeridge curve to take the Berks and Hants.

The Network Rail train regained its route at Westbury. It was seen in the evening passing Bradford Junction going to Bristol. It then made a return trip from Bristol to Heywood Road.

THE Loram C44 Rail Grinding Trains Nos. DR79401-DR70404 formed a 21.00 Wellingborough-Rugby move on May 20.

A FURTHER Network Rail test train was observed on Thursday, May 21 travelling from Reading Triangle via Cardiff to Westbury, hauled by Colas Class 37 No. 37099. It was seen passing Bradford Junction 53 minutes early at 06.04

GBRf Class 73 Nos. 73964+73963 top-and-tailed the 1Q69/12.22



On May 12, DC Rail's No. 60046 hauls the bright blue hopper wagons forming 6Z92, the 07.49 Southampton Up Yard-Willesden DC Rail Sidings at Mortimer. The working is routed via Reading. KEN BRUNT

South Croydon-Derby RTC test train on May 23. The train was delayed in the Cricklewood area and ended up being around two hours late at Market Harborough.

The same locos top-and-tailed the 1Q71/19.40 Derby RTC-Tonbridge West Yard test train on the evening of May 25.

COLAS Rail Class 67s Nos. 67023+67027 top-and-tailed a train of Network Rail-liveried rolling stock from Derby to Edinburgh via Glasgow Central through Lancaster at 09.50 on May 26.

Our thanks

THE Railway Magazine's thanks for

information go to: John Atkinson, Paul Atkinson, Peter Boyce, Gene Collins, Mike Cooper, Kevin Duggan, John Flack, Rob Hall, Martin James, Barry Knock, Nick Mason, Sean Morris, David Poyner, Mark Reynolds, John Ritchie, John Roxburgh, Terry Smart, Dave Watts, Craig Wellum & Chris West. ■



Colas Rail Class 67 Nos. 67023 Stella and 67027 Charlotte top-and-tail an infrastructure monitoring train into Worksop station on June 2, forming the 09.11 Derby RTC via Lincoln, Cleethorpes and Sheffield. ROBIN STEWART-SMITH

British Railways Locomotives – Combined Volume 1954

HERE is a useful facsimile reprint of the Winter 1953/4 edition of the Ian Allan ABC Combined Volume listing all British Railways steam locomotives and electric multiple units. Original illustrations are included, too.



It is organised into sections (originally separate publications) devoted to motive power for the four main Regions. These are Western Region, Southern Region, London Midland and Eastern (including North Eastern, Scottish, WD and BR Standard locomotives).

Even the original adverts at the back of the original book have been reproduced – including the Ian Allan Locospotters Club!

This is a good quality re-issue and will be a useful research tool for enthusiasts, historians and railway modellers. Though the original edition only cost 10 shillings (50p) the reprint still seems excellent value at £13.50.

This was an era when the Western Region still had four 'Star' class locomotives on its books – our railways have certainly changed almost beyond recognition since 1954. Definitely worth buying. **RSS**

Crecy Publishing Limited, 1A Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH Hardback; 84pp; 160x125mm; ISBN 978-1-910809-64-8; £13.50

Goods trains

By Tim Bryan

TIM Bryan has produced a useful illustrated introduction to the history and development of goods traffic on our railway network right up to the current privatised era of freight operation.

It is a recent addition to the extensive Shire Library Series of monographs.

This informative publication deals with key aspects of railway goods traffic and services. There are chapters covering the history of railway goods operations, the development of goods trains, goods traffic infrastructure, wagons and loads.

The book is generously illustrated with



SCOTTISH MAIN LINES EDINBURGH TO INVERKEITHING

By Dennis A Lovett and Allan McLean

THE outstanding feature of this historic route is certainly the crossing of the Forth Estuary by the magnificent 1890 Forth Bridge.

The original pre-1890 route via Kirkliston also includes the Port Edgar and North Queensferry branches as fascinating adjuncts to the more direct route forming the current main line.

There is excellent coverage of the Rosyth Naval Dockyard Branch, Cruick's Branch from North Queensferry and the Port Edgar Branch from South Queensferry.

The authors, both former railwaymen, have assembled an excellent and varied collection of monochrome images to portray this important route, from the splendours

of Edinburgh Waverley Station through to Inverkeithing. The building of the Forth Bridge is a highlight together with some of the important industrial activity served by the route.

Cruick's Siding and HMS Lion awaiting scrapping in Thomas Ward's scrapyard provide an intriguing image. Indeed there is the usual first-rate mix of historic photographs, maps, gradient profiles and timetables.

Captions are informative and form the main on-going 'narrative' of the book. The modern developments along the route are not neglected either – both Edinburgh Gateway and airport are featured.

All in all this makes another valuable addition to the ever expanding Middleton Press Rail Encyclopaedia. Strongly recommended. **RSS**

colour and monochrome images together with superb posters and track diagrams from various dates.

Suggestions for Further Reading and Railways and Museums to visit are useful.

Altogether this volume is a valuable and succinct introduction to a complex and fascinating key aspect of our railway history. **RSS**

Shire Publications, Bloomsbury Publishing Plc, PO Box 883, Oxford, OX1 9PL, UK Flexiback; 64pp; 210x145mm; ISBN 978-1-78442-399-5; £8.99

The Beeching Legacy - The West Country

By Philip Horton

PHILIP Horton has produced a valuable second edition of his study of the Beeching Legacy in the West Country, which is one part of a five-volume series dealing with the Beeching Report.

With the renaissance in rail travel in the UK the book's text has been expanded and updated, including Train Operating Companies.

The number of photographs has been increased – especially excellent colour transparency views.

With the recent breach of the seawall at Dawlish questions are inevitably raised with regard to the closure under Beeching of the SR route from Exeter to Plymouth! Many other closures and possible reopening issues are dealt with, too.

The book is arranged into three main sections. The first paints a vivid picture of the railways in the West Country (Cornwall

and Devon with parts of Somerset and Dorset) covering the history, network, locomotive and coaching stock and pre-Beeching closures.

Part two focuses in detail on the passenger services Beeching listed for 'modification' and the extensive third part deals in detail with the numerous passenger services listed for withdrawal.

A useful introduction gives an overview and sets the scene for the infamous Beeching Report The Reshaping of British Railways and subsequent service withdrawals and extensive network closures very succinctly.

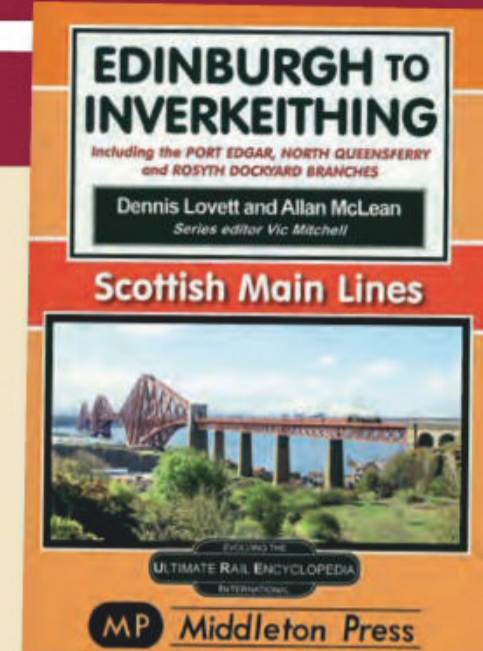
Production values are high. The book includes maps and timetables and is lavishly illustrated with high-quality monochrome and colour photographs.

Each image includes a substantial detailed caption that adds greatly to the narrative text.

All in all a well researched book dealing with what was lost at the time and what remains of our once substantial railway system in the West Country.

Strongly recommended to anyone with an interest in our railway history. **RSS**

The Nostalgia Collection, Silver Link Books. Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincolnshire, LN9 6JR. ISBN:



Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ Hardback; 96pp; 240x175mm; ISBN 978-1-910356-42-5; £18.95

978 1 85794 546 1 Flexiback 240x172mm, 192pp, £25.00 www.nostalgiacollection.com

Leighton Buzzard Sand & Simplex

By Rod Dingwall

HAVING self-published this book, the author has donated 180 copies to Leighton Buzzard Railway (LBR), the proceeds of which will contribute to the Bedfordshire line's Covid-19 survival fund.

Rod Dingwall is an LBR member from its early preservation days, and accumulated a substantial photographic archive. Many of these pictures have appeared in his previous books about the railway.

This book utilises all remaining images he holds, taken by himself and others, to produce an album of 450 photographs, primarily of the line in its industrial days in the form of Leighton Buzzard Light Railway.

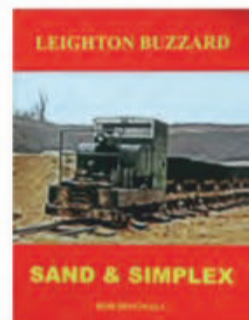
The historic collection is supplemented by a short section illustrating progress on extending the running line of what in preservation is simply Leighton Buzzard Railway up Munday's Hill towards the original Double Arches terminus of the industrial railway.

The majority of the pictures are monochrome, but there are many excellent colour images, including a number of spectacular vistas across sand quarry workings.

Text is limited, but the book includes contributions from people representing the two major local sand companies, including a man who worked for George Garside's for 47 years, providing a first-hand insight as to how the company worked, and why the sand extracted was such a valuable commodity.

The other, by Jeremy White, of Arnold White Estates, tells the story of how the old Joseph Arnold sand company evolved into today's property operation centred on repurposing worked-out quarries. **CT**

Published by Rod Dingwall, 276mmx210mm, 332 pp, softback Price £24.00 plus £6.00 p&p. Order from the Leighton Buzzard Railway by sending a letter with cheque to Leighton Buzzard Narrow Gauge Railway, Page's Park Station, Billington Road, Leighton Buzzard, Bedfordshire LU7 4TN. Mark envelope 'Sand and Simplex'.



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By Michael Messenger

THE author has assembled an excellent personal selection of his high-quality monochrome images taken in the 1960s to portray the last days of steam operations on British Railways in the south and west of England.

Locations visited cover an extensive area from Penzance to Bristol and the Isle of Wight.

Many of the views differ from those more frequently seen and a number feature long-closed branch lines which the author recorded while there was still time. Fascinating infrastructure features in many of the photographs.

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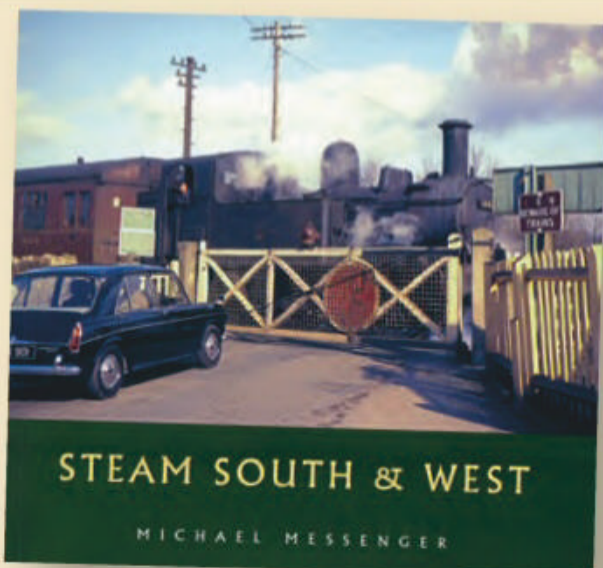
and reproduction first-rate with appropriate informative captions.

Highlights include Exmouth Junction, Meldon Viaduct, Bodmin Gaol, Bristol Barrow Road Shed and the Isle of Wight – just to mention a few.

As always with 'retrospective' books we are only too aware of how much has disappeared from our railway system in the last 60 years.

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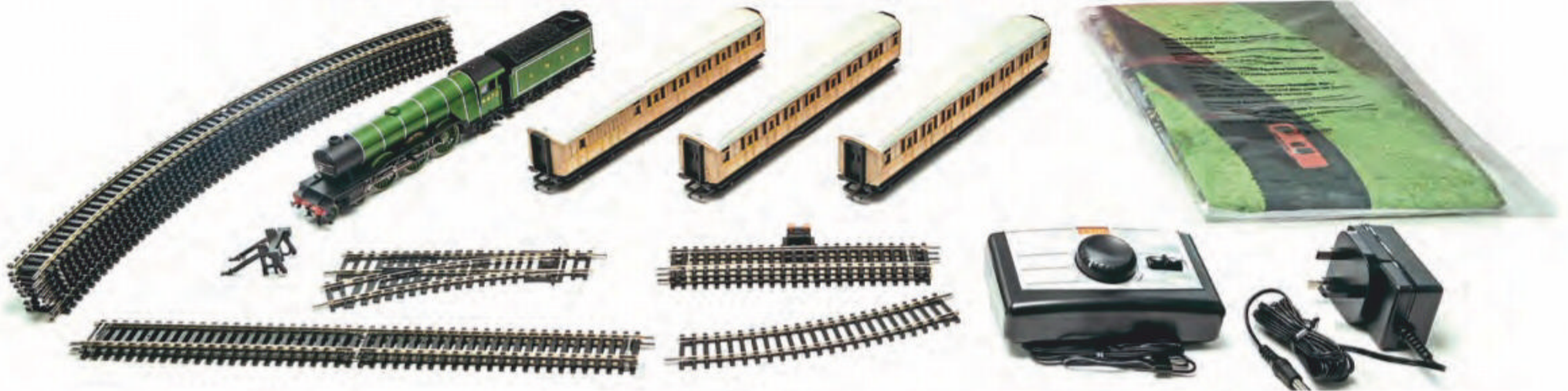
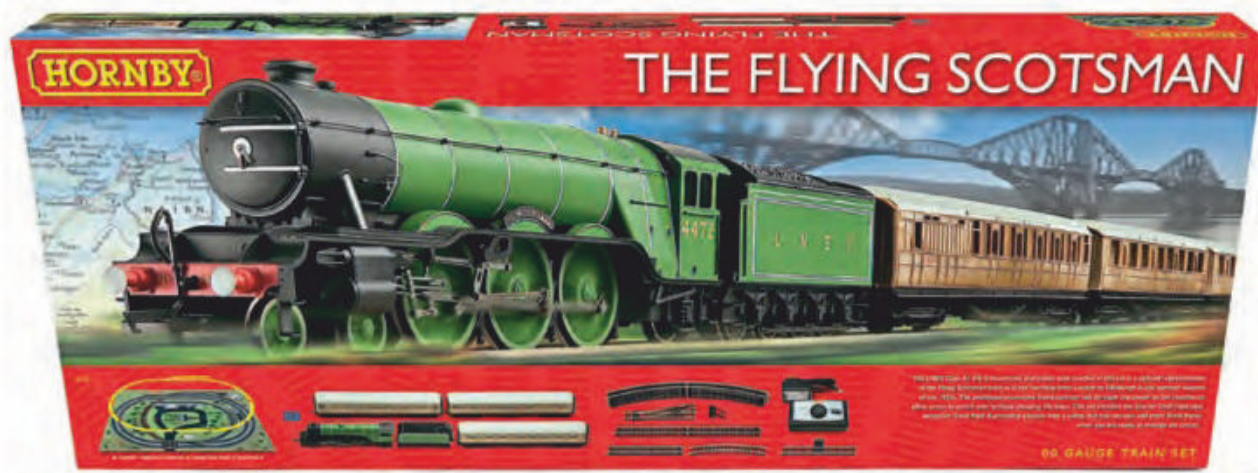
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thicker, stronger leg. CSL timber made for stud walls is ideal.

Permanent layout supports can be fixed to a wall for added strength, but check for cables and pipes before drilling!

It’s also recommended to unwrap and lay timber flat for 48 hours in the room it will be used to acclimatise.

Accessories

Castors can be fitted to the legs to move the board, and corner protectors to avoid damage.

Above and right: A couple of typical model train sets from Hornby.



Next time: Track types, electrics, and a look at scenery.

Exhibition postponed – coronavirus risks and restrictions ‘too great’

THIS year’s Warley National Model Railway Exhibition planned for November at the National Exhibition Centre (NEC) in Birmingham has been postponed until 2021.

Doubts were raised as to whether the exhibition would go ahead when the NEC was converted into an NHS Nightingale Hospital to aid the fight against coronavirus; it is currently in standby mode despite receiving no patients since it opened in April.

Extensive talks and consultations were held to discuss several options allowing for social distancing, including attendance number restrictions and a one-way system. However, it was

decided issues relating to Covid-19 meant the risk to exhibitors and the public were too great.

Exhibition manager Nigel Smith said: “The Warley National Model Railway Exhibition is all about showing the best layouts, trade and other exhibits to promote model railway of all sizes.

“Close interaction is part of the experience, particularly for the younger visitors. Social

distancing and other measures means we cannot interact with fellow enthusiasts as we would wish.

“We considered different options, various scenarios and restrictions that could be imposed.

“Running an event with the current Covid-19 related restrictions – social distancing, restricting attendance numbers and dictating the direction of people around the hall – would have

impacted negatively on the experience of those attending and therefore the very essence of the show.”

Plans are now underway for a show to take place on November 27-28, 2021. Advance tickets for this year’s now-cancelled show will still be valid for next year. Refunds can be requested via email: showtickets@warley-mrc.org.uk or alternatively by sending your tickets and a stamped addressed envelope to: Warley MRC Exhibitions Ltd, Unit 1F, Pearsall Drive, Oldbury, West Midlands B69 2RA.

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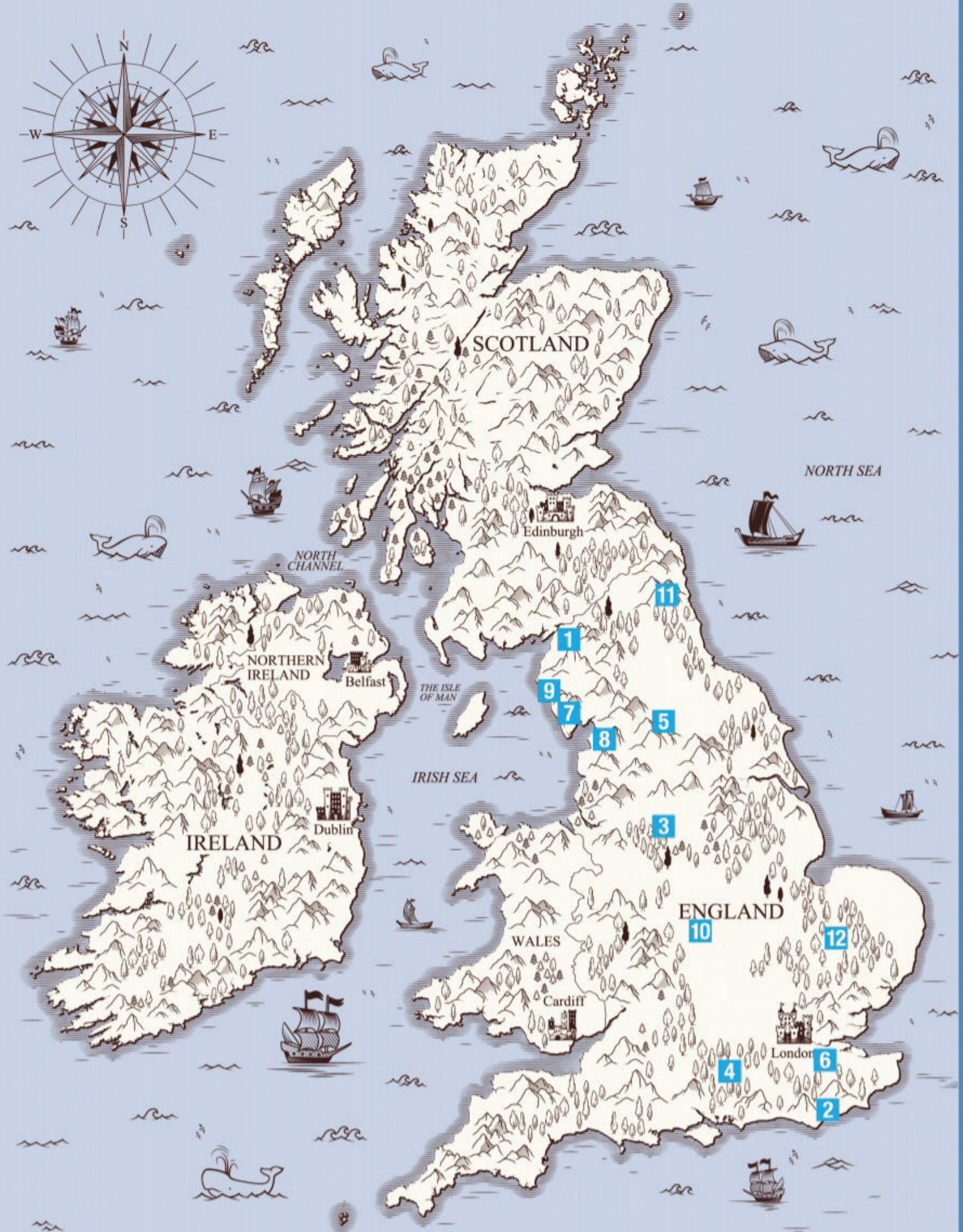
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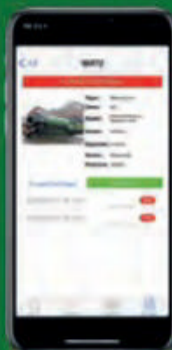
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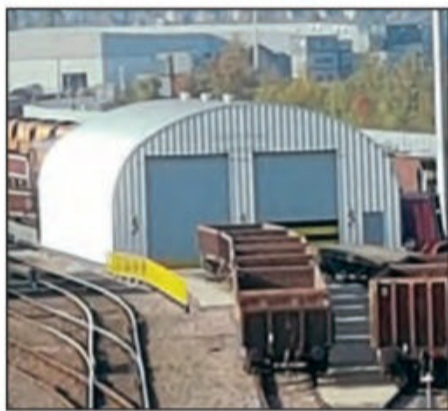
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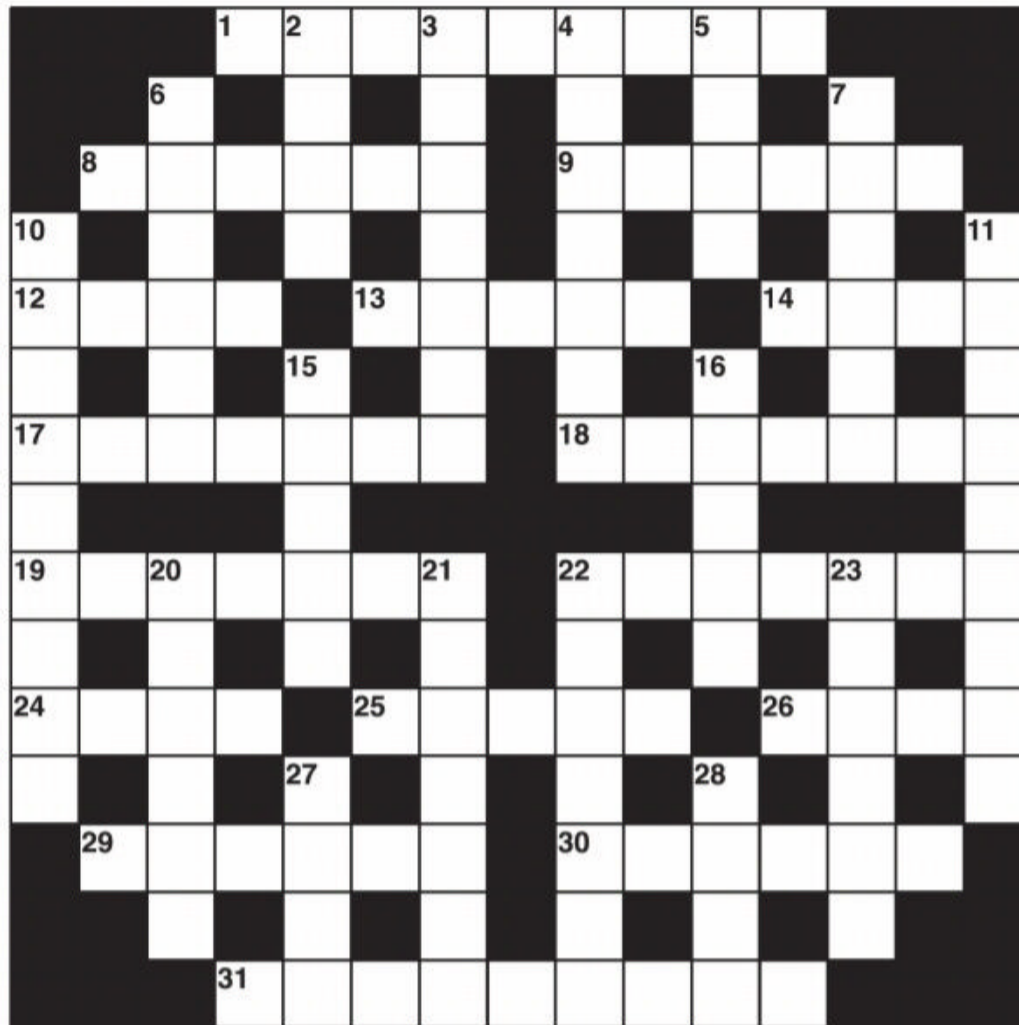
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Across

- 1 Terminus of an L&YR branch from Brockholes (9)
 8 King ____, No. 30453, and namesake of the class (6)
 9 Southern terminus of London's Northern Line (6)
 12, 2 and 16 down LNER 'P2' No. 2001, currently being rebuilt (4,1,3,5)
 13 Seven ____, former station on the 11 down & Llanfair Railway (5)
 14 and 25 across Sir ____ of the ____, 'King 8 across' No. 30788 (4,5)
 17 GWR station between Chepstow and Monmouth (7)
 18 Nickname for Class 50 locomotives (7)
 19 St ____, station between Plymouth and Liskeard (7)
 22 ____ Park, LNWR station in Northamptonshire with royal connections (7)
 24 Windsor & ____ Central, or Riverside (4)
 25 See 14 across
 26 Western ____, No. D1020 (4)
 29 'King 8 across' No. 30749 (6)
 30 Southern Railway locos built as 2-6-4Ts but converted to 2-6-0s after an accident (6)
 31 ____ Topping, Class 60 No. 60050 (9)



Down

- 2 See 12 across
 3 and 4 Station between Oxford and Worcester (7-2-5)
 5 Weight of a wagon without its load (4)
 6 ____ Beacons, original name of Class 60 No. 60040 (6)
 7 Name on the nameplates of six GWR 'Kings' (6)
 10 Royal ____, preserved 'Deltic' No. 55002 (5,4)
 11 ____ & Llanfair Light Railway (9)
 15 Former station at the foot of Shap (5)
 16 See 12 across
 20 ____ Cardiff International Airport station (6)
 21 Ecclesbourne Valley Railway station (7)
 22 Liverpool steam shed, 8L at closure (7)
 23 Bridge ____, North British station south of Perth (2,4)
 27 'EM2' electric loco No. 27004 (4)
 28 Station between West Drayton and Slough (4)

July crossword entry form

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Send completed form (photocopies are accepted) to: July 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 September 2020 issue. The winners will be the senders of the first all-correct solutions opened in our office.

You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.

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Solution to the May issue.

Across: 1 Haworth 5 Ruabon 9 Yarnton 10 Ordsall 11 Inn 12 Ashy 13 Dragoon 14 Old 15 Dunston 17 Alex 21 Lake 24 Central 27 Lea 28 Perrins 29 Three 30 TGV 31 Panther 32 Edgware 33 Hesse 34 Tir-Phil

Down: 1 Haywards 2 Worthing 3 Ratty 4 Honiton 5 Rhondda 6 Aldgate 7 On-Avon 8 Plant 16 Oak 18 Lee 19 Arbroath 20 Bluebell 22 Alights 23 Elstree 24 Calvert 25 Apapa 26 Prince 29 Tiger

May winner: Roy Slade, Prescott, Merseyside

Runners-up: B Massey, Inverness; Keith Burrows, Peterborough

The closing date for this month's crossword is Friday, August 7, 2020.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.



Where is it? Our pictorial quiz, for fun only

LAST month's mystery picture (right) showed former LNWR '1P' 2-4-2T No. 46683 at Marton station, Warwickshire, with the 5.35pm Rugby-Leamington on July 21, 1952.

Marton was opened by the LNWR on March 1, 1851, the station located just slightly more than a half mile from the village on the road to Long Itchington.

The line was doubled in the 1880s, and between 1853 and 1895 the station name was

changed to Marton for Southam and back to Marton, not once but twice.

Marton was served by 10 trains in one direction, nine in the other, in the 1920s.

It closed to passengers on June 15, 1959, with freight surviving until July 3, 1961.

The former station yard is now a small industrial estate.

For this month can you identify where the colourful platform subway is (left)?

Answer next month.



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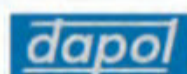


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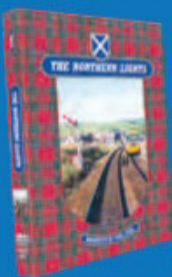
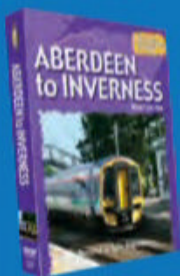
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