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August 2020

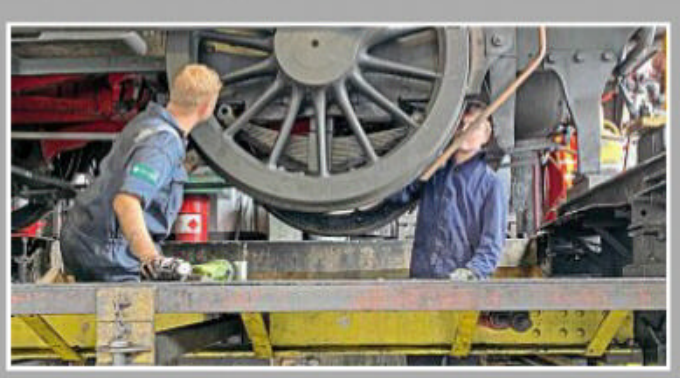
HERITAGE LINES BEGIN TO REOPEN

FULL LIST INSIDE

- Government rail support until 2022
- Trans-Pennine electrification back on!



TYNE & WEAR METRO AT 40



PRESERVATION'S VOLUNTEER PROBLEM



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WELSH PONY STEAMS AFTER 80 YEARS ♦ CLASS 196 ON TEST

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© 2020 Mortons Media ISSN 0033-8923

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SUBSCRIPTION
Full subscription rates (but see page 47 for offer):
(12 months 12 issues, inc post and packing) - UK £54. Export rates are also available - see page 97 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

PRINT AND DISTRIBUTIONS
Printed by: William Gibbons & Son, Wolverhampton
Distribution by: Marketforce (UK) Ltd,
3rd Floor, 161 Marsh Wall, London, E14 9AP
0203 787 9001

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This issue was published on August 5, 2020.
The next will be on sale on September 2, 2020.

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Passengers being welcomed back – or are they?

AFTER weeks of 'essential travel only' messages, restrictions on using trains are at last being relaxed.

Passengers are officially being welcomed back as part of a 'Let's travel safely this summer' campaign.

It's the boost the industry has needed, yet despite the campaign, there are still underlying messages from some train operators, as well as employers, for passengers to 'consider alternatives'.

One train operator is using a traffic light system on train loadings, and if the situation goes to 'red' says it will close stations and cancel services.

What kind of message is that, especially as travel must be with a face covering? It's rather negative.

Even National Express has been adding extra services to meet demand, while rail openly turns custom away. Coaches have been carrying more passengers than on the equivalent rail journey.

You couldn't make it up!

Over in Europe, particularly in Germany and The Netherlands, it is a different story. Respected traveller Mark Smith (seat61.com) has reported busy trains, with none of this 'don't travel' nonsense found in much of the UK.

The financial impact to both national rail (and the heritage sector, too) as a result of Covid-19 has been immense, leaving a long, lasting effect.

What is needed now is a high-profile campaign, along with some genuine financial incentives, to get passengers back onto trains.

Charging £314 for a peak-time Manchester to London return train, when your customer base has evaporated, just isn't going cut it.

Transport experts modelling the impact of Covid-19 are suggesting it will take between five and seven years for rail to return to pre-virus passenger levels – that's a bleak long-term forecast after years of buoyant growth.

With the Emergency Measures Agreement expected to remain in place until around March 2022, the Williams Report, like so many previous reports on rail, will stay unpublished on a shelf, gathering dust.

What is evident is how everything related to rail travel – in fact, all types of travel – has changed beyond belief, and the industry will need to adapt.

Furloughing, job losses, changes in working arrangements to part-time or from home could, unfortunately, point towards fewer trains and reduced services, but also fewer staff could be needed.

There is a chance new trains could be placed in store – unless the Government grasps the nettle and starts to pump out positive messages and win passengers back.

Some Trades Unions are threatening ballots for strike action if the two-metre social distancing rule is relaxed. Then there's the almost complete cessation of on-board ticket checks (enabling 'free rail travel' between stations without barriers). It seems like lethargy has set in, and no-one cares anymore.

To succeed in the future, TOCs will need to get back on top of their game, and crucially, consider broadening their offer based on a much different operational model of travel patterns, centred around off-peak and leisure travel.

The risk for the rail passenger is with the DfT effectively running and financing TOCs, it could lead to inadequate investment in PR and marketing to encourage people back onto trains.

A committed scheme, headed up by the RDG to do just that, should be ready to go now!

Doing nothing could put our railways and train services at serious risk when HM Treasury comes knocking – as they inevitably will, sometime soon.



TRAIN OF THOUGHT
Editor's Comment

Realistic ideas or madcap schemes?

A FURTHER 50 rail or station reopening schemes are being considered in a second round of bids – there's a third round later in the year – but just how many really are viable?

Many of these lines and stations closed through lack of passengers as the motorcar became more popular, along with the freedom and flexibility that came with it.

While not wishing to pour cold water on what might be a good idea, the rail industry and franchising are currently in deep trouble – as is the country.

I hesitate to think, some 60 or more years on from the closures, that reopened lines could win back the necessary volume of passengers to make it a financial success.

That's not all. There are plenty of examples where track beds were never protected and have been built upon, breached or eroded completely. Some formations now have structural issues.

Study a satellite map of some of the proposed reopenings, and many businesses and homes have been built on the alignment of the original route, so will need an expensive deviation.

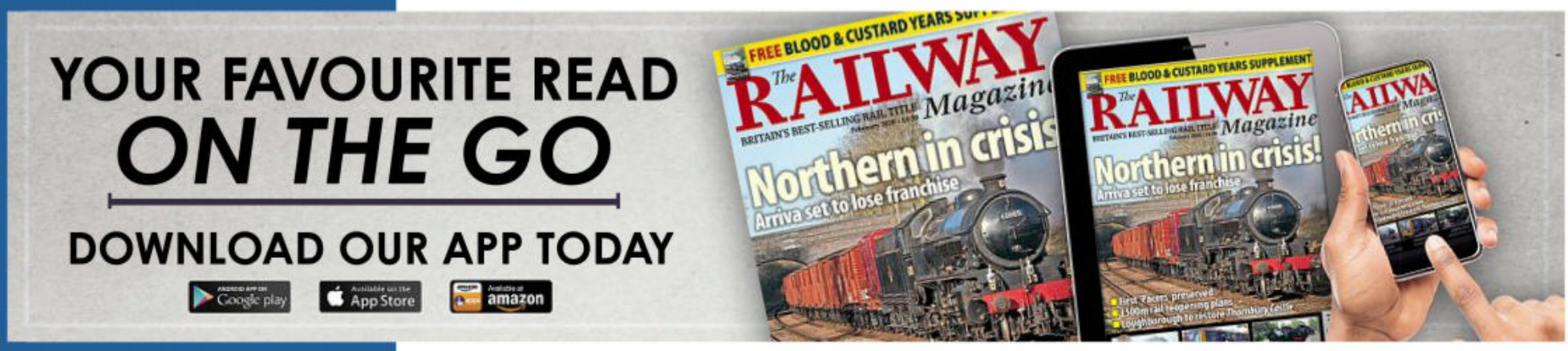
I am also uneasy about how some of the reopening proposals incorporating heritage lines and volunteer-run and operated lines, could work.

Take the plan to reopen Ryde to Newport on the Isle of Wight: how could an hourly timetabled service, say from 06.00-23.00, operate without significant detriment to income and patronage to the existing heritage railway, built up over decades?

There are schemes that would involve lots of level crossings, something the regulator (ORR) is unlikely to permit except in the most exceptional circumstances.

While folk are getting excited that their local line or station could reopen, schemes with only cast-iron credentials and long-term sustainability which add resilience to the network should be pursued so passengers don't start returning to cars after a few years of operation.

CHRIS MILNER, Editor



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Philip Horton returns with more schoolboy recollections and photographs of the last steam-worked push-pull trains, this month looking at the London Midland Region.

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For this month's Practice & Performance Keith Farr rolls the clock back to the heyday of the LNWR and analyses the performance of its famous 'George the Fifth' class 4-4-0s.

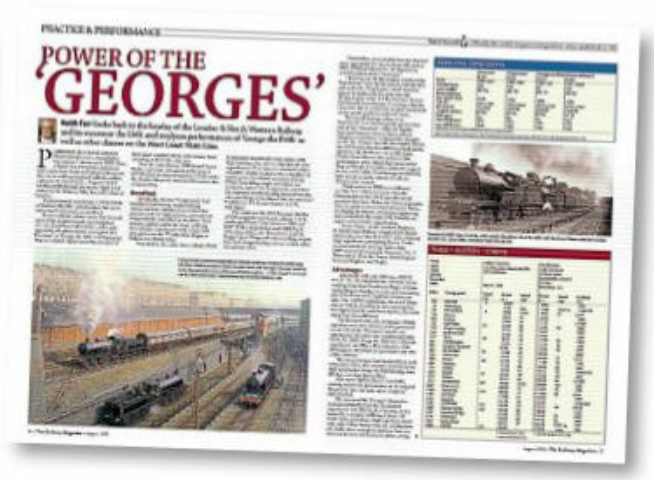
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Peter Brown joins revenue protection teams on patrol on the West Coast Main Line as they clamp down on the increasingly costly and often fraudulent act of fare evasion.

41 Tackling the Volunteer Problem
As heritage lines begin to reopen, Nicola Fox investigates the pressing need for railways to attract new volunteers from the younger generation.



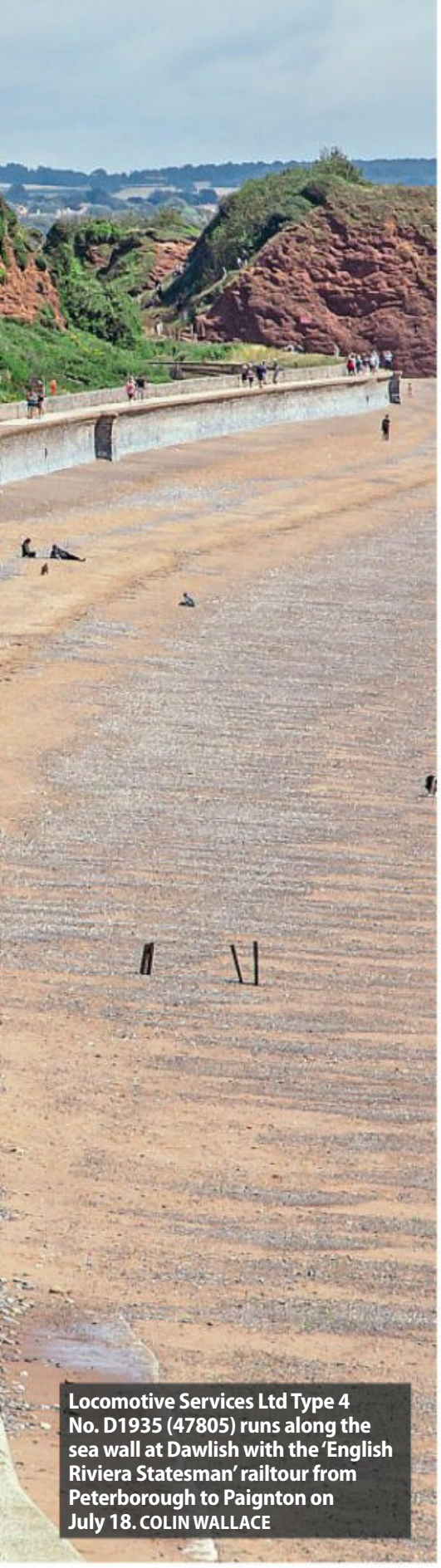
ONE LAST PUSH: **Midland push-pull trains - p20**



LNWR LEGENDS: **4-4-0s in the spotlight - p26**



PAYING THE PRICE: **Beating the fare dodgers - p36**



Locomotive Services Ltd Type 4 No. D1935 (47805) runs along the sea wall at Dawlish with the 'English Riviera Statesman' railtour from Peterborough to Paignton on July 18. COLIN WALLACE

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Headline News



Class 47 No. 47593 *Galloway Princess* heads towards Ribblehead from Blea Moor with a Rail Charter Services trip from Appleby to Skipton on July 21. AIDEN FORT

Trans-Pennine upgrade confirmed, Government TOC support extended until 2022, first tests for WM Class 196s, NRM confirms *Sir Lamiel* overhaul, new Settle to Carlisle charters begin, HS2 construction starts at Euston, First Group reports £300m loss.

On the cover

MAIN IMAGE: Maunsell 'S15' 4-6-0 No. 825 waits at Grosmont with the 11.30 Whitby-Pickering service at the North Yorkshire Moors Railway on July 26. The train was part of the railway's driver refresher programme ahead of the public reopening on August 1. CHRIS GEE



INSET 1: 40 years of the T&W Metro.

INSET 2: Heritage railway dilemma.

INSET 3: The final days of London Midland push-pull services.



All Swanage Railway services were worked by main line-certificated Class 33 No. D6515 *Lt Jenny Lewis RN* on Saturday and Sunday, July 11 and 12. Here, it is seen between Corfe Castle and Norden, at midday on the 11th. PETER NICHOLSON

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A wet, but historic day for Ffestiniog Railway and its England 0-4-0STT *Welsh Pony* as the loco steams in Boston Lodge yard on June 27. The deep purple appears almost black amid the dire weather. CHRIS PARRY/FF&WHR

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Atmosphere in abundance on platform 10 at Liverpool Street station in 1945 as the sun filters through the murk. C R L COLES/ RAIL ARCHIVE STEPHENSON

Shapps confirms funding and new council to accelerate trans-Pennine upgrade

By Ben Jones

WORK to modernise and partially electrify the Leeds-Huddersfield-Manchester route received a huge boost on July 23 when the Government confirmed a £589million fund to support design and enabling works.

The centrepiece of Network Rail's multi-billion pound trans-Pennine upgrade project, first revealed in 2018, includes the quadrupling of around eight miles of railway between Dewsbury and Huddersfield, a new grade-separated junction at Ravensthorpe, near Mirfield, provision of a fourth through platform at Huddersfield and electrification.

Complex project

The complex and expensive project will create additional capacity for passenger and freight trains on one of the route's most congested sections, restoring four-track operation between Ravensthorpe and Huddersfield via Heaton Lodge Junction, which was reduced to double track by BR almost 50 years ago.

Full electrification of the Leeds to Manchester route is also now being considered, along with the provision of digital signalling systems, further four-tracking at undisclosed locations and enhancements to allow electrically hauled freight to use the route.

An Integrated Rail Plan for the route is currently in progress and will be published in December.

Transport Secretary Grant Shapps, who holds the additional position of Northern Powerhouse Minister, also announced the creation of a new Northern Transport Acceleration Council on July 23.

The new body will provide a 'direct line' between political leaders in the north of England and Government ministers to accelerate infrastructure improvements across the region.

The council will work with dedicated Department for Transport (DfT) staff based in northern cities and will meet for the first time in September.

The move was welcomed across the political spectrum, with Greater Manchester Mayor Andy Burnham saying: "This feels like a gear change from the Government in the delivery of transport improvements in the North of England, and I welcome the new drive the Transport Secretary is bringing to this.

'Capacity issues'

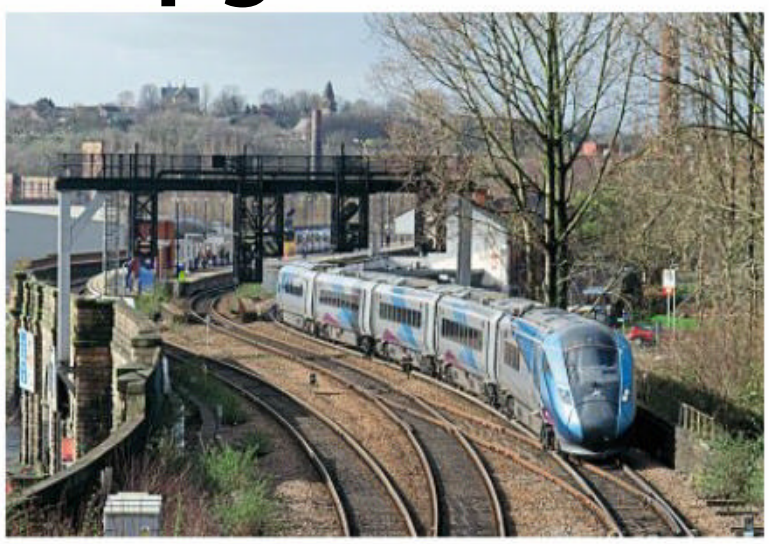
"But it is important to be clear that upgrading the existing railway between Manchester and Leeds does not diminish the need for a new line in Northern Powerhouse Rail, nor does it solve the capacity issues in central Manchester which require a separate solution."

However, the creation of the NTAC throws doubt on the role of Transport for the North (TfN), the sub-national statutory body established to oversee the operation and development of transport across the north of England.

Shadow Transport Secretary Jim McMahon said: "While we welcome an announcement of devolution of transport powers, we've heard all this before.

"Transport for the North was set up to deliver the same aims as this new body, yet it had its roles and responsibilities pulled from underneath it.

He added: "The Government needs to deliver tangible action and give the funding and powers needed to rebalance infrastructure spending across the country."



Trains such as this TransPennine Express bi-mode could soon be speeding across the Pennines between Leeds and Manchester under electric power rather than diesel. 'Nova 1' No. 802205 passes through Stalybridge on the 10.24 Liverpool Lime Street-Edinburgh service via Leeds on February 29. TONY MILES

Eversholt and Alstom invest £1million in hydrogen '321s'

ALSTOM and rolling stock leasing company Eversholt Rail have agreed to invest £1million to further develop their 'Breeze' hydrogen train concept.

Alstom has successfully pioneered the technology for its experimental 'Coradia iLint' multiple unit in Germany, and believes the new investment will help it to have a UK loading-gauge version ready by 2024.

First mooted in January 2019, the Class 600 'Breeze' trains are based on Class 321 EMUs, most of which will be made redundant by the introduction of new trains over the next year.

Alstom and Eversholt plan to rebuild the trains from four-car EMUs into three-car HMUs, with part of one driving vehicle rebuilt to accommodate hydrogen storage tanks.

The intention is to offer them as 'clean' replacements for diesel units on regional and rural lines, where electrification is unlikely to be viable.

If the project is successful, series conversion of the trains would be undertaken at Alstom's Widnes factory on Merseyside, creating up to 200 engineering jobs.





First test runs for West Midlands Class 196

TESTING of the first Class 196 to be delivered to West Midlands Trains got underway on July 23, when unit No. 196101 worked from Tyseley depot to Hereford and back.

WMT has 14 four- and 12 two-car on order, which will replace Class 153 and also the 23 Class 170s on WMTs books.

Manufacturer CAF is building most of the sets at its new factory at Newport, Gwent with imported bodyshells, although some initial units have been built in Spain.

Introduction of the first units is expected before the of the year.

Pictured is 196101 at Ladywood on its first outing to Hereford – note the small set ID under the driver's windscreen. BOB SWEET

Hitachi and Hyperdrive to create battery plant in North East

HITACHI Rail and Hyperdrive Innovation have signed an exclusive agreement to develop battery packs to power zero-emission trains, and create a 'battery hub' in the North East.

The move is all part of a drive for greener trains.

Hitachi has identified UK fleets, totalling 275 trains, as potential early recipients of battery technology.

The company also plans to install them on new metro and intercity trains as part of the move away from diesel traction.

Hitachi believes as many as 400 trains could have batteries fitted.

Extend range

Installing batteries onto current fleets can extend their range and allow passengers to reach stations on non-electrified branch lines without having to change train.

To take battery technology forward, the two manufacturers will accelerate the creation of batteries that can be mass-produced at Hyperdrive's Sunderland factory before installing them on trains built 20 miles away at Hitachi's Newton Aycliffe factory.

This technology will be a big step forward as 58% of the UK rail network is not electrified, and there is mounting pressure to meet decarbonisation targets earlier than stated.

Development of the UK's first independent battery pack manufacturing facility will double the number of jobs at Hyperdrive's Sunderland site, but the technology could offer benefits for the automotive, construction and energy sectors.

'Vital role'

Andrew Barr, Hitachi Rail Group CEO, said: "Battery trains can play a vital role in improving the air we breathe, tackling climate change and providing modern, high-performing rail services.

"The partnership with Hyperdrive creates shovel-ready opportunity for new battery trains to be ordered now.

"As well as new trains, this is also a window of opportunity to cut carbon and supercharge a green recovery across the UK."

■ Back in 2007 Hitachi created a hybrid train in the UK using Class 43 power car No. 43089, which ran 100,000km during testing. It has been donated to the 125 Group by Porterbrook.

Government extends TOC support until March 2022

By Tony Miles

THE Government is preparing for a much longer period of financial support for TOCs once the six-month Emergency Measures Agreements (EMAs) expire on September 20.

Passenger numbers have only risen slowly and the Department for Transport is still ordering train operators to maintain social distancing and discourage travel by train.

The new agreements are expected to last for 18 months, taking TOC support to two years.

The move will come as little surprise to those within the industry who have been indicating a return to 'normality' following the Covid-19 pandemic is likely to be protracted.

The decision was expected to be announced before the Parliamentary summer recess, which began on July 22, but this didn't happen, and it is reported 'tailored' agreements are being created for each TOC rather than a standard agreement for all.

Uncertainty

This will reflect the differing types of passenger across the operators and create further uncertainty over future demand.

Industry insiders believe that in the medium-term passenger volumes could settle at around 75% of pre-Covid levels, but this is likely to result in some service cuts at a number of operators.

The 18-month deals are being described as Emergency Remedial Measures Agreement (ERMA) contracts, with Treasury support expected to fall away as passenger income rises.

Working out how Treasury support may be gradually reduced will be difficult given the high level of uncertainty over future passenger numbers.

Adding to the problems are any possible subsequent Covid spikes during the winter, and the fine margins in management fees being paid to TOCs, equivalent to an average 2% profit margin on pre-pandemic operating costs.

Calculations by industry experts suggest that to return to pre-Covid numbers by the spring of 2022 would require monthly passenger growth roughly five times the best annual growth levels achieved in recent years, a target that is unlikely to be met once job losses and changes in working practices stabilise.

DfT data

The introduction of new 'part-time' season tickets at a number of operators and indications others are proposing similar products suggests a permanent reduction in commuting is expected.

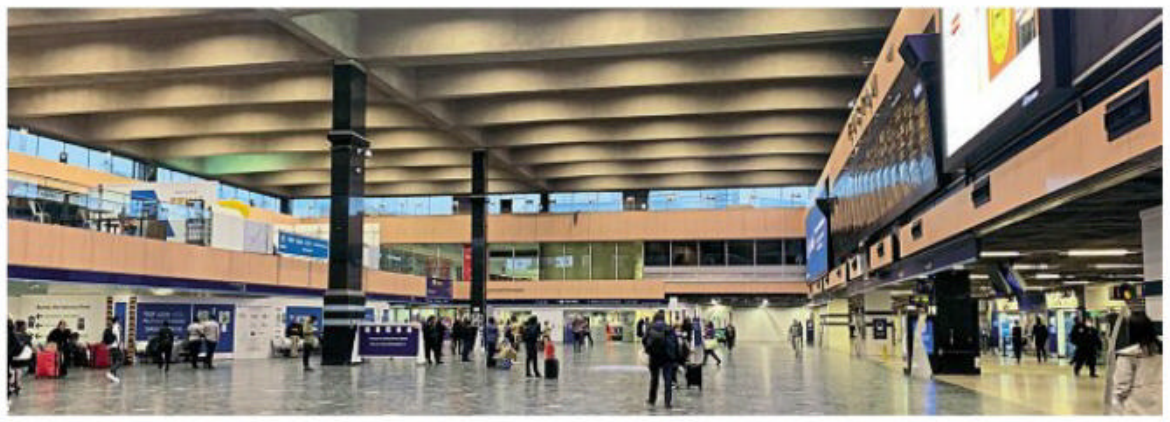
The DfT is expected to publish more detailed data which will show the level of support currently being provided for passenger services.

On June 15, Transport Minister Chris Heaton-Harris said: "Since the outbreak of Covid-19, the Government has approved £3.5billion of additional expenditure to ensure vital rail services continue to operate.

"Of this additional expenditure, £2.9billion relates to the 2020/21 financial year. It is not yet possible to provide an estimate of the total cost incurred to date."

A *Guardian* report on June 18 suggested this equates to around £100 in subsidy for every passenger journey taken since lockdown, but sources close to the DfT indicate the figure is "a bit off", with further analysis giving broad support to this estimate.

Analysis suggests while a journey on c2c through the lockdown period has needed less than £25 of DfT support, the five long-distance operators have been requiring more than £100 of subsidy per journey.





Above: An almost deserted concourse at London Euston at 18.45 on the evening of Monday, June 29, is an indicator of how few passengers are travelling.

Right: Face coverings, as seen at London Paddington station on July 19, are now compulsory on public transport throughout the UK unless passengers have an exemption. JACK BOSKETT

Redundancies

Avanti West Coast has needed more than £200 and LNER, in the hands of the DfT's Operator of Last Resort, requiring almost £250 per passenger journey.

Income is likely to be reduced permanently, and indications are growing TOCs will need to make redundancies.

Some senior managers have suggested cost-saving moves such as changes to the 'role of the guard', an issue which has fallen off the radar in recent months, are likely to be examined again.

The rumours prompted a speedy response from railway unions, which said any such moves would result in ballots for further industrial action.

There has been no detail regarding further support for the devolved heavy rail operators in Wales and Scotland as well as the locally managed Merseyrail network.

In addition, the £30million Government support to enable metro and light rail operators to begin ramping up services, announced on May 23, will need to be supplemented while passenger numbers remain low.

Emergency

However, the Scottish Government has confirmed it will provide up to £9m of emergency funding for the Glasgow Subway and Edinburgh Trams to help mitigate the financial impact of the drop in ridership as a result of the pandemic.

The funding will cover the period from July to the end of September.

Both publicly owned operators had been using reserves to support operations since the start of the lockdown.

More timetable changes ahead and bigger push to travel?

By Tony Miles

TRAIN Operating Companies (TOCs) are expected to announce the next round of timetable changes in mid-August (August 18 is likely) ahead of their introduction on September 8.

This is expected to be accompanied by Government efforts to encourage more people to return to public transport.

The DfT is currently funding passenger operators and had been calling for a full restoration of the pre-Covid timetables, but it is now understood this will not happen at a number of TOCs.

Some service frequencies will remain lower than before the pandemic. Planned timetable increases that had formed part of franchise agreements are, in some cases, to be abandoned, and it looks like fewer but longer trains.

In a few cases there will be some very significant changes to services, with TOCs reporting poor punctuality, such as Northern and WMT, seeking to retain the very significant performance improvements evident during the operation of reduced timetables.

One particular surprise has been the announcement that the Rose Hill Marple to Manchester Piccadilly via Hyde Central service will be suspended completely from early September through to the next official timetable change in mid-December.

The news forms part of a statement by Northern, which says: "It will not be possible to restore pre-Covid levels for some time due to the number of colleagues who are classified as vulnerable; the amount of training still to be completed on both our new trains/Class 769 fleet; and the natural attrition of operational staff (their replacements still to be trained)."

The return of passengers is still uncertain, and there are some suggestions the traditional bi-annual timetable changes will be abandoned for some time, with more frequent adjustments being made to respond to demand to help manage the situation as a result of the coronavirus, any future spikes and the rolling out of vaccines.

Grand Central up and running again

ARRIVA-OWNED Grand Central (GC) restarted operations from July 26.

The company had paused its open access operation from early April because of coronavirus, and placed staff on furlough.

Announcing the decision on June 30 has allowed passengers to book tickets for two daily return Bradford Exchange to London King's Cross operations and three daily return workings between Sunderland and the capital. More services will be added as demand increases.

Drivers and operational staff spent time in July familiarising themselves once again with the trains and routes, as well as the enhanced safety measures, which has led to increased cleaning during the journey and overnight at depots, plus protective equipment for staff.

'Hard work'

Managing director Richard McClean said having been faced with the fact GC could not run a viable service with social distancing in place and a ban on non-essential travel, there has been much hard work to plan every aspect of a safe, sustainable return.

He added the lockdown had eased to such a degree that GC began a measured return to service from late-July.

On July 24, GC said demand had led it to add an extra Sunderland service from August 23, with an additional Bradford working from September 13.

The launch date of a new five-times-a-day open access Blackpool North to London Euston operation will remain under review.

■ As we closed for press, there was no news about open access operator Hull Trains restarting its operations.

FIRSTGROUP BLAMES 'GREYHOUND' FOR £300M LOSS

ABERDEEN-based transport group First, which operates three UK rail franchises, saw its annual losses treble to almost £300million in 2019/20.

The operator of the Great Western and TransPennine Express franchises and the South Western Railway and Avanti West Coast joint ventures (with MTR and Trenitalia, respectively) blamed its Greyhound bus operation in the USA for much of the losses.

Struggling

First had already been struggling, having posted a £97.9m deficit over the previous 12 months.

The full effects of the Covid-19 pandemic are yet to be felt in the company's results, with First having recorded an operating loss of £152.7m, compared to a £9.8m profit 12 months earlier.

First Group's share price dropped by almost 80% at the peak of the pandemic crisis before making a partial recovery.

£200k fund for mobile signal trial

TRANSPORT Secretary Grant Shapps has announced a £200,000 Government investment into developing an innovative prototype to improve mobile connectivity for rail passengers.

More than a third of the 11,000 miles of Great Britain's railways is electrified, using overhead line equipment (OLE), and research funded by the Department for Transport has found it is possible to attach communications antennas to the OLE improving connectivity for passengers as well as reducing the need to build additional track-side masts and cutting costs.

It could lead to a reduction of frustrating internet blackouts.

The next challenge is for telecom operators to come forward and develop suitable equipment for the next phase of the trial, which will test how antennas can be safely fixed onto OLE in a live railway environment.

LNER HST nameplates auction for CALM charity

EAST Coast operator LNER is offering seven nameplates from its HST power cars for auction, with the proceeds will be donated to LNER's charity partner, the Campaign Against Living Miserably (CALM).

The nameplates up for auction are from Nos. 43308 *Highland Chieftain*, 43300 *Craigentinny* (and one crest), 43238 *National Railway Museum*, 43208 *Lincolnshire Echo,* 43257 *Bounds Green*, 43274 *Spirit of Sunderland*, and 43290 *MTU Fascination of Power*.

G W Railwayana Auctions will be in charge of the sale on November 14.

Details: www.gwra.co.uk

■ LNER stopped offering Nectar points on bookings from August 1.

As an interim, passengers will get a 2% credit back on any LNER transactions while a new loyalty scheme is devised, automatically added as an eVoucher to customers' LNER account each month.

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£1.2billion proposal for South West upgrades

By Ben Jones

HS2 critics Lord Berkeley and Michael Byng have compiled a new report outlining a package of schemes to improve and reopen railways in the south-west of England.

It has been costed at £1.2billion using Network Rail's new industry standard project analysis tools.

The recommendations include redoubling the entire Salisbury to Exeter route; reopening the Exeter-Okehampton-Tavistock-Plymouth route to provide a second, weather-resilient route to the Far West; upgrading the Lostwithiel to Fowey freight branch to carry passengers; and reopening the Bodmin Parkway-Wadebridge-Padstow line.

Other suggestions include upgrading the Exeter to Barnstaple (£17.25million) and Truro to Falmouth lines, and the creation of a new Newquay to St Austell line using existing lines and reinstated china clay branches.

Upgrading the Salisbury to Exeter line is estimated at £382m across three phases: reopening the former LSWR main line via Okehampton to Plymouth would involve upgrading and redoubling the Exeter to Okehampton (£154.4m) and Plymouth to Bere Alston lines; extending the latter back to Tavistock (£123.6m); before reinstating the Tavistock to Meldon Quarry section (£148.5m). Total cost is estimated at £426.5m.



Rails back to Wadebridge? 'N' class 2-6-0 No. 31854 departs from Wadebridge with the 12.58pm Padstow-Okehampton train on May 16, 1964. F W CRUDASS/*RM* ARCHIVE

Camel Trail

Rebuilding and reopening of Bodmin to Padstow is estimated at just £32m. Much of the latter still exists as the Bodmin & Wadebridge Railway and Camel Trail cycle path, although no detail is given about how the railway could be reinstated through the centre of Wadebridge, where roads, houses and shopping areas occupy the track bed and former station/yard area.

Reopening costs for the line to Fowey are estimated at just £5.25m, despite the requirement to upgrade the highly scenic freight line to passenger standards, reinstate the line beyond its current limit at Imerys' Carne Point china clay port, and provide a new station on a constricted site in Fowey.

The £181.5m Cross-Cornwall Rail Link would include improvements to the current Newquay to St Dennis line, reinstatement between St Dennis and Parkandillack, and an upgrade of the Parkandillack to Burngullow china clay branch for passenger use.

Finally, the authors also recommend an £11.8m scheme to improve infrastructure and provide community rail services on the West Somerset Railway between Taunton and Minehead.

'Rebalancing'

Lord Berkeley said: "The Government's commitment to rebalancing the economy from the South East to the Midlands and North, most recently by the reported creation of a Northern Transport Acceleration Council (see separate story), must also be applied to the South West.

"A contribution of less than 1% of the cost of HS2 would bring massive benefits to this region, which sometimes feels much forgotten."

NRM agrees *Sir Lamiel* overhaul... with 2023 target

THE National Railway Museum has 'green lit' the overhaul of its sole-surviving Southern Railway 'King Arthur' No. 30777 *Sir Lamiel*.

The museum has also renewed the 4-6-0's custodianship agreement with the Loughborough-based 5305 Locomotive Association (5305LA).

The overhaul will be carried out at the Great Central Railway (GCR) by the 5305LA engineering team, led by chief engineer Tom Tighe, and completed to full main line standards.

Work is due to begin later this year and scheduled for completion in 2023.

Once finished, a second, five-year loan agreement between the NRM and 5305LA will be negotiated. This will see *Sir Lamiel* continue to be based at the GCR, where it has been resident since 1996, but enable it to return to the main line as well as appear at other heritage railways across the country.



'King Arthur' No. 30777 *Sir Lamiel* on the climb to Sapperton, near Coates, with Steam Dreams' 'Cathedrals Express' from Waterloo to Gloucester on October 11, 2008. The locomotive could be back on the main line in three years' time. JOHN CHALCRAFT/RAIL PHOTOPRINTS

5305LA's initial mechanical assessments of the 'King Arthur' have confirmed the loco's suitability for overhaul.

The bottom end is in good order following a previous overhaul in 2012 – the unknown factor is the boiler, but this will be stripped and assessed early on in the overhaul process.

Subject to any unforeseen delays, the locomotive will be back on the main line in around three years' time, enabling it to celebrate its own 100th anniversary in 2025.

The loco will be turned out in its BR identity as No. 30777 in lined-out passenger green with early crests on the tender.

It is hoped *Sir Lamiel* will be able to work a series of commemorative railtours over former Southern Region metals during the centenary year.

The 5305LA has launched the Knights of the Round Table (KotRT) appeal to help finance the £80,000 overhaul, which is seeking to recruit 74 individuals to each donate £1,000 to the initial £74,000 appeal.

Donations can be made in a lump sum, in four quarterly payments of £250, 10 installments of £100, or 36 instalments of £27.78.

A number of incentives have been created for KotRT donors including:

- Personalised certificate and membership card
- Name engraved on a Round Table and displayed prominently (subject to a suitable display location being agreed)
- Footplate access, when stationary, to No. 30777's cab when practically possible at the GCR.
- Free seats on the inaugural train at the GCR.
- 25% off Standard Class seats on the first mainline railtour.
- Life membership to the 5305 Locomotive Association.

■ Full details can be found at: https://tinyurl.com/y4nuudby

5305LA chairman Alan Berck-May said: "We're really proud to continue our association with *Sir Lamiel* and look forward to working with colleagues at the NRM and the Great Central Railway as we undertake the overhaul."

Heritage lines reopen in time for summer peak

THE wait is over!

After five worrying months of inactivity, a number of Britain's preserved railways and railway museums have reopened following the gradual easing of Covid-19 restrictions.

The first crop of lines welcomed passengers during early July (see p56), with more following later in the month, and the majority of others expected to open up during this month.

Several railways, however, have made the decision not to reopen during the summer, with some electing to remain closed for the rest of the year.

For those lines that are running trains, it is not quite 'business as usual'. The need for social distancing, staff/volunteer availability and other governing factors have resulted in lines offering a somewhat pared back service to what would normally be expected at this time of year.

Requirements for pre-booking, shop/cafe closures, and in many cases a reliance on compartment stock to retain social 'bubbles', has meant passenger capacity is down and the overall visitor experience is somewhat reduced.

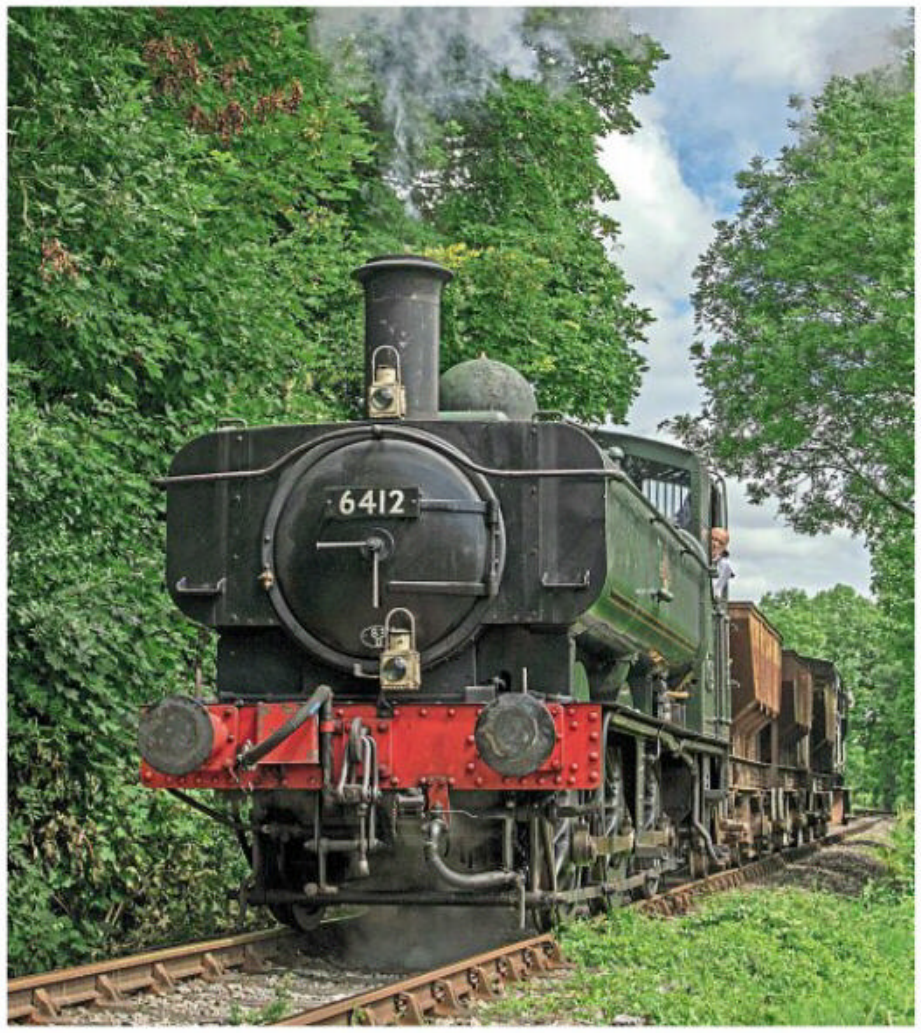
However, that does not seem to have kept people away, and those railways that had reopened by the time this issue of *The RM* went to press were greatly encouraged by the turnout so far.

Many narrow-gauge lines have also reopened, although some will remain closed for the rest of 2020.

The lifting of travel restrictions in Wales on July 6, has allowed a number of lines to reopen for tourists.

With the situation remaining fluid, the table below shows which railways are currently open, which are to reopen during August, and which lines are not planning to reopen this season.

Please check before visiting.



LEFT: The return to operation of some railways has also allowed the first photographic charters to take place since the beginning of the year. Martin Creese's 30742 Charters quickly took advantage of steam's re-emergence, holding events at the Statfold Barn Railway on July 13, and again at the Chinnor & Princes Risborough Railway a few days later on July 19. Here, the South Devon Railway's Collett '64XX' 0-6-0PT No. 6412 heads a short branch line ballast train towards West Lane in Bledlow, Buckinghamshire, during the Chinnor line charter.
MARTYN TATTAM

Railways currently open:

- Amberley Museum
- Appleby-Frodingham Railway, Scunthorpe
- Bala Lake Railway
- Beamish Museum
- Bure Valley Railway
- Cleethorpes Coast Light Railway
- Colne Valley Railway
- Crich Tramway Village
- Dartmouth Steam Railway
- Devon Railway Centre
- Didcot Railway Centre
- East Anglian Railway Museum
- East Somerset Railway
- Eastleigh Lakeside Railway
- Ecclesbourne Valley Railway
- Embsay & Bolton Abbey Railway
- Evesham Vale Light Railway
- Fairbourne Railway
- Ffestiniog & Welsh Highland Railways
- Great Central Railway
- Great Laxey Mine Railway
- Groudle Glen Railway
- Head of Steam, Darlington
- Heatherslaw Light Railway
- Isle of Man Steam Railway
- Isle of Wight Steam Railway
- Kent & East Sussex Railway
- Kirklees Light Railway
- Lakeside & Haverthwaite Railway
- Lappa Valley Railway
- Locomotion, Shildon
- Lynton & Barnstaple Railway
- Mid-Hants Railway
- Moors Valley Railway
- Nene Valley Railway
- North Bay Heritage Railway
- North Norfolk Railway
- Northampton Ironstone Railway
- Perrygrove Railway
- Ravenglass & Eskdale Railway
- Rhyl Miniature Railway
- Romney, Hythe & Dymchurch Railway
- Seaton Tramway
- Snowdon Mountain Railway
- Statfold Barn Railway
- Swanage Railway
- Threlkeld Quarry & Mining Museum
- Wells & Walsingham Light Railway

Railways opening during August:

- Amerton Railway - early August
- Apedale Valley Light Railway - August 1
- Avon Valley Railway - August 1
- Bluebell Railway - August 7
- Buckinghamshire Railway Centre - August 2
- Chasewater Railway - August 29
- Churnet Valley Railway - August 1
- Dean Forest Railway - August 1
- East Lancashire Railway - August 1
- Epping Ongar Railway - August 1
- Gloucestershire Warwickshire Railway - August 15
- Keighley & Worth Valley Railway - August 19
- Llanberis Lake Railway - August 1
- Llangollen railway - August 1
- Mangapps Railway Museum - August 1
- Middleton Railway - August 2
- National Railway Museum - August 4
- North Tyneside Steam railway - August 21
- Northampton & Lamport Railway - August 2
- North Yorkshire Moors Railway - August 1
- Severn Valley Railway - August 1
- Sittingbourne & Kemsley Light Railway - August 5
- Somerset & Dorset Railway Heritage Trust - August 2
- Spa Valley Railway - August 29
- Talyllyn Railway - August 1
- Tanfield Railway - August 30
- Welshpool & Llanfair Light Railway - August 1
- Whitwell & Reepham Station - August 2

Railways not reopening during summer:

- Aln Valley Railway
- Bodmin & Wenford Railway
- Bo'ness & Kinneil Railway
- Bredgar & Wormshill Light Railway
- Caledonian Railway
- Cambrian Heritage Railways
- Cholsey & Wallingford Railway
- Corris Railway
- Doon Valley Railway
- Hollicombe in the Country
- Launceston Steam Railway
- Lincolnshire Coast Light Railway
- Mid-Suffolk Light Railway
- Plym Valley Railway
- Royal Deeside Railway
- Steeple Grange Light Railway
- Vale of Rheidol Railway
- Yeovil Railway Centre

NOTE: Railways or museums not listed in these tables have either not yet announced their reopening plans, or are still reviewing the situation surrounding Covid-19.

Settle & Carlisle daily tourist trains underway

THREE trains per day, six days per week began operation between Skipton and Appleby from July 20 in a bid to bring tourists back to the area.

The daily trains are promoted by Rail Charter Services and the Settle & Carlisle Development Corporation, and use rolling stock and locomotives provided by LSL at Crewe.

They will run until September 12.

The former Greater Anglia First Class open carriage have had screens installed to separate seating bays and provide social distancing, the other carriage being for staff.

Here, No. 47593 *Galloway Princess*, minus its familiar snowploughs, heads towards Ribblehead from Blea Moor with the last southbound tourist train of the day, working from Appleby to Skipton on July 21.
AIDEN FORT



SIDELINES

Heritage boards tell historic M&PR story

A HERITAGE information board celebrating the 200th anniversary of the Mansfield & Pinxton Railway (M&PR) has been installed on the Nottingham-bound platform of Mansfield station.

Seven boards have been written by volunteers working and financed by a grant from the National Lottery Heritage Fund.

These boards will be installed at Mansfield, with others at: Sutton Parkway station, Lowmoor Road, Kirkby, Aldi, Urban Road, Kirkby, Portland Park, Kirkby, Beaufit Lane level crossing Pinxton, and The Boat Inn, Pinxton.

Part of the line is currently incorporated into the Robin Hood Line.

The M&PR is the oldest continuously running commercial railway in England.

Corby electrification start date delayed

THE scheme to electrify the Midland Main Line route north of Bedford to Corby has been severely affected by the coronavirus pandemic.

It had been planned to start electric services from the winter timetable change on December 13, but the need for social distancing by electrification teams and support businesses has led to the delay.

The start date has been put back six months to May 2021, with a possibility the half-hourly services could begin earlier, with March being touted as a likely target.

Class 360/1 EMUs cascaded from Great Anglia will be used on the services.

Newhaven Marine station to be closed?

A PROPOSAL to close Newhaven Marine station has generated 27 responses to the public consultation into the plans. The decision is subject to ratification by the Office of Rail and Road, but any closure will not happen before September 26, 2020. The branch is currently used for occasional freight workings.

LNER given service extension to 2023

A THREE-year direct award to LNER by the Department for Transport will see the operator running services on the East Coast Main Line until at least 2023. There is an option for a further extension of two years.

New CEO for MTR UK

STEVE Murphy, managing director of MTR Elizabeth line, has been appointed CEO of MTR UK, a newly created entity that will replace MTR Europe. Mr Murphy has almost 30 years of experience in the industry. The appointment follows the decision of Jeremy Long to retire as CEO of MTR Europe.

Word search winners

THE winners of the May Word Search Competition were:
1, C Williamson, from Suffolk;
2, S Farmer, Cheshire;
3, Derek Higgs, Kent;
4, Michael Hicks, Gloucester;
5, Frank Riddle, Hampshire.

Construction underway on new Euston station

By Ben Jones

CONTRACTORS for HS2 Ltd have started building work on the new high-speed station at London Euston.

Completion of demolition work on the redundant 1960s' western ramp and canopy in April and May paved the way for the structural work to begin, with main station contractor Mace Dragados moving into the site during July.

At the peak of construction, around 3,000 people will be employed at Euston alone – 10% of the overall total.

11 platforms

The site will eventually become the southern terminus of HS2, with 11 new 400-metre platforms and a new concourse for high-speed trains due to open in 2033.

The western ramp formerly provided access to the long-closed Royal Mail parcel sorting depot located on a deck above the platforms.

At the opposite end of Phase 1, three bidders have been short-listed for the £570million deal to build Birmingham's Curzon Street terminal.

BAM Ferrovial, Laing O'Rourke and Mace Dragados will contest the two-stage design and build contract, with the winner expected to be announced in 2021.

Alongside up to nine high-speed trains per hour, passengers will also be able to access Midland Metro, which will run alongside and underneath the station.

Significant progress has already been made on site, including a major archaeological programme, which unearthed the world's oldest railway roundhouse earlier this year.

Demolitions and ground investigations are preparing the site for construction, and utility diversions are set to begin in the summer.

A £300m contract to provide overhead catenary systems (OCS) for Phase 1 and Phase 2a has also been put out to tender by HS2 Ltd.

589 kilometres

The winner will be responsible for aspects of the design, plus manufacture, supply, installation, testing and commissioning for 589 single-track kilometres of railway between London and Crewe, including 62 viaducts, 293 bridges and 15 tunnels.

HS2 has confirmed it will use the French V360 OCS design, licenced from SNCF Reseau (equivalent to Network Rail).

This is the first system in Europe to be certified for operation at up to 360kph.

A shortlist is expected to be announced in the summer, with the contract awarded in 2022.

Other contract opportunities unveiled in July were worth an estimated £498m, covering tunnel and lineside mechanical and electrical equipment across Phase 1 and 2a. This includes tunnel services within the shafts, tunnels and cross-passages and low voltage power services and distribution in the open route.

Legislation to build Phase 2a (Birmingham to Crewe) is currently in the House of Lords, with Royal Assent expected later this year.

All of the recent rail systems contract opportunities include provision for work on Phase 2a, with contracts expected to be signed once the legislation is in place.

Tunnel ventilation shafts to be disguised as barns

HS2 Ltd has confirmed ventilation shafts for the 10-mile tunnel under the Chilterns, an area of outstanding natural beauty, will be disguised as farm barns.

The company has engaged architects Grimshaw, which has designed a head-house building to sit on the top each of the 60-metre ventilation and emergency access shafts. There will be four of these buildings.

Input from local residents was considered during the design process, and the final design will be subject to public consultation.

Diane Metcalfe, an associate principal at Grimshaw, explained the shaft had been "sensitively designed to complement the rural character".

The buildings will be surrounded by mature trees and fresh saplings to help them blend in, along with bird boxes, reptile basking banks to help encourage wildlife.



The access and ventilation shafts for the HS2 tunnel under the Chilterns, cleverly disguised as farm buildings.



Designs unveiled for automated people mover

HS2 has unveiled the visual designs for its new people mover, which will connect the new Interchange Station in Solihull, through to Birmingham Airport in just six minutes.

The people mover will have a 2.3km-long line, operate every three minutes, and carry up to 2,100 passengers per hour in each direction.

Part of the track will be on a viaduct 12 metres above ground.

HS2 has been working closely with the Urban Growth Company (UGC) in Solihull to include extra design elements to support wider growth plans, including modifying the alignment of the people mover as part of a major redevelopment at Birmingham International Station to create a new, multi-modal transport exchange.

Picture: HS2 Ltd

Transport Focus calls for flexible season tickets

PASSENGER group Transport Focus (TF) has asked the Government to reform rail ticketing for commuters in response to changing travel patterns.

TF chief executive Anthony Smith said: "A new railway needs a 21st century offer.

"Many people are unlikely to return to the traditional Monday to Friday commute any time soon, and changing work patterns will increase demand for flexible season tickets."

Fares reform

Mr Smith has written to Transport Secretary Grant Shapps asking him to consider fares reform, including the introduction of flexible season-style tickets or 'carnets' of tickets offering discounts for multiple journeys bought in advance.

Working from home has become more widespread in recent years, denting growth figures for franchises such as South Western Railway, which rely heavily on London commuters.

However, this trend is expected to accelerate following the Covid-19 crisis, which has seen the Government and railway companies urging people to avoid public transport wherever possible.

Home-based

According to TF research, 50% of regular passengers expect to work from home more frequently, and more than a third believe their job will become home-based with limited travel to work in the future.

RAIB report: Chiltern Railways driver reset brakes to continue after SPAD

A HEAD-ON collision between a Chiltern Railways DMU and a London Underground Metropolitan Line train was narrowly avoided at Chalfont & Latimer on June 21 after the southbound DMU passed a signal at danger, after which the driver reset the brakes and continued.

An initial report from RAIB said the Chiltern driver passed a signal at danger, protecting a junction for the Underground train, waiting in the platform, to cross over and take the Chesham branch.

In passing the signal at red, it resulted in an automatic brake application on the Chiltern train, stopping around 310 metres beyond the signal. The driver reset the automatic brake equipment, and the train continued towards Chalfont & Latimer station, around 620 metres away.

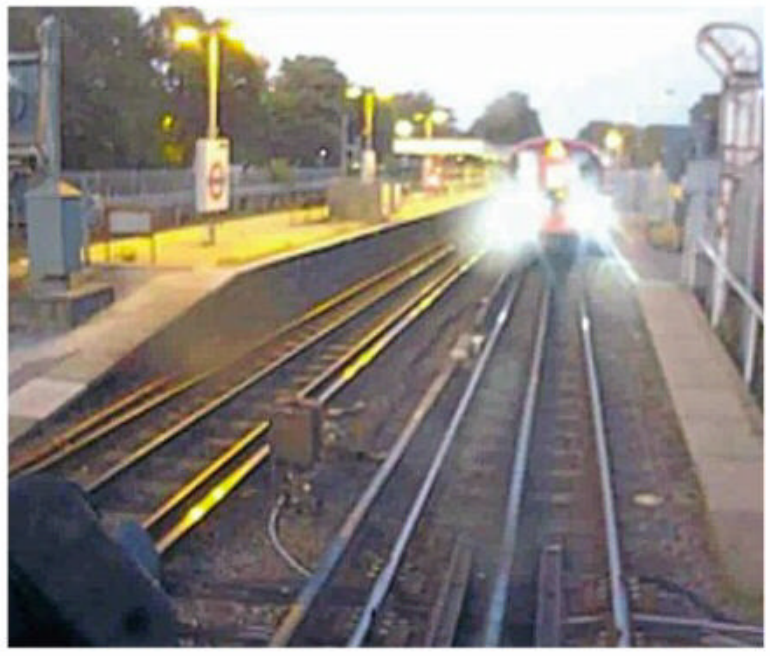
As a result of the position of the points at the junction, it took the DMU onto the northbound line and on a potential collision course with the LU train, which was stationary because the signal aspect in front of it had changed to red as a result of the southbound train passing the red signal.

The two trains stopped about 23 metres apart (*RM* July, p7) in what the RAIB has called a 'near miss'.

There were no reported injuries, although point work was damaged.

RAIB's investigation will include:

- Chiltern Railways' arrangements in relation to the competence, training, and fitness of its train drivers.
- Chiltern Railways' management of risk associated with its drivers operating on the London Underground network
- How risk associated with signals passed at danger by non-London Underground trains is managed on the London Underground network.



A cab video still from the Chiltern Railway DMU shows just how close the two trains were to a head-on collision. RAIB/CHILTERN RAILWAYS

PM approves £10m for Castlefield Corridor study

PRIME Minister Boris Johnson has said Network Rail will be given £10million in design and development funding to investigate options to resolve capacity problems and 'unblock Manchester's railways'.

The volume of trains and passengers using services between platforms 13 and 14 at Manchester Piccadilly and Castlefield Jct via Oxford Road – the Castlefield Corridor – mean trains frequently run late and impact elsewhere on the network.

The line is also used by container services to Trafford Park as there is no access to the freight terminal from the west.



The restricted Castlefields Corridor: Northern 195s pass at Oxford Road on July 11, 2019 (but with problems), with No. 195117, working the 16.34 Manchester Airport-Barrow-in-Furness, leaving Manchester Oxford Road as No. 195121 approaches the station with the 14.46 Barrow-in-Furness-Manchester Airport. TONY MILES

'County' frames ready by autumn

THE Churchward County Trust (CCT) has placed an order for the assembly of the main frames for its new-build GWR 'County' class 4-4-0 with Tyseley Locomotive Works.

The work is expected to be complete by this coming October.

The frame plates for No. 3840 *County of Montgomery* were cut in November 2018, but have been waiting for a slot in the works to become available.

The work will include the assembly of the main frame plates and installation of the supporting stretcher plates with associated brackets, and the fitting of the horn blocks and spring hangers.

A new set of spring hanger brackets was delivered to Tyseley during June.

The assembly work will progress during the summer, with TLW expecting to have the frame assembly largely completed in time for the CCT's planned AGM in late September.

It is also planned to have the fabricated rear dragbox constructed at Tyseley in parallel with the erection of the frames.

Another significant development in the project has been the submission of the CAD drawings for No. 3840's two 18in x 30in cylinders to Premier Patterns in Smethwick for the two polystyrene sacrificial patterns.

A competitive casting quote has been received from a foundry in Scunthorpe, and if all goes to plan, the patterns could be ready for transport by late-August.

To help finance the cylinders the CCT has launched a Cylinders Club, which aims to raise the required £40,000 by attracting 40 supporters to each donate £1,000.

Full details can be found at: www.churchwardcounty.org.uk

Eurostar cuts routes and UK-based staff

By Keith Fender

STAFF cuts of around 20% are likely for Eurostar's UK-based employees, according to the RMT union.

There are also plans for reduced hours and part-time working, with Eurostar services having been operating on a restricted basis since late-March.

The job cuts outlined by the company suggest one or both Kent stations (Ebbsfleet and Ashford International) could lose Eurostar services for the next few years.

'Uncertainty'

No Eurostar services have used either since late-March and it appears none are likely to for the rest of this year.

Eurostar has also announced it will not run its London to Marseilles service in 2020 or 2021, saying it wasn't possible "because of the uncertainty around what travel restrictions and safety measures will still be in place".

The London to Bourg St Maurice winter sports train will also not run for the 2020/2021 winter season.

Eurostar says it intends to "focus our timetable on routes between capital cities which have the highest demand from customers at the moment and shorter journey times for the next 18 months at least".

By mid-July, Eurostar had increased the number of services operated after the UK government decided to exempt arrivals from France and Belgium from the 14-day coronavirus quarantine.

The operator was offering thousands of discounted tickets to stimulate demand this year.

The UK, along with the French, Belgian and Dutch governments, finally signed the necessary treaty documents in Brussels on July 7, allowing juxtaposed immigration controls for Amsterdam/Rotterdam to London services, which will allow passengers to be checked prior to departure, and successively by border officials countries en route.

Agreements

The agreements allow UK Border Force officials to work in Amsterdam and Rotterdam while French police work in the UK.

The new documents amend agreements signed in 1993 between the UK, France and Belgium to include the Netherlands.

Services from London to the Netherlands restarted on July 9, but when direct return services will begin was not known in late-July.

Until the change is implemented, passengers will still need to clear UK borders in Brussels, which enforces a change of train when coming from Amsterdam.

£20m to develop Birmingham Airport rail links

MIDLANDS Connect, a group of local enterprise partnerships and councils, is asking the Government for £20million to help it improve rail links to Coventry and Birmingham International.

The project is one of seven schemes which make up the £3.5billion Midlands Engine Rail programme, and aims to double the number of services to Birmingham International and Coventry from Leamington Spa, Banbury, Oxford and Reading from one to two trains per hour, and introduce new direct services between Birmingham Moor Street, Solihull, Warwick Parkway and Oxford.

After Phase 1 of HS2 is completed, additional capacity created on the network will allow the introduction of direct services to Birmingham Airport and Coventry to and from Derby, Sheffield, Doncaster, York, Darlington, Durham, and Newcastle.



Class 153 No. 153365 arrives at Kenilworth's single-platform, four-coach station on April 30, 2018, on a Leamington Spa to Nuneaton train. A second line and platform would be built on the left of this view; the footbridge and lift to a future platform are already in place. Capacity and reliability would be improved on this section of line between Coventry and Leamington. CHRIS MILNER

The scheme will cost in the region of £125m to £180m, with construction being predicted to begin as early as 2024.

The project would see the line between Coventry and Leamington Spa fully doubled, with trackwork changes at Leamington, along with the construction of a second platform at Kenilworth.

Currently, there is a short loop near Kenilworth and one platform at the station.

Midlands Connect has submitted an outline business case to the DfT, with an immediate request for £20m in Government funding to develop detailed designs, planning and final costings.

SIDELINES

'Cromwell' re-wheeled at Loughborough…

A SIGNIFICANT step in the Great Central Railway's overhaul of BR 'Britannia' No. 70013 *Oliver Cromwell* took place on July 17 when the locomotive was reunited with its bogie and trailing truck.

The National Railway Museum Pacific is being returned to steam for future use on the Leicestershire line.

…as 'O4' boiler is lifted for overhaul

JULY 22 was a red letter date in the overhaul of Robinson 'O4' 2-8-0 No. 63601, seeing the boiler lifted from the frames at the Great Central Railway.

It marked a big step forward for the GCR's overhaul of the National Collection loco, which last ran in 2012

Delay in demolition of Glasgow station

PROPOSALS to demolish Strathbungo station, Glasgow, featured in May's 'Where Is It?' have been delayed following a local campaign and petition signed by 600 people.

Network Rail has plans to electrify the line, but locals would like to see the building reused for the community.

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Crossrail costs to rise again due to further delays

THE £16billion Crossrail project looks set to require further additional funding to meet rising costs despite passing several major milestones in 2019/20.

Delays caused by the Covid-19 pandemic forced construction works to be suspended on March 24, and although work is underway again, social distancing rules create new challenges for staff working both above and below ground.

Preparation work on surface routes is still on-going both east and west of the core tunnel section, with Network Rail upgrading tracks and stations to cope with the additional traffic.

Surface works

However, NR requires an additional £140million to complete its surface works, taking the total for this part of the project to almost £3bn. Delays to station improvements and power supply upgrade work are being blamed for the rise in cost.

Crossrail Limited (CRL) is reviewing its costs and schedules in light of recent delays and their impact on the opening schedule.

In January, CRL announced a revised opening date of summer 2021 for the central section and a full Elizabeth Line service by mid-2022, but these dates could be pushed back even further.

Trial services

All stations on the core section tunnels are now ready for the start of trial services, with the exception of Bond Street, which is not yet complete. Tunnel ventilation shafts and tunnel portals and Custom House station have been handed over to Transport for London (TfL), with signalling/software testing progressing.

TfL Rail is running Paddington to Reading services with Class 345 EMUs, which will be expanded to the nine-car formations later this year.

Class 345s are now also approved for operation to Heathrow Airport, with final testing and driver training taking place ahead of introduction of the 15-minute frequency service.

Fifty more bids for rail reopening funding

A FURTHER 50 bids to build or reopen closed lines or stations with the potential to level up regional economies across England and Wales were submitted to the Department for Transport (DfT) by June 30.

In a second round of bids are proposals to reopen the line at Ferryhill, County Durham, restore the Consett to Newcastle link, proposals to transform the Newquay line, reopen Charfield station, and also reinstate the Bodmin to Wadebridge and Padstow railway - the Camel trail.

Successful schemes are worth up to £50,000 each to progress plans to improve local connectivity, bringing communities one step closer to better rail connections.

The Government also announced the third round of the New Stations Fund, part of the DfT's Restoring Your Railway Fund, which will invest £20million in new stations and help restore and reopen closed stations.

Successful applicants will be announced in the autumn.

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FURTHER SPAN OF BLETCHLEY VIADUCT REMOVED: Swinging above the ground, the east side section of span No. 28 of Bletchley Viaduct is removed as part of phase 2 work on July 23. Work is on-going to remove the remaining spans, around line closures, ahead of its rebuilding for the East-West line project. PHIL MARSH

Drive-in cinema for Brighton station

GOVIA Thameslink Railway joined forces with cinema chain ODEON in July to set up a 'pop-up' drive-in cinema in Brighton's station car park. The week-long pilot took place from July 20-26 and saw family movies screened in the usually busy car park. It could be rolled out to more GTR stations if it is a success.



Railways in Parliament

by Jon Longman

Diesel stock check

BRISTOL East MP Kerry McCarthy asked what estimate the Department for Transport (DfT) has made of the proportion of the UK rail fleet that is composed of rolling diesel stock.

Transport Minister Chris Heaton-Harris said: "Out of a national fleet of more than 14,000 vehicles, there were approximately 3,400 passenger vehicles in service at the beginning of July 2020 that formed part of a diesel-powered train.

"Decisions about the necessary pace of removal of diesel trains from the network to decarbonise the railway will be informed by on-going work led by Network Rail.

"The Government is developing an ambitious transport decarbonisation plan to achieve net zero emissions across all modes of transport.

"We will use electrification and alternative technologies such as battery and hydrogen trains to remove diesel trains from the network and decarbonise the railway.

"On-going work led by NR will inform decisions about the pace of rail decarbonisation to achieve net zero, the deployment of different decarbonisation technologies on each part of the network, and delivery of the ambition to remove all diesel-only trains from the railway by 2040."

Carnets for commuters

SLOUGH MP Tanmanjeet Singh Dhesi asked what discussions have taken place with rail operators on the effect on their services of a potential increase in flexible and part-time commuters.

Transport Minister Andrew Stephenson replied: "The Government recognises that the Covid-19 pandemic has caused a fundamental change in working patterns and that this could have long-term effects on commuter behaviour.

"In order to support a green recovery and new working patterns, the DfT is working with industry to explore already available options for flexible commuters, such as carnets, and what steps could be taken quickly to make these as useful and convenient for passengers as possible."

Digging deep for HS2

EAST Worthing and Shoreham MP Tim Loughton asked how many qualified archaeologists are being deployed on survey and excavation work relating to HS2 construction.

Transport Minister Andrew Stephenson replied: "The number of archaeologists required and consequently deployed will vary as the HS2 project moves forward.

"HS2 Ltd has estimated they will need the skills of more than 1,000 archaeologists and associated specialisms for the entire HS2 archaeology programme."

Station shops support

TONBRIDGE and Malling MP Tom Tugendhat asked what financial support is available for tenants operating businesses from stations managed by train operating companies subject to emergency measures agreements with the DfT.

Transport Minister Chris Heaton-Harris replied: "Southeastern has 218 rental agreements with tenants to operate businesses within Southeastern-managed stations on July 9.

"More widely, the Government has taken steps to support commercial businesses, including those located within stations.

"These measures include amending the Coronavirus Act to extend the time period for suspension of the forfeiture of evictions from June 30 to September 30, and landlords will also be prevented from using commercial rent arrears recovery unless they are owed 189 days of unpaid rent.

"In addition, the temporary ban on the use of statutory demands and winding-up petitions, where a company cannot pay its bills due to the Covid-19 pandemic, has been extended to September 30.

"The Government has also ensured that businesses and workers have access to unprecedented packages of support, including £330billion of Government-backed and guaranteed loans."

229 HS2 sites underway

CREWE and Nantwich MP Dr Kieran Mullan asked what proportion of HS2 construction sites were in operation on July 13.

Transport Minister Andrew Stephenson said: "A total of 229 sites out of a possible 244 sites are open, meaning 94% of sites that could be open are open.

"All construction sites for main works civils on the phase one route are open.

"A small number of enabling works construction sites remain closed or paused, primarily due to work requiring access to residents' homes."



The routes used by much of the Metro system date back to an earlier railway era. The impressive Tynemouth station is one of several examples built for the North Eastern Railway, which are still in use today on the North Tyneside loop. The station opened in 1882 at a time when excursion traffic to seaside resorts was booming, and originally had bays at either end, in addition to the through platforms. The station deteriorated in later years and was placed on English Heritage's 'at risk' register. Its canopies were re-glazed and restored as part of a £3.68million restoration project completed in 2012. ALL PICTURES COURTESY OF NEXUS UNLESS STATED

TYNE & WEAR METRO AT 40

PART ONE

Graeme Pickering looks at the history and development of the North East system as it celebrates four decades of operation.

AFTER 40 years of service and with a network now consisting of 48 route miles and 60 stations, the Tyne & Wear Metro is an integral part of everyday life in the region, seeing in excess of 36 million journeys made every year.

The beginning of public services on Monday, August 11, 1980 (initially between Tynemouth on the coast and Haymarket in central Newcastle via Benton) was the realisation of the first stage in a pioneering plan to transform public transport in the then Tyne & Wear County Council area.

The Metro was the UK's first urban light rail system and formed part of the country's first fully integrated metropolitan public transport network. In another British first, heavy rail suburban lines north and south of the Tyne were taken over by Tyne & Wear Passenger Transport Executive (TWPTE, now known as Nexus) to form the core of



Right: The Metro network has 60 stations across Tyneside and Wearside. The appearance of the system and impression it would give was considered in great detail, even down to the type of trees to be used for landscaping and placement. Immediately recognisable signage was also part of the design guidelines, which are still adhered to today, almost unchanged, such as the 'M' totem, which can be seen above entrances to stations.

Left: Pre-Metro days: BR Class 101 and 105 DMUs sit in the bay at Newcastle Central from where South Shields services departed. Replacement Metro services to South Shields began in 1984 and the bays pictured have been filled-in to provide parking. ARMSTRONG RAILWAY TRUST



the Metro network. As well as converting the former British Rail lines to Metro operation, extensive engineering work was undertaken to extend these routes into the very centres of Newcastle and Gateshead and better serve local populations.

'Obsolete'

Connecting Metro and bus services would provide what was described as "the most efficient transport system in the country", offering an alternative to the car on seriously congested roads.

"What we're building isn't just a tram system; it's really a replacement for an obsolete urban infrastructure they put in at the turn of the century," Desmond Fletcher, who was at the time TWPTE director general, commented to *New Scientist* magazine in December 1977.

"It was cutting edge technology," explains former Metro operations manager Ian Rossiter, who joined as a driver just two months after it opened. "Everything on the Metro was brand new. Everybody had been waiting for this new system that was going to take them right into the city centre."

By the late-1960s, growing volumes of traffic in urban areas had prompted local councils to consider the options available for improving public transport. Converting the suburban railway lines to busways or closing them altogether and instead adding more buses to the roads were among the options considered.

However, studies concluded that using rail routes as the basis for a new rapid transit system was the best way forward. Further investigation provided evidence of its viability and convinced the Government to fund 75% of the infrastructure costs.

In 1973, the Tyneside Metropolitan Railway Act was passed by Parliament and construction work began the following year.

The path to opening was far from smooth, however. While the project was at an early stage, trade unions were involved in a dispute over who should drive the trains. There were boycotts involving construction work on British Rail premises and even BR itself had a difference of opinion with TWPTE over who should run the Metro. TWPTE had been responsible for the plans and contracts, and was adamant it would remain in control.

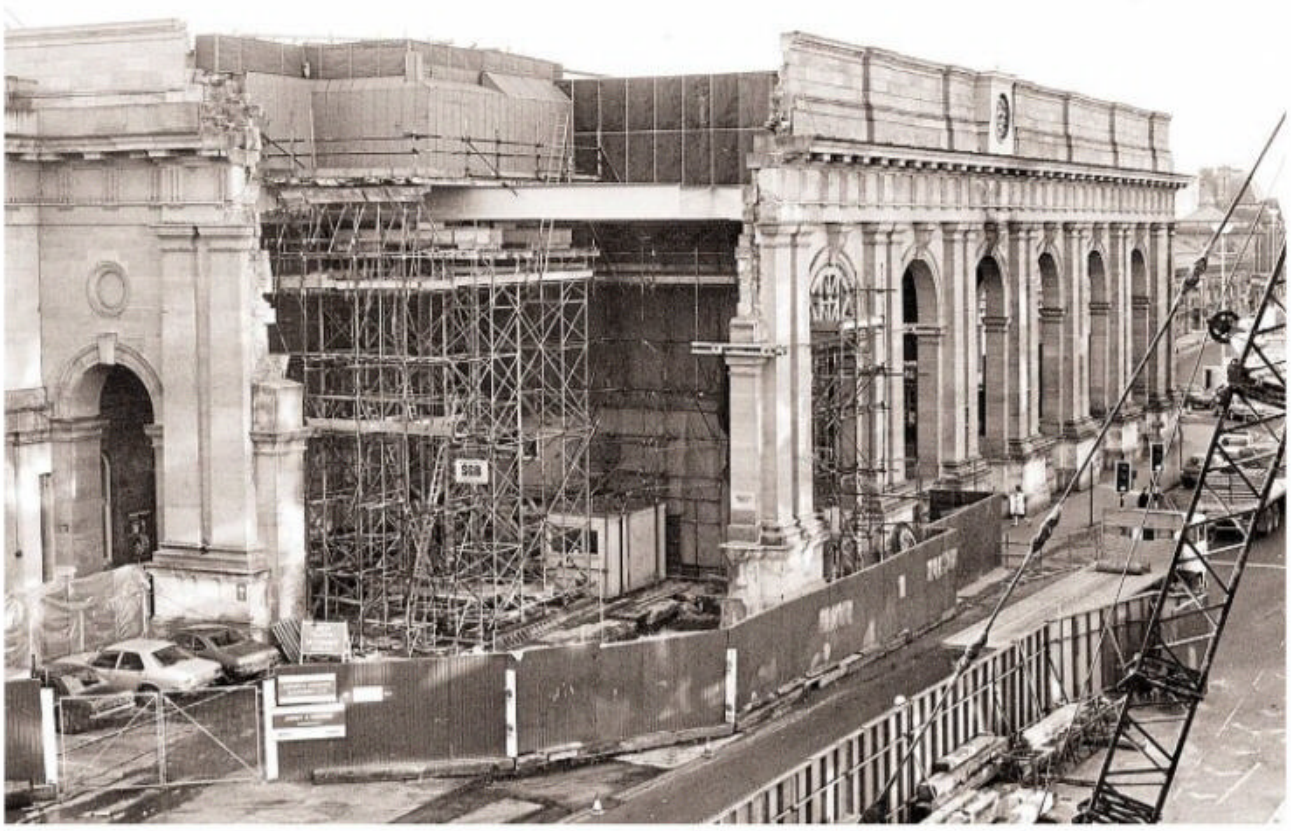
Crackdown

In May 1976, amid a national financial crisis which prompted a major crackdown on public spending, the Government began a reappraisal of the project. New works and contracts were deferred until Transport Secretary Bill Rodgers announced, just four days before Christmas, that the Metro was allowed to proceed.

The search for technical solutions began in the early-1970s and took the engineering team to Europe and the United States. The Metro was modern and innovative in a UK context, but utilised methods and systems that had already been tried and tested elsewhere.

TWPTE's then director of engineering David Howard described it as incorporating "the best of everything", adding: "It's all proven technology. Nothing we're doing hasn't been done before."

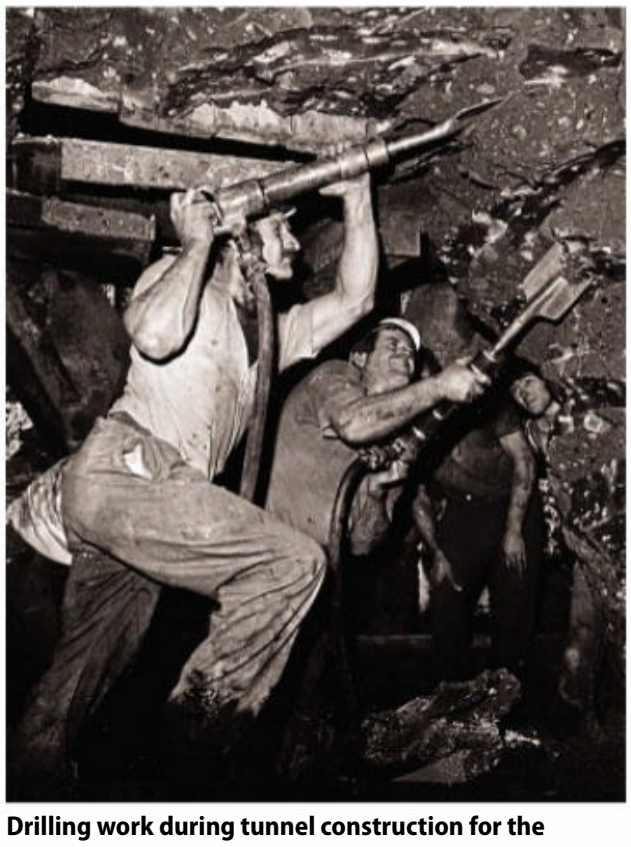
The aim was for the system to be as cost effective as possible while adhering to the necessary criteria for safety and performance.



During tunnel excavation, care had to be taken to avoid damage to some of Newcastle's most historic structures. The portico at Central station (above) was partially dismantled while work took place to build the Metro lines and platforms beneath it. In the centre of the city, work was carried out below Grey's Monument to prevent it from leaning. It stands above the four-platform Monument station, an interchange between routes, and the only place on the network where north-south and east-west lines cross.



Sections of new line were built underground to link the former BR routes on which the Metro was based to more central areas of Newcastle and Gateshead. On March 27, 1972, work takes place on Newcastle's Grainger Street, the location of a bore hole to test the ground prior to tunnelling work. The sign explains that the system "is being planned to bring you high-performance public transport". The early logo and branding of the project as "Tyneside Transit" is also noticeable.



Drilling work during tunnel construction for the Metro. Engineers had to adopt different tunnelling techniques on either side of the Tyne. Boulder clay on the Newcastle side gave relatively easy conditions, with the tunnels under Gateshead having to be arch-shaped rather than circular as they were driven through sandstone and coal.



A view of the Queen Elizabeth II Bridge, approaching completion on May 26, 1978.



January 18, 1978, sees a joint of the steel truss structure lowered into place on a pier 25 metres above the Tyne. The absence of hard hats and harnesses while carrying out such a task, not to mention the ladder on the pier itself, are all reminders of how the approach to safety has changed in the intervening years.

The parts of the network that didn't utilise existing railway infrastructure would be engineered to loading and clearances specifically designed for the Metro.

Nevertheless, as plans for the system evolved, they bore much more of a resemblance to a standard railway than a tramway. This was evident in both the complexity of the signalling and the choice of overhead electric power for the system, both of which reflected preferences defined by the Department of Transport. Considerations, including the size of the system, cost and requirement for it to be operated by lightweight vehicles determined it would be energised at 1,500v DC.

As well as being in charge of train movements and having radio contact with trains and staff around the system, the Metro control centre was equipped with a feed from station CCTV cameras and computer technology to assist with train identification and routing.

The new centre was built on the Down platform at South Gosforth station, and its scale and dark fascia was in stark contrast to the Blyth & Tyne Railway station master's house and platform buildings, which were demolished to make way for it. However, the buildings of several stations on the North Tyneside Loop were retained, Tynemouth, Whitley Bay and Monkseaton being among the finest examples.

"We have no ambition to build monuments," said David Howard, explaining the design of the Metro was dictated by "convenience and simplicity". Nevertheless, it would be difficult not to admire the major engineering effort that went into building the Metro, in particular the two largest structures completed for the system.

The Queen Elizabeth II Bridge over the Tyne is 360m long and of a steel "through truss" design, which consists of three spans supported by concrete piers. In order to allow for shipping, the navigation authority stipulated a central span 164.5m, 25m above river level.

Tunnelling

To the east of Newcastle city centre is the 18-span concrete S-shaped Byker Viaduct, which is 815m long and carries trains over local roads and 30m above the Ouseburn Valley.

It was the first pre-stressed segmental bridge in the UK to use a combination of cantilever construction and match cast concrete segments with glued joints made of epoxy resin. More than 250 segments were individually produced on-site, with measurements taking place prior to each casting relative to its position in the structure and corresponding pieces.

Extensive tunnelling work was required to allow trains to get right into the centres of Newcastle and Gateshead. On the north side of the Tyne, this was mainly through boulder clay, but the presence of sandstone and coal on the south side, which had been mined as far back as the 14th century, required the construction of arch-shaped rather than circular tunnels.

Utilities had to be diverted and careful attention paid to the impact of tunnel excavation on buildings above. Part of the portico of Newcastle Central station was temporarily dismantled in order to prevent damage and piling work was carried out to prevent Grey's Monument (which stands above Monument station and the intersection of the Metro's east-west and north-south routes) from being destabilised.

The system's fleet of 90 trains (numbered 4001-4090), known as 'Metrocars', were built by Metro-Cammell in Birmingham and based on the design for the German Stadtbahnwagen Type B.

Remarkably, 89 of them remain in service today, a great testament to the staff who maintain them at South Gosforth depot (opened in 1923 to service the third rail electric units introduced by the North Eastern Railway) as well as their original design.

The fleet covers around 10,000 miles a day, and the task of keeping them in service has become more difficult. However, the Metrocars, which generally operate in pairs, are due to be replaced by a new fleet of 46 ▶



One of the platforms and the concourse of Haymarket station as it was following completion. The Calvert typeface and clean and simple use of branding have become trademarks of the system.



Work in progress on the escalators and stairs at Haymarket station in Newcastle.

Stadler-built five-car units, all of which are expected to be in service by the middle of this decade.

Nevertheless, even today, they have similarities with much more modern units, including step-free access, full-width gangways and a single-lever cab control for acceleration and braking. Each consists of two articulated sections and sits on three wheelsets, the inner ends of their two halves sharing a centre bogie.

The vehicles are steel-framed with aluminium body panels and the outer car ends feature collision-resistant pillars and moulded fibreglass. The driving position is in a booth-like cab at each end, the remainder of the vehicle width being used for seating, giving passengers a front- or rear-facing view.

The trains are fitted with rheostatic and disc brakes, along with emergency magnetic track brakes and have a maximum speed of 80kph (50mph – distance and speed on the system has always been measured in metric units).





Top: One of the two parts of Metrocar No. 4001 is unloaded at the test track for the system, while (left) the completed unit sits after delivery from Metro-Cammell in Birmingham. The 1,500V DC overhead line equipment was swung into place later.

'Idiosyncrasies'

In 1975, the two prototypes – Nos. 4001 and 4002 – began extensive trials on a purpose-built 2.4km test track (complete with a two-road shed, station platform and specially constructed tunnel) at Middle Engine Lane on North Tyneside. Part of the site is now home to the Stephenson Railway Museum and the North Tyneside Steam Railway.

In order to evaluate couplings during testing, Nos. 4001/2 had different types at either end. The two prototypes also had centre doors on the outer vehicle ends to allow for evacuation in tunnels. This feature proved unnecessary as walkways were built in the underground sections of the system and therefore it wasn't included on the production Metrocars, which were built between from 1978-81.

The prototypes were modified to the same specification as the other Metrocars before entering service in 1987.

In service, as with any new fleet, Ian Rossiter says there were a few small issues which drivers learned to deal with: "We came across little idiosyncrasies. Things that we didn't know about them and the engineers didn't know initially.

"We found sometimes when the trains got really full, the doors wouldn't all close. One of them would keep opening. Somebody realised there was some insulation in the roof and it was stopping the air getting out of the cars.

"When we opened one of the hopper windows, the doors closed."

He added: "There were microswitches behind the cab and again because of the seals on all of the equipment, the microswitches couldn't function properly. Sometimes we couldn't get the driver safety device.

"If you banged on the back of the cabinet behind the cab all of a sudden you could get it. These modern trains and people are seeing the driver getting out and banging on the back of the cab. Passengers were quite amused by it."

Five Brush-built 0-6-0 diesel electric shunters (numbered WL1-5), ordered for use initially during the building of the Metro system, were retained for depot and maintenance duties through the 1980s before being sold on for work on the Channel Tunnel construction project.

They were replaced by three new Hunslet overhead and battery-electric locomotives (BL1-3). WL3/4 survive in preservation following further industrial use.



HM The Queen officially opened the Metro system and returned on May 7, 2002 to open the Sunderland extension.

Expertise

TWPTE's first task had been securing sufficient expertise for the realisation of the project, which was one of the biggest urban transport schemes seen in Britain. As well as ensuring the involvement of key members of the team who would run the Metro, it was responsible for hiring consultants and managing specific contracts for aspects of work such as signalling and communications.

As attention turned to recruiting staff, a phased process for driver training was put into place. The first intakes included BR drivers and guards as well as bus drivers from the PTE who had accepted the offer of a transfer to the Metro as local heavy rail and bus operations



The 815m-long Byker Viaduct is 'S'-shaped and takes the Metro across the Ouseburn Valley between Byker and the eastern edge of Newcastle City Centre. It and the Queen Elizabeth II Bridge over the River Tyne were the two major structures built to bring the Metro into central areas. Metrocar 4022 is seen on the viaduct in September 1982.

were reconfigured to take account of the system opening.

"In very early 1980, they started with the ex-BR drivers," Mr Rossiter explains.

"They took them on first and gave them training and they started ghost running. Then the guards came over next.

"We had six weeks' training. Two weeks on the rules, two weeks on the Metrocars, two weeks on the diesel electric locomotives and then some other learning."

He recalls: "The train drivers who transferred over were more in the latter part of their careers. The guards included quite a lot of young lads. I was 21.

"When I was a British Rail guard you got your shift allowances and things like that but generally it was about £70 a week. Transfer over to Metro, and it was £140 a week. Double the wages overnight.

"We got so much uniform you could hardly carry it. Very good quality uniforms as well. Anoraks. We'd never had anything like this on British Rail.

"Loads of shirts, light trousers, heavy trousers, short sleeved shirts, long sleeved shirts. It was fantastic. We were really treated well."

The opening of the Metro between Heworth (on the eastern edge of Gateshead) and South Shields on March 24, 1984 (again using much of the route that had been worked by BR until handover to TWPTE for conversion) marked the completion of the initial phases.

By this time, services were running along the entirety of the North Tyneside Loop to a new western terminus in the city centre at St James (serving Newcastle United's St James' Park ground) and via South Gosforth through the suburbs as far as Bank Foot.

Newcastle Airport and Sunderland had been indicated as possible eventual destinations as far back as the early-1970s. In January 1990, councillors agreed to proceed with the 3.5km extension from Bank Foot to the airport. It opened on November 17 the following year.

Walkways

The £12m scheme involved the construction of a fully canopied island platform at the airport leading to a pyramid-shaped building carrying walkways into the main terminal building. The project also included the construction of a new intermediate park and ride station – Callerton Parkway – and the creation of a second platform at the former single-line terminus at Bank Foot, along with two new level crossings.

"One of the main achievements I think was the airport link," says Coun Gladys Hobson, who as vice-chair of the Tyne & Wear Passenger Transport Authority (which determined policy for TWPTE) from 1985-1991 was one of the local politicians responsible for negotiating funding for Metro projects.

"That's so well-used. People can get off a train at Central station and get on a Metro to take them to the airport.

"People from Sunderland can now get the Metro to the airport – direct, which is really fantastic. Also we've got a lot of people who work at the airport who use it."

The £100million Sunderland extension, comprising 18km of new route and 12 stations opened to the public on March 31, 2002.

"It needed an enormous amount of work to get it from a nice aspiration to reality," explains Mike Parker, Nexus director general from 1994-2006.

"People had been talking about it and there'd been political pressure way before I joined Nexus. The people of Sunderland thought in some way they were paying for it, but not receiving the benefit. I think we really took the bull by the horns and said 'right, let's make it happen'. It took a while."

It was determined that the most cost effective option would be to extend the Metro from Pelaw on the eastern edge of Gateshead along 13km of the heavy rail Durham Coast line to Sunderland. The Metro route would then continue 4.5km westwards to the suburb of South Hylton using the formation of the disused Sunderland to Durham line.

Eight new stations were built, while three others between Sunderland and Heworth

M is for Modern



The Metro as it is today: Metrocar No. 4017 leads a South Hylton-bound service across the Queen Elizabeth II Bridge.

were converted from national rail. Sunderland University and the Stadium of Light were among the destinations added to the Metro network.

"It wasn't just a question of electrifying the railway and building a few chord lines at Pelaw," recalls Ken Mackay, project director for the Sunderland extension.

"There was a huge issue about what would happen if a Metro train and a heavy train came into contact. Shared track operation like this had never been done in the UK.

"We had to go through a huge amount of safety case analysis and we did all sorts of very advanced vehicle deformation analysis about crumple zones etc.

"The only solution that would work was keeping the trains apart so the signalling system was modified in the end to make sure that would happen, but it was not immediately obvious what the solution was when we started.

'Determination'

"This was all evolutionary work which went on for years to get the Metro to Sunderland. Every step of the way was another challenge.

"We got there and it was a huge testimony to the grit and determination of everybody involved in the project that we achieved that in 2002. It opened on time in March 2002 and it worked from day one."

"We designed a rule book that combined rules but fulfilled the rules on both infrastructures," adds Ian Rossiter.

"I had to make sure that all the drivers were trained, but they were very apprehensive because they were going onto heavy rail, and to them it was a big railway. I went into every training school before it started and said to them 'you are as good as anybody else' and tried to give them the confidence. The training was great and it was really comprehensive.

"To be honest even now our drivers are complimented by the signallers on Network Rail. They know what they're doing. They're good at their job but it was a big leap."

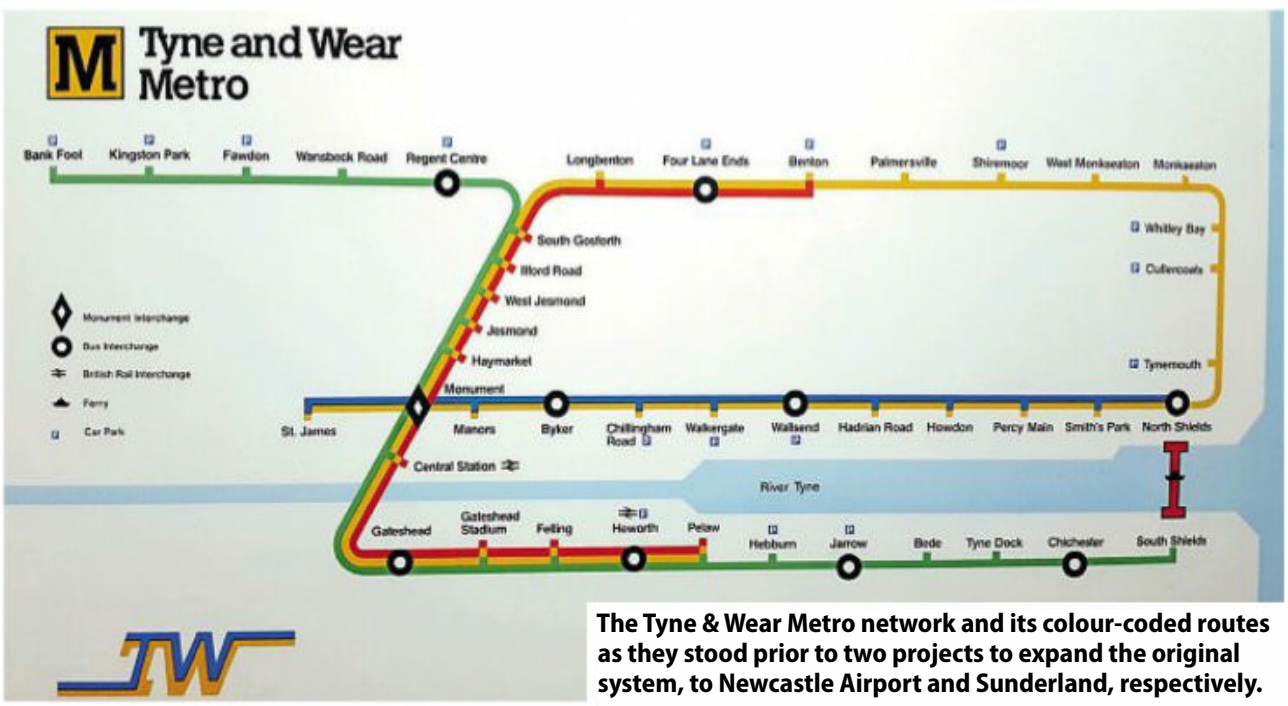
As more than a decade of on-going refurbishment and modernisation work draws to a close, sights are set on new projects. A £103m scheme to alleviate single-track bottlenecks on the South Shields route is due to be completed in the next couple of years.

In Newcastle, the first appointments have been made to the Stadler team that will manage the Metro transition to the new fleet of trains along with maintenance over its 35-year lifespan.

Nexus is also turning its attention to expanding the system. The ability of the new trains to run on both overhead electric and battery power could significantly reduce the costs of any new routes being opened.

However, in the immediate future the challenge will be managing the recovery of passenger numbers and revenue as the region gets back on its feet following the Government's lockdown measures in response to COVID-19. ■

■ *In part two next month, Graeme will look at challenges past, present and future for the Metro.*



The Tyne & Wear Metro network and its colour-coded routes as they stood prior to two projects to expand the original system, to Newcastle Airport and Sunderland, respectively.

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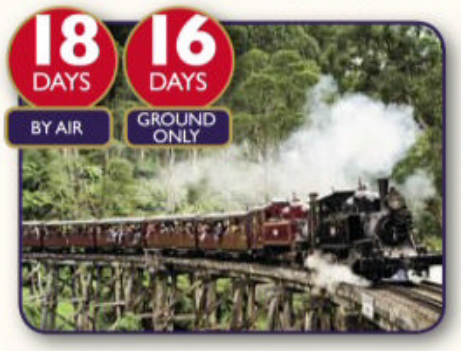
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THE LAST STEAM-WORKED PUSH-PULL TRAINS ON BR

As a schoolboy, Philip Horton embarked on a mission to ride and photograph as many of BR's last steam-hauled push-pull trains as possible. Part one looked at the Western and Southern regions, and this final chapter covers the London Midland Region.

1963 to 1966 PART 2

LIKE the Southern Region, the London Midland inherited a range of push-pull engines and trailers from its many pre-Grouping companies.

Examples included several ex-Midland Railways '1P' 0-4-4s along with ex-LNWR and L&Y '2P' 2-4-2 tanks.

When Stanier became chief mechanical engineer (CME) of the LMS in 1932 his first design was a Class '2P' 0-4-4 (numbered in BR days 41900 to 41909), an updated version of the old Midland tank engines. Two of the engines – Nos. 41905 and 41906 – were based at Buxton for use on the push-pull trains to Miller's Dale, but these, along with all but one of the class, were withdrawn in December 1959. The exception was No. 41900, based at Bromsgrove (from 1958 a WR shed), but after a period in store it was withdrawn in March 1962.

Ironically, two of the ex-Midland tanks – No. 58085 and 58086 – also survived until 1959. No. 58085 was active on push-pull trains between Rolleston and Southwell, Nottinghamshire, until June 1959, when the line closed, while No. 58086 lingered in store at Bath (Green Park) until 1960. For many years the engine was based at the ex-S&D shed at



The LCGB's 'The Push and Pull Farewell Rail Tour' ran on two consecutive Saturdays, February 5 and 12, 1966. Both trains started from Warrington (Bank Quay) and visited Middlewich, Sandbach, Knutsford, Altrincham, Warrington (Arpley) and Widnes South, before returning to Earlestown via St Helens Junction and Sutton Oak. Against the town's industrial backdrop, Ivatt '2MT' tank No. 41286 and its two push-pull coaches is seen with the train at Warrington (Bank Quay) Low Level on February 5 passing the remains of Slutchers Lane signalbox.
TREVOR OWEN/COLOUR-RAIL

Highbridge and worked push-pull trains between Glastonbury and Wells (Priory Road). The line was closed in October 1951 by BR(SR).

Other ex-LMS engines fitted for push-pull operation included 30 '3F' 0-6-0 'Jinty' tanks and several Fowler Class 2 2-6-2 tanks. Several of the 'Jinties' were based on ex-LMS lines in South Wales, until displaced when the WR took over.

Design standardised

In 1946, new LMS CME H G Ivatt introduced his Class 2 2-6-2 tanks, numbered from 41200, 40 of which were push-pull fitted. After Nationalisation the design was chosen by Robert Riddles as one of his 'Standard' steam engines. Twenty of these, numbered from 84000, were built at Crewe from 1953, all of them push-pull fitted. Ten more were built at Darlington during 1957 for the Southern Region, but all moved to the London Midland (LM) in September 1961.

A large number of two-car push-pull sets were built by the LMS/BR(LM). A design was standardised at Wolverton and Derby involving the building of a driving compartment into the brake end of a standard 57ft non-corridor coach. This was either done as the vehicles were being built or by converting existing coaches. BR also



The BR Standard Class 2 2-6-2 '84XXX' tanks built from 1953 were based on the earlier Ivatt 2-6-2 tanks. Forty of the Ivatt and all 30 of the Standard engines were push-pull fitted. No. 84025, seen at Chorley on August 16, 1965, was originally an SR engine, but was transferred to the LMR in September 1961. The apparatus on the left side of the smoke box is the vacuum cylinder, which allowed the driver to control the engine's regulator remotely in an emergency. Instructions were otherwise passed to the fireman by code. ALL PICTURES BY AUTHOR UNLESS STATED.





A large number of two-carriage trailers were produced by the LMS/BR(LM) for push-pull working. This involved building a driving compartment into the brake of a standard 57ft non-corridor coach. Here, the 3.50pm to Amlwch, comprising such a set, stands in Bangor station on August 21, 1964, with Ivatt '2MT' No. 41226 at the rear. Note the distinctive metal shades above all three windows of trailer No. M24437M, also the white letters 'Pl & Ps', standing for 'Pull-Push' below the nearside window. The set was among the last to be built at Wolverton, in 1949. JOHN PRICE



When the LMR took over Western region lines in the Midlands and central Wales at the beginning of 1963, it moved quickly to replace the former GWR engines. An example was at Oswestry, where two Standard '2MT' tanks – Nos. 84000 and 84004 – and LMR push-pull sets, replaced the former GWR auto-tanks and coaches. Here, No. 84004 waits to leave Oswestry with the 2.58pm for Gobowen on January 4, 1964.



Above: Two of the displaced ex-GWR auto-fitted engines – 0-4-2T No. 1438 and 0-6-0PT No. 5420 – were stored between two '74XX' locos – Nos. 7434 and 7428 – at Oswestry shed on January 4, 1964. No. 1438 had been withdrawn in November 1962, while No. 5420 had lasted for a further year. No. 7428, at the head of the line of engines, still had 'GWR' clearly displayed on each side-tank.



Right: Ivatt '2MT' 2-6-2 tank No. 41222 of Bletchley shed stands in Newport Pagnell station after arrival with the 12.25pm from Wolverton on June 27, 1964. The branch line closed from September 7 that year, but No. 41222 was transferred away and survived until December 1966.

carried out a number of such conversions during the 1950s.

Noteworthy features of the driving ends were the distinctive metal shades above all three windows and the white letters: 'Pl & Ps', standing for 'Pull-Push', below the nearside driver's window. From there the driver was able to control the engine's regulator remotely via the vacuum cylinder on the left side of the engine's smoke box, but this was used only in an emergency. Instructions were otherwise passed to the fireman by code.

In the early-1950s their duties included the branch from Harrow & Wealdstone to Stanmore, closed as early as September 1950, and the lines from Bedford (Midland Road) to both Hitchin and Northampton, while in the north push-pull services included those from Oldham (Glodwick Street) to Delph (the 'Delph Donkey'), which closed May 1955, and from Keighley to Haworth, now operated as the Keighley & Worth Valley Railway.

During summers in the 1950s, a special push-pull train – the 'Welsh Dragon' – ran between Rhyl and Llandudno. It was the only officially named push-pull train and its title was retained into the 1960s after DMUs took over.

I came across my first LM-operated push-pull train by chance at the beginning of 1964. I had been visiting the lines of the former Cambrian Railways, then under threat of closure, and found myself at Oswestry.

Gobowen auto-train

In August 1962, I had visited the then Western Region shed there and recorded '14XX' and '54XX' tanks, Nos. 1458 and 5421. At the station, I saw No. 1438 ready to work an auto-train to Gobowen, the junction for the Chester to Shrewsbury mainline. When I returned to Oswestry on January 4, 1964, I found Nos. 1438 and 5421 in a line of other withdrawn engines outside the shed.

Oswestry was now an LM shed and, like the Western in the south, the region had quickly replaced much of its predecessor's equipment

"A large number of two-car push-pull sets were built by the LMS/BR(LM). A design was standardised at Wolverton and Derby involving the building of a driving compartment into the brake end of a standard 57ft non-corridor coach."



Above: A view of the driving end of the second coach of the push-pull set at Newport Pagnell on June 27, 1964. Note again the white letters: 'Pl & Ps'.



Right: In winter, trains between Gaerwen and Amlwch were worked by Derby 'Lightweight' DMUs. In summer, when the units were used on other services, including the 'Welsh Dragon' between Rhyl and Llandudno, a steam push-pull service resumed. Here, Ivatt '2MT' 2-6-2T No. 41226 waits to depart from Amlwch with the 5.10am to Gaerwen on August 21, 1964. No. 41226 was withdrawn in September 1964, while the branch lost its passenger service that December. JOHN PRICE



In 1964, a number of trains from Amlwch ran through to Bangor and back. One of them, the 10.38am from Amlwch, leaves Menai Bridge station, returning to Bangor behind BR '2MT' 2-6-2T No. 84003 on August 27, 1964. JOHN PRICE

with its own. At the station I found BR Standard '2MT' tank No. 84004 and two LM push-pull coaches waiting to leave with the 2.58pm for Gobowen. No. 84004 had arrived at Oswestry in April 1963 along with sister engine No. 84000. Both were transferred to Croes Newydd shed, Wrexham, in January 1965, when DMUs took over the Gobowen trains, but were withdrawn that October. Oswestry station closed on November 7, 1966.

Soon after my visit to Oswestry, I read in a railway journal that the only surviving LM push-pull services were those between St Helens (Shaw Street) and St Helens Junction, from Wolverton to Newport Pagnell, Horwich to Chorley and from Stamford (Lincs) to Seaton (Rutland). I planned to pay a visit to each, although it transpired the list was not comprehensive.

'Freedom of Wales'

I failed to reach St Helens, but I understand regular steam operation there had already ended. I also discovered later that in summer, trains between Gaerwen and Amlwch on Anglesey were also steam-worked. I visited this line during my travels with a 'Freedom of Wales' ticket during April 1964, but found it worked by a two-car Derby 'Lightweight' DMU. In summer, however, these DMUs were used on services, including the 'Welsh Dragon' trains, which meant steam had to be deployed once more.

On Saturday, June 27, 1964, I did succeed in travelling on the push-pull service between Wolverton and Newport Pagnell, arriving at Wolverton behind 'Black Five' No. 45349 on the 12.13pm from Bletchley to Northampton (Castle), the only steam-worked passenger train I saw on the West Coast Mainline that day.

At Wolverton, I was rewarded by the sight of Ivatt Class 2 tank No. 41222 of Bletchley waiting to leave with the 12.25pm to Newport Pagnell.



Bolton-based Standard Class 2 2-6-2 tank No. 84025 stands at Horwich station with the 4.57pm for Chorley on August 16, 1965. The train then returned to Horwich empty stock, before making a further run to Chorley at 5.47pm. These trains were run for workers from the nearby ex-L&Y railway Works.

Earlier, I had noted Standard Class 2 2-6-2 tank No. 84002 on Bletchley shed, while No. 84004, seen earlier at Oswestry, had also once been a Bletchley engine.

To return to Wolverton, in the days before the new town of Milton Keynes was built, much of the route to Newport Pagnell was through open country, and passed under the recently opened M1. After a wait of 10 minutes at Newport Pagnell, No. 41222 propelled me back to Wolverton at 12.50pm.

Earlier in the day, I'd ridden on the single Derby 'Lightweight' DMU No. M79900 from Verney Junction to Buckingham, and from there back to Bletchley. This service was once also a push-pull operation, which had extended to Banbury (Merton Street). It was hoped the introduction of diesel multiple units would save the line, but in January 1961 the service was cut back to Buckingham. It was withdrawn altogether in September 1964 along with the Newport Pagnell service. My next trip was on Monday, March 29, 1965, when I caught an express from King's Cross to Peterborough (my first trip behind a 'Deltic'). My destination was Stamford, in order to travel on the push-pull ▶

service from there to Seaton (Rutland).

As I waited on the platform at Stamford, Standard Class 2 2-6-2 tank No. 84008 arrived with the 12.38pm from Seaton, a train that ran only on Mondays, Fridays and Saturdays, as did the return service at 1.28pm. No. 84008 and its two push-pull coaches then drew back out of the station and shunted into the bay platform on the south side of the station (now filled in).

We were soon away and, after the stop at Luffenham, I saw the driver take the staff for the single line to Seaton from the signalman at Luffenham Junction. This stretch of line was once part of the double-tracked LNWR mainline from Rugby to Peterborough, but was bypassed when the direct route via Wansford opened in 1879.

Emergency halt

Just after the junction our train came to an emergency halt, and looking back I saw a door had flown open. Fortunately, no one fell out, but I understood from the exchange between driver and fireman that the latter had spotted the open door and stopped the train, much to the driver's surprise!

Approaching Seaton the train joined the Peterborough to Rugby line and then drew into the station's bay platform. This had once also been used by trains from Uppingham, but its passenger service was withdrawn in June 1960.

From Seaton I caught the next DMU to Rugby (Midland) and later travelled south from Rugby (Central) to Marylebone behind 'Black Five' No. 44835. Both services to and through Seaton were withdrawn in June 1966.

"None of the London Midland push-pull tanks were preserved, although one of the Standard Class 2 2-6-0s – No. 78059 – which carried the same boiler, is currently being converted into a Class 2 tank by the Bluebell Railway. It will be numbered 84030."

My final steam push-pull journey was from Horwich to Chorley and back on August 16, 1965. On that day I had travelled to Horwich with a friend on my motor-scooter.

I had discovered from the timetable that in the afternoon there were just two, potentially push-pull, trains from Horwich to Chorley. I also noticed there were no return workings, presumably because the trains ran for the benefit of the workers from the nearby Horwich railway works, who would be ending their shift.

My plan had been to put the scooter onto the 4.57pm train and take it off at Chorley, but when I explained the situation to the stationmaster he said he had a better idea, but would have to speak to the driver about it.

Standard Class 2 2-6-2 tank No. 84025, of Bolton shed, soon arrived light engine and coupled up to two push-pull coaches, which had been standing in the goods yard.

The engine had an interesting lineage, being built at Darlington during 1957 it initially went to the SR but was transferred to the LM in September 1961. In November 1965 it became one of 10 engines selected for possible transfer to Eastleigh to be adapted for use on the Isle of Wight. With one exception this transfer never took place and all 10 engines were withdrawn that December.

To return to Horwich, before No. 84025 could draw its train into the station it had to wait for the departure of the 4.54pm to Bolton (Trinity Street), headed by Stanier Class 4 2-6-4 tank No. 42484.

Badly stained

True to his word the stationmaster spoke to the driver, who agreed we could travel with him on the engine, leaving the scooter at Horwich. The stationmaster then sold us two return tickets, even though there was no return train that day! The first ticket had obviously been in the rack for some time as it was badly stained.

Both 'Special Cheap Day' tickets were still labelled 'Third Class', which had been abolished by BR in June 1956! These tickets could not normally be used as no trains were officially available. When printed the price of the journey was 1s 2d (6p).



Above: BR '2MT' No. 84025 is seen again after arrival at Chorley with the 4.57pm from Horwich on August 16, 1965. A friend of the author is chatting to the driver after they had both alighted from the footplate. The Horwich service was withdrawn from September 27 that year, while No. 84025 was withdrawn in December 1965.
Inset: A photo taken from the driving cab of the push-pull set while returning empty stock to Horwich; the train is approaching Blackrod Halt. The halt was situated just before the junction for Horwich, off the Manchester (Victoria) to Preston line. The station had a £1million refurbishment in 2012.

After arrival at Chorley the train was scheduled to leave from the same platform to propel its empty train back to Horwich. The driver thought we would look less suspicious if we joined him in the driving cab. Here, we enjoyed an unrepeatable journey back to Horwich. On arrival we thanked both driver and stationmaster before setting off back to my friend's home at Nantwich.

The Stamford to Seaton trains, which remained steam-hauled until October 1965, are usually quoted as the last steam push-pull trains in the country.

One train that ran much later was the LCGB's 'Push and Pull Farewell Rail Tour' on Saturday, February 12, 1966. The train proved to be so popular that another was run a week earlier on February 5.

Circuitous

Both trains were hauled by Ivatt '2MT' tank No. 41286, with two push-pull coaches. Each started at Earlestown on the Manchester (Victoria) to Liverpool (Lime Street) main line, and followed a circuitous route which included Warrington (Bank Quay), Middlewich, Sandbach, Knutsford, Altrincham, Warrington (Arpley) and Widnes South, before returning to Earlestown via St Helens Junction and Sutton Oak. Stops were made en route for photographers. A very suitable way to end a long-standing practice on Britain's railways.

None of the London Midland push-pull tanks were preserved, although one of the Standard '2MT' 2-6-0s – No. 78059 – which carried the same boiler, is currently being converted into a Class 2 tank by the Bluebell Railway. It will be numbered 84030.

Ironically, just as the last steam-worked push-pull trains ended, the working method was being re-invented for the Weymouth portion of the new EMU worked trains from Waterloo to Bournemouth. The service began in July 1967, with the Weymouth coaches hauled from Bournemouth to Weymouth, and pushed back by specially fitted Class 33 diesel-electrics.

Since then the practice has become commonplace on Britain's railways. ■



Over the years a wide range of engines were used to power the Seaton to Stamford trains, including ex-LTSR '3P' 4-4-2 tanks. By 1964, Standard Class 2 2-6-2 tanks were the usual motive power. One of the class, No. 84008, arrives at Stamford with the 12.38pm from Seaton on Monday, March 29, 1965. This train and its return to Seaton ran only on Mondays, Fridays and Saturdays.



Standard Class 2 No. 84008 waits in Stamford station with the 12.58pm from Seaton on March 29, 1965. Note again the white letters 'Pl & Ps', to the left of the trailer's oil lamp. Several of the Class were based at Wellingborough shed to work the trains, but the last three were transferred to Leicester (Midland) in September 1964. All were withdrawn 13 months later when steam operations ended.

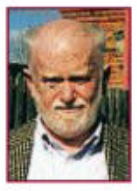


Above: En route for Seaton, the driver of the 1.28pm from Stamford receives the token from the signalman at Luffenham Junction. From this junction the line to Seaton was single track. It had once been part of the ex-LNWR mainline from Rugby to Peterborough, but was bypassed in 1879.



Right: Standard '2MT' No. 84008 waits in the platform at Seaton (Rutland) after arrival with the 1.28pm from Stamford on March 29, 1965. To the left are the tracks of the Peterborough (East) to Rugby (Midland) line. Services to both Rugby and Stamford were withdrawn from June 6, 1966.

POWER OF THE 'GEORGES'



Keith Farr looks back to the heyday of the London & North Western Railway and its successor the LMS, and analyses performances of 'George the Fifth' as well as other classes on the West Coast Main Line.

Pontllanfraith (Low Level) station in Monmouthshire was a tranquil place that summer's afternoon in 1958. True, a '56XX' 0-6-2T had just pulled out with a train from Neath to Pontypool Road; but that was as nothing compared with the sudden explosion of exhaust from a 'Super D' 0-8-0 battling uphill through the nearby High Level station on the Sirhowy Valley line with a load of 'empties'.

I had previously seen former LNWR 0-8-0s at Watford, Bletchley and elsewhere, but never before had I witnessed one in full cry.

Its two-cylinder exhaust beats, four for each cycle of the coupled wheels, had comprised two very loud blasts followed by a softer pair; apparently, this phenomenon was typical of a 'Precursor' or 'George the Fifth' 4-4-0 going up Shap at a slightly higher speed but, because of their larger coupled wheels, with exhaust beats sounding at about the same rate.

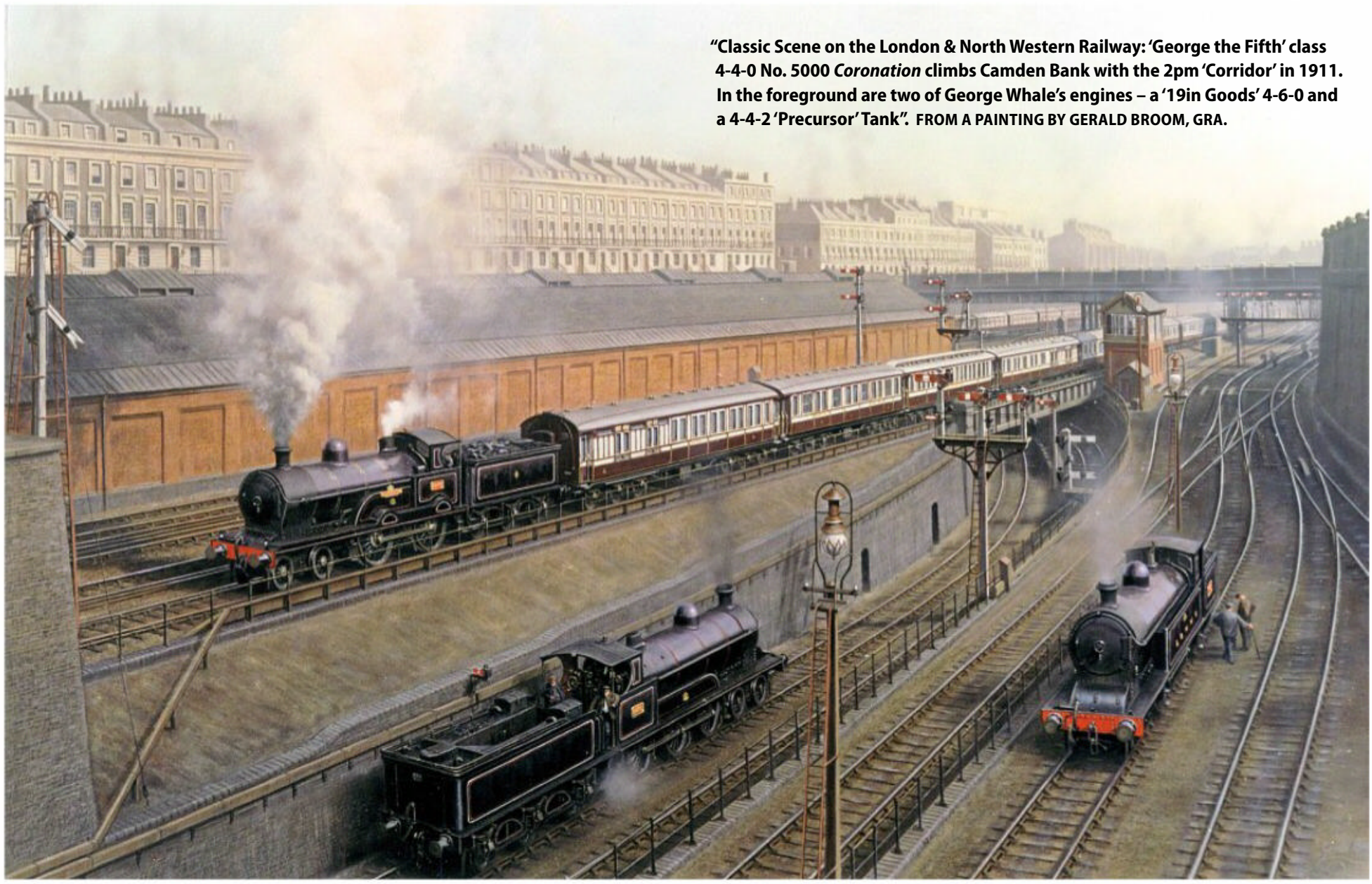
Now for some history: 1903 found Francis Webb, a sick man, relinquishing the post of LNWR chief mechanical engineer (CME) under the cloud of his partly unsuccessful ventures into compounding.

Benefited

Admittedly, the later 'Compounds' had benefited from having coupled driving wheels and four cylinders, two of them low pressure and two high pressure, and each pair independently controlled by the driver. Such features enabled *Alfred the Great*, a 52-ton four-cylinder compound 4-4-0, to haul 480 tons gross over the 77 miles from Rugby to Willesden in 85min 42sec.

Nonetheless, the earlier three-cylinder Webb Compounds in particular were erratic, with high running costs, and an edict that all trains equivalent to 17 or more six-wheeled coaches should be double-headed led to a slaughter of motive power by Webb's successor, George Whale. Something simple and robust was needed to replace the Compounds and reduce the expensive double-heading that had become rife, something on the lines of the 'no-nonsense' 'Cauliflower' 0-6-0s and 'Jumbo' 2-4-0s, only larger.

The result was No. 513 *Precursor*, the first of 130 straightforward inside-cylinder 4-4-0s outshopped from Crewe between 1904 and 1907. With a deep firebox and 2,009.7sq ft of heating surface, the 'Precursors' could be flogged up to Tring and even over Shap, despite their lack of superheating and use of slide rather than piston valves.



"Classic Scene on the London & North Western Railway: 'George the Fifth' class 4-4-0 No. 5000 *Coronation* climbs Camden Bank with the 2pm 'Corridor' in 1911. In the foreground are two of George Whale's engines – a '19in Goods' 4-6-0 and a 4-4-2 'Precursor' Tank". FROM A PAINTING BY GERALD BROOM, GRA.

Nonetheless, a six-coupled loco was deemed more appropriate for the northern fells and, in 1905, Whale produced No. 66 *Experiment*, a 4-6-0 version of the 'Precursors'.

However, the 6ft 3in coupled wheels of the 'Experiments' were closely spaced, with the first pair under the 25sq ft grate, which therefore had to be higher and less deep than the 22.4sq ft grate of the 4-4-0s, but once firemen had learned the technique of creating a thin fire they were able to economise on fuel, particularly on the gentle gradients south of Crewe.

The overall heating surface of an 'Experiment' was only marginally greater than that of the 'Precursors', while the slightly increased distance between front and rear tubeplates would have weakened the draught on the fire. Despite their 6ft 3in coupled wheels, the 4-6-0s were fast downhill but, paradoxically, inferior to the 6ft 9in 4-4-0s on the banks. Charles Rous-Marten, first author of this performance series, timed *Experiment* down Shap at 93mph; it would be unkind to suggest he was in the habit of attributing unrealistically high speeds to inside-cylinder 4-4-0s, in Somerset for example.

Whale retired in 1908 to be followed as CME by C J Bowen Cooke who, like Churchward on the GWR, kept his eye on practices elsewhere. Before his Crewe apprentice days, he spent a year at Neuwied on the Rhine, developing his interest in German engineering and, particularly, the work of Dr Schmidt, an expert on locomotive superheating.

Nearer home, on the London, Brighton & South Coast Railway, Douglas Earle-Marsh had produced a Class I3 4-4-2T with a Schmidt large superheater, prompting Bowen Cooke to mastermind an exchange trial in June 1909 between his saturated 'Precursor' No. 7 *Titan* and an I3 on the 'Sunny South Express' between Brighton and Rugby.

Advantages

Admittedly with only 250 tons, LBSCR 4-4-2T No. 23 completed the 264-mile return working from East Croydon to Rugby without replenishing its bunker en route and consuming just 27lb of coal and 22 gallons of water per mile. The LNWR comparator, the 4-4-0 *Titan*, played with the load but its fuel consumption was higher; had the train been heavier, the result might have been different.

For Bowen Cooke, the advantages of high superheat were now obvious and he produced two 4-4-0s in the 'Precursor' mould, one superheated, the other not. Completed in July 1910, No. 2663 *George the Fifth* had a Schmidt superheater and 20in x 26in cylinders, while 2664 *Queen Mary* had no superheater and 19in x 26in cylinders.

The two prototypes had identical front-ends with piston valves, but extensive trials found the high superheater *George the Fifth* burning some 26% less coal than *Queen Mary*.

Nine more 'Queen Mary's were built, proving superior in performance to the original 'Precursors', but not quite up to *George the Fifth* standard.

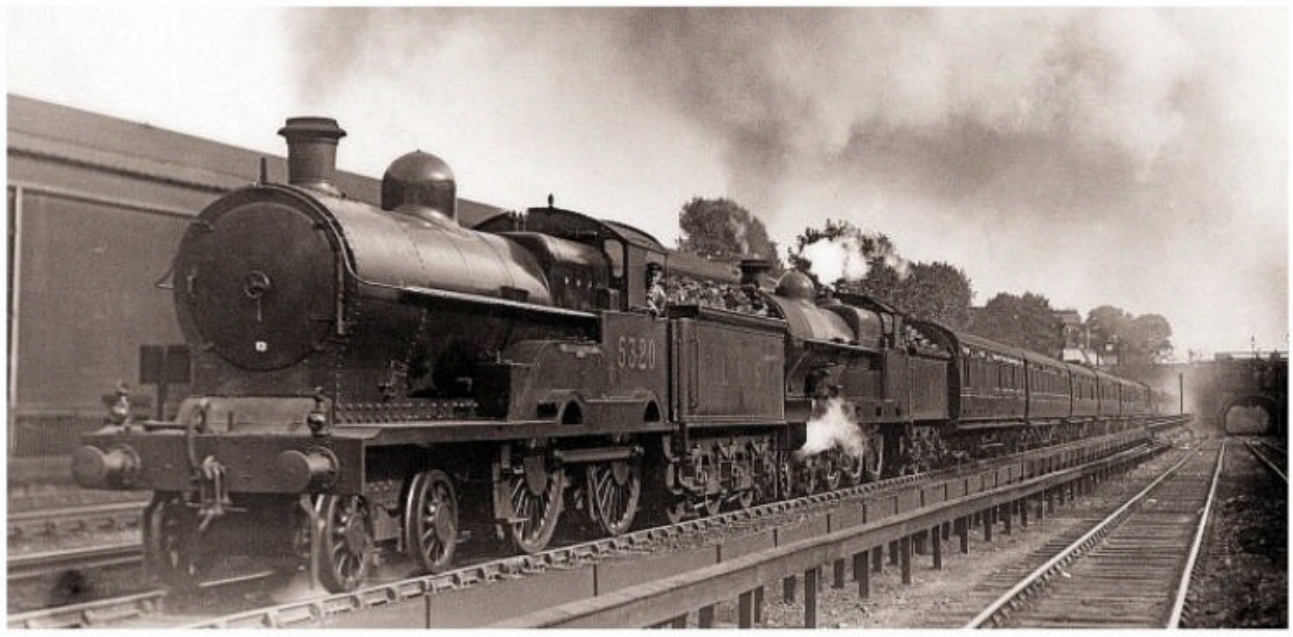
The success of the 'Georges' themselves stemmed primarily from the 24-element superheater with 302.5sq ft of heating surface backed by a modest 1,358.4sq ft from 168 boiler tubes, providing a high superheat/boiler tube ratio. Other factors were the combination of a boiler short enough to minimise heat loss between the rear and front tube plates, a large ▶

PRINCIPAL DIMENSIONS

	'Precursor' 4-4-0	'Experiment' 4-6-0	'George the Fifth' 4-4-0	'Prince of Wales'¶ 4-6-0
Built:	1904-1907	1905-1910	1910-1915	1911-1924¶
Number built:	130	105	90	246
Loco weight:	59t 15c	65t 15c	59t 17c	66t 10c
Boiler pressure (per square inch)	175lb	175lb	180lb	175lb
Cyls (2):	19in x 26in	19in x 26in#	20½in x 26in	20½in x 26in
Nominal TE:	17,235lb	18,615lb	20,640lb	21,665lb
Coupled wheels:	6ft 9in	6ft 3in	6ft 9in	6ft 3in
Valve gear:	Joy	Joy	Joy	Joy¶
First withdrawn:	1927	1925	1935	1933
Last withdrawn:	1949	1935	1948	1949

LNWR 'Experiment' 4-6-0 No. 5554 fitted with four cylinders in 1915.

¶ Four 'Prince of Wales' 4-6-0s rebuilt in 1923/4 with outside Walschaerts valve gear; a fifth built new to this design by the LMS in 1924.



'George the Fifth' class 4-4-0 No. 5320 assists 'Claughton' 4-6-0 No. 6003 with the Down 'Mancunian' up Camden Bank in the early-1930s. H GORDON TIDEY/*RM* ARCHIVE

TABLE 1: EUSTON – CREWE

Train:		3.03pm Test Train	10.30 Euston
Loco:		4-4-0 No. 2663 *George the Fifth*	1595 *Wild Duck*
Load:		357½/360 tons	410 tons gross
Driver:			Greenhalgh, Crewe N
Recorder:			C J Allen
Date:		July 24, 1910	November 1911

Miles	Timing point	Sched min	Actual m s	Speed mph	Actual m s	Speed mph	Gradient 1-in
0.0	EUSTON	0	0 00¶	-	0 00	-	575F
1.3	Chalk Farm		4 30	16½	13 20	0#/11½	112R/77R
5.4	WILLESDEN	9	10 00	51/53	19 55	55	Level
11.4	Harrow		16 45	51	26 30	-	339R
16.0	Bushey		22 00	54	31 25	-	L/708F
17.5	WATFORD	23	23 30	60	32 55	62	586R
21.0	King's Langley		27 15	59	36 25	-	508R
27.9	Berkhamsted		34 30	55	43 45	-	335R
31.7	Tring	40	38 45	52	47 40	56	335/L
36.1	Cheddington		42 45	77	51 35	76	333F
40.1	Leighton Buzzard		46 00	78	54 50	76	927F
46.7	BLETCHLEY	55	51 00	76	60 10	-	660F
52.4	Wolverton		55 45	74	64 50	77	Level
59.9	Roade	68	63 30	58	71 40	58	330R
69.7	Weedon		71 30	68	80 50	66	765F
75.3	Welton		76 30	62	86 15	58	350R/415R
82.4	RUGBY	91	83 30	36*	93 30	32*	365F
91.4	Shilton		93 15	64	103 40	60	L/330R
97.1	NUNEATON	107	98 30	77/72	109 00	75/-	320F
106.5	Polesworth		106 00	74	116 55	75	439F
110.0	Tamworth	119	108 45	71	119 50	68	Level
116.3	Lichfield		114 00	61	125 20	-	331R
124.3	Rugeley		121 30	70	132 55	-	577R/381F
133.6	STAFFORD	143	130 30	51*	142 15	40*	2910R
138.9	Norton Bridge	149	136 30	60	148 40	-	517R
143.5	Standon Bridge		141 00	63	153 40	55	650R
147.6	Whitmore		145 00	60	157 55	58	398R
153.3	Betley Road		150 15	77	163 20	77/0* sig	177F
158.0	CREWE	171	156 30	-	170 45	- stop	330F

¶ Times to nearest 15sec. # Stalled on gradient; 5min stop..

* Speed reduced by brakes.



Right: LNWR 'Prince of Wales' class No. 979 *W M Thackeray* heads the 2pm 'Scotch Express' corridor train near Harrow & Wealdstone in April 1914. **F E MACKAY/*RM* ARCHIVE**

TABLE 2: EUSTON – NUNEATON (SLIP COACH)

Train:	5.30pm Euston-Fleetwood 'Belfast Boat Express'
Loco:	4-4-0 No. 1481 *Typhon*
Load:	12/390/415tons
Driver:	P Jarvis, Camden
Recorder:	A P le M Sinkinson
Date:	July 1913

Miles	Timing point	Sched. min	Actual m s	Speed mph
0.00	EUSTON	0	0 00	-
1.1	*Camden*		4 27	-
5.4	WILLESDEN JCT	9	9 55	55
8.0	Wembley		12 37	60
11.4	Harrow		16 07	55
13.3	Hatch End		18 04	56
15.7	MP 15¾ arr		21 33	0* sig.
	dep.		22 47	- stop
17.5	WATFORD JUNCTION	23	26 37	42
21.0	King's Langley		30 57	53
24.5	Boxmoor		34 42	57
28.0	Berkhamsted		38 27	56
31.7	Tring	38	42 17	58
36.1	Cheddington		46 17	72
40.2	Leighton Buzzard		49 34	76
46.7	BLETCHLEY	52	54 55	69
52.4	Wolverton		59 54	70
54.8	Castlethorpe		61 58	64
59.9	Roade	65	67 03	54
62.8	Blisworth	68	69 44	-
69.7	Weedon		76 26	66
75.3	Welton		82 04	57/66
82.5	RUGBY	89	89 17	35*
93.5	Bulkington		102 27	66max
97.1	NUNEATON	108	106 11	-¶

102min net. ¶ By slip coach.

"The success of the 'Georges' themselves stemmed primarily from the 24-element superheater..."

smokebox generating an even draught on the fire, and a steam port area of 31.35sq ft compared with 23.4sq ft on the 'Precursors'.

Cylinder diameter on the 'Georges' became standardised at 20½in, while eight-inch piston valves had maximum travel in full gear of 5⁷⁄₁₆in, just short of the equivalent on an 'A4' Pacific, and enabling drivers to use full regulator with short cut-off at speed.

Flaws

By making full use of the expansion qualities of hot steam this saved coal, and, in later years, became the advisory method of working on such 'greyhounds' as GWR 'Castles', LMS 'Coronations', and, as mentioned, 'A4s'.

The 'Georges' were well before their time but they did have their flaws, as we shall see.

Just as the original 'Precursors' had paved the way for the (saturated) six-coupled 'Experiments', so the 'Georges' led to the superheated 'Prince of Wales' 4-6-0s; but, again like the 'Experiments', they barely matched the high standards of performance established by the 4-4-0s on which they were based.

Visually, there was little similarity between the graceful lines of the LNWR 'George the Fifths' and the startling appearance of Bulleid's 'Q1' 0-6-0s 35 years later on the Southern (see the June 2020 *RM*). Yet the two classes had one thing in common: potential power in a small space.

Dignified in 'blackberry' black, the 'Georges' carried on their splashers evocative names, varying from those of the rich and famous, through the British Empire and the classics to birds and destinations served by the LNWR. Straight nameplates adorned a single elongated splasher on either side of the loco, creating a more compact and 'modern' appearance than the 'Precursors' with their individual splasher for each coupled wheel. It was also the easiest way of telling the classes apart!

In the 1923 Grouping, the LMS inherited all 90 'Georges' and 130 'Precursors'. Eleven 'Precursors' had been built with superheaters, but three of them were converted back to the saturated state, while seven were rebuilt as virtual 'George the Fifths', with superheaters, extended smokeboxes, 20½in diameter cylinders and piston valves. Eventually, 64 'Precursors' were modified in this way.

Now for performance. Timing equipment a century ago could not match the accuracy of the electronic apparatus available today, but we can obtain – and wonder at – what was regularly achieved on the LNWR from the Railway Performance Society's (RPS) archive, from ancient copies of *The Railway Magazine*, and from the work of Cecil J Allen and O S Nock.

TABLE 3: WILLESDEN – RUGBY

Train:	2.00pm Euston-Glasgow
Loco:	No.1294 *F.S.P. Wolferstan*
Load:	410/435 tons
Driver:	P Jarvis, Camden
Recorder:	R E Charlewood
Date:	Not recorded

Miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.0	WILLESDEN JCT	0	0 00	-	Level
2.7	Sudbury		5 05	-	339R
6.0	Harrow		9 09	53	339R
7.9	Pinner		11 12	*55.6*	339R
10.6	Bushey		14 02	*57.2*	L/708F
12.1	WATFORD	15	15 28	63/59	586R
15.6	King's Langley		18 51	63	508R
19.1	Boxmoor		22 15	*61.8*	338R
22.6	Berkhamsted		25 48	59/60	335R
26.3	Tring	31	29 25	*61.4*	335R/L
30.7	Cheddington		33 14	*69.2*	333F
34.8	Leighton Buzzard		36 41	*71.3*	927F
41.3	BLETCHLEY	47	42 25	*68.0*	660F
77.2	RUGBY	87	87 24	*/-	tsr

1,170edhp average Watford-Tring. Italicised speeds are point-to-point average



LNWR 'Experiment' No. 1357 *City of Edinburgh* mounts Shap Summit with the 10am from Euston to Glasgow Central. R J PURVES/*RM* ARCHIVE

Perhaps the first hint of the new superheated 4-4-0s' ability came in July 1910 when No. 2663 *George the Fifth*, weighing under 60 tons, devoured the 158.1 miles from Euston to Crewe in 156½min with 357½ tons tare on the return leg of a Crewe-Euston-Crewe test run (Table 1).

Note the tight schedule of nine minutes over the first 5½ miles from Euston, including the climb to Camden; even the test train lost a minute here, although 2663 made amends by sustaining 50+mph on the 1-in-339 to Bushey and accelerating to 60 on the easier section through Watford.

A word of warning: the 'special' was timed to every 15 seconds, providing a reasonable overall picture but with instances of quoted speeds not quite matching the point-to-point averages. To a lesser extent, this applies to some of the other logs, timed at five second intervals.

George the Fifth tackled the continuing climb to Tring in the low '50s' but, far from being 'winded', was up to 78mph on the gradual descent to Bletchley, passed four minutes early in 51min from Euston. After the mandatory slack through Rugby, they attained 77mph on the descent near Nuneaton and again down Madeley Bank into Crewe, reached in 14½ minutes less than scheduled.

Indicated horsepower (ihp) at or above 1,200 had been recorded at five locations, varying from 55mph on the climb to Tring to 74mph beyond Nuneaton, demonstrating the loco's ability to maintain a high steaming rate throughout.

TABLE 4: CREWE/RUGBY – EUSTON

Train:		10.00 Glasgow-Euston					
Loco:		4-4-0 No. 1489 *Wolfhound*			4-6-0 No. 160 *King of Serbia*		
Class:		'George the Fifth'			'Prince of Wales'		
Load:		439/470 tons			434/465 tons		
Date:		c 1912			1915		
Miles	**Timing point**	**Sched min.**	**Actual m s**	**Speed mph**	**Actual m s**	**Speed mph**	**Gradient 1-in**
0.0	CREWE	0	0 00	-			330R
4.8	Betley Road		8 27	48			269R
8.0	Madeley		12 54	43			177R
10.5	Whitmore		16 17	-			348R/L
19.2	Norton Bridge		24 40	-/72			509F
24.5	STAFFORD	29	29 13	- *			2910F
33.8	Rugeley	39	39 14	64			408F/381R
41.8	Lichfield		47 00	-			331F
48.1	Tamworth	53	52 32	72			359R
61.0	NUNEATON	67	65 29	-			730R
64.6	Bulkington		69 36	50			320R
70.0	Brinklow		75 16	64			330F/L
75.5	RUGBY	84	81 25	-			330F/365R
0.0	RUGBY		0 00	-	0 00	-	
7.3	Welton		11 36	45¶	12 04	-	370R
12.9	Weedon		16 40	69	17 11	71	350F/490F
19.8	Blisworth		22 59	-/* tsr	23 29	-	2640R
22.7	Roade	26	26 00	56	26 30	57	320R/330F
30.2	Wolverton		33 15	-/* sigs	33 15	72	326F/L
35.9	BLETCHLEY	40	39 10	-	38 45	-	440R/892F
50.9	Tring	58	56 06	49	55 13	49	333R
65.1	WATFORD	72	69 38	70/72	68 27	74	393F
77.2	WILLESDEN	84	80 32	-	79 39	- * sigs	Level
82.6	EUSTON	92	87 28	-	88 08	-	112F
Net times:			86min		87min		

¶ at summit of gradient to Kilsby Tunnel.

Resistances

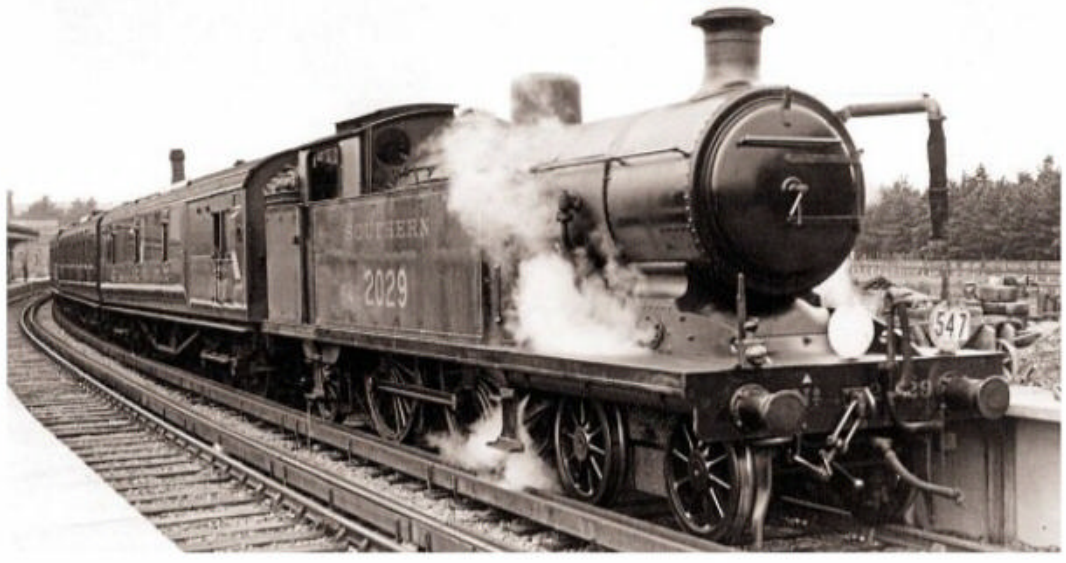
To make life confusing, there are three types of generally quoted horsepower for steam locos. Indicated horsepower is the effort registered in the cylinders; drawbar horsepower (dhp) excludes what is needed to move the loco and tender; and equivalent drawbar horsepower (edhp) takes into account the total weight of the locomotive, the train and its contents, and the gradient.

As speed increases, the internal resistances of the loco rise out of proportion to those of the train, widening the gap between indicated and drawbar horsepower. With the dynamometer car behind *George the Fifth* registering 1,200ihp the maximum drawbar horsepower edhp would have been about 1,000.

The dynamometer car run was not a 'one-off'. Cecil J Allen witnessed even more energy from a 'George' with 410 tons gross on the down 'Corridor', the 2.00pm 'Scots Express' from Euston, after No. 1595 *Wild Duck* had stalled on Camden Bank. A 0-6-0 tank engine gave them a parting shove, but it was nearly 20 minutes before 'The Corridor' was through Willesden; here, speed had risen to 55mph, with Camden driver Greenhalge clearly determined to regain as much time as possible.

By Watford, *Wild Duck* had taken wing to reach 62mph on the easing of the grade, falling only to 56mph at Tring summit. This, with a 410-ton train, compares with 52mph with the 360-ton test train behind *George the Fifth*. Like No. 2663, *Wild Duck* continued to steam hard, passing Rugby, 82.4 miles, in 93½min, the Camden fiasco included, against *George the Fifth's* unchecked 83½min with a load 50 tons lighter.

Beyond Stafford, both locos tackled the gentle grades to Whitmore efficiently, again demonstrating no shortage of steam by touching 77mph on the descent to Crewe.



LBSCR 'I3' 4-4-2Ts had an influence on the design of 'George the Fifth' class, and No. 2029 waits at Dorking North Station with the 10.10am London Bridge-Portsmouth Harbour in the 1930s. ***RM* ARCHIVE**

Here, *Wild Duck* was momentarily stopped by signal, but nevertheless brought its 410 tons into the great station in 170¾min, or 158min net, for the 158 miles from Euston. 'CJA' called it "the most exceptional London & North Western run that has ever come under my observation, especially as the driver was completely unaware that the journey was being timed...".

One of the 'top' trains from Euston was the 5.30pm 'Belfast Boat Express' to Fleetwood. It carried a slip coach for Nuneaton, and it was in this vehicle that Mr A P le M Sinkinson was travelling in July 1913.

The loco was 'George' No. 1481 *Typhon*, with 12 coaches totalling 415 tons gross, although it is not clear if it was banked up to Camden. Either way, the time of 9min 55sec to Willesden Junction, 5.4 miles out, was about what one would expect on the easier starts over similar distances from Paddington to Ealing Broadway or Waterloo to Earlsfield.

By Wembley, driver P Jarvis had his heavy train moving at 60mph, dropping gradually to 56 on the ensuing 1-in-339, doubtless with vigorous front-end music; progress was then halted by signals short of Watford Junction, which they eventually passed at 42mph.

The easy grades to Boxmoor, now Apsley, prompted a recovery to 57mph and, after a slight drop in speed past Berkhamsted, a further acceleration to 58 on the short level before Tring; but driver Jarvis and his 60-ton loco with its 415-ton train still had 4¼min to win back.

'In the bag'

The hard work had to continue, even downhill, so it was at a lively 76mph that the 'Belfast Boat Express' took the curves at Leighton Buzzard; Bletchley swept by at 69mph, with another 1¼min regained, although another was 'in the bag' by Roade, despite speed falling briefly to 54mph on the short 1-in-410/330 to that point.

By Rugby, *Typhon* was almost on time; and, for Nuneaton passengers at least, the rest was easy, with the slip coach arriving two

minutes ahead of 'time' in 102 minutes net for the 97 miles; until the Nuneaton portion was jettisoned, this was with a four-coupled loco hauling almost seven times its own weight.

Driver Jarvis and his fireman appear again in the annals of 'George the Fifth' performance; luckily, timing expert R E Charlewood was aboard to secure details of one of the highest power outputs known from a British 4-4-0 other than a Southern 'Schools' (Table 3).

Restarting from Willesden with the 2.00pm 'Corridor' from Euston, No. 1294 *F.S.P. Wolferstan* had no less than 435 tons gross behind its tender, so a loss of half-a-minute to Watford is not surprising. The slackening of the gradient there lifted speed to 63mph, lowered by the ensuing 1-in-335 to 59mph; the rate then increased to a full 60 on the short level to Tring, where the Glasgow-bound 'Corridor' was 1½ minutes early.

Analysing the run in his book, The Premier Line, O S Nock claimed a maximum edhp of 1,300 on the final stretch, "when acceleration took place from 59 to 60mph between Berkhamsted and Tring", implying he had based his calculation on the 1-in-335 gradient preceding the three-quarters of a mile of level track, which invariably saw a slight rise in speed.

With this in mind, and using the Johansen formula, I would lower the estimate to about 1,200, astonishing enough in itself and almost on par with the highest standards of GWR 'Saint' performance, discussed in the April issue of *The RM*.

Restriction

Returning to *F S P Wolferstan*, we find driver Peter Jarvis urging his overloaded 'George' into the '70s' downhill to Leighton Buzzard and passing Bletchley 4½min early to offset a temporary restriction at the approach to Rugby, where they arrived in slightly more than 87 minutes from Willesden.

For an even heavier load, I can do no better than cite No. 1489 *Wolfhound*, saddled with 470 tons on the 10.00am from Glasgow between Crewe and Euston just before the outbreak of the First World War in 1914 (Table 4). The 1-in-177 past Madeley lowered speed from 48 to 43mph, compared with minima below 40mph on my two runs behind 'Duchesses', in 1956, on the 14-coach 'Mid-day Scot' and, during the pre-electrification 'doldrums' seven years later, on an Up Blackpool train comprising just 10 LMS-style coaches, totalling barely 310 tons.

Returning to *Wolfhound*, the 4-4-0 was up to 72mph before Stafford and again on the favourable stretch through Tamworth, before steaming into Rugby 2½min early after an average of 55.6mph from Crewe.

The good work continued with a minimum of 49mph on the 1-in-333 to Tring and a Euston arrival 4½ min inside schedule, despite two checks en route. South of Tring, the log is much abridged as some of the intermediate passing times do not support the quoted speeds.

The second column contains a Rugby to Euston 'snippet' by *King of Serbia*, a 'Prince of Wales' 4-6-0 version of a 'George', with almost exactly the same load as *Wolfhound*. The 'Prince' did not match the 4-4-0 starting from Rugby and, while the locos went over Tring summit at the same speed, the 'George's climb may have been impeded by adverse signals near Wolverton. The evidence here is insufficient for a valid comparison, *King of Serbia* putting up a brave show for a 66-ton 4-6-0 but barely reaching the standard set by *Wolfhound*.

Further north, how did the superheated 4-4-0s deal with Shap? Surely a pre-Grouping four-coupled loco with more than 300 tons on its tail would have needed help on the 31½-mile slog from near sea level at Carnforth to the 914ft summit?

Cecil J Allen gave us the answer in *The RM*s for February 1913, 1915 and March/April 1944, which contain basic logs of runs with 'The Corridor' between Preston and Carlisle (Table 5). Column 1 summarises an excellent run with *George the Fifth* which, with 345 tons gross, tackled the 1-in-106 of Grayrigg Bank at 33mph and, after touching 65 mph on the six-mile breather through the Lune Gorge to Tebay, went over Shap at 22½.

In column 2, we have *Meteor* with a slightly heavier load mastering Grayrigg at 31½mph and Shap Summit at 19½, while (in col 3) *Penmaenmawr* with 390 tons reached 74mph in the minor dip at Hest Bank, reduced to 53mph by the 1-in-134 to milepost 9½, but rising to 65 at Milnthorpe. Grayrigg Bank lowered the rate to 33mph before they accelerated through the Lune Gorge to tackle the 1-in-75 to Shap Summit at 19, good going for a 4-4-0 with nearly 400 tons on its tail.

TABLE 5: PRESTON – CARLISLE

Train:		2.00pm Euston-Glasgow (all)							
Loco:		2663 *George the Fifth*			2242 *Meteor*		1188 *Penmaenmawr*		
Load:		330/345tons			346/360tons		372/390tons		
Recorder:		C J Allen							
Miles	**Timing point**	**Sched min**	**Actual m s**	**Speed mph**	**Actual m s**	**Speed mph**	**Actual m s**	**Speed mph**	**Gradient n 1-in**
0.0	PRESTON	0	0 00	-	0 00	-	0 00	-	240R/101R
4.8	Barton		8 40	-	8 00	-/70	8 20	-	503R/1115F
12.7	Scorton		16 20	-	15 10	-	16 40	61	1199R
21.0	LANCASTER	23	24 00	-	22 40	50*	25 10	- *	98F
24.1	Hest Bank		-	75	-	68	27 45	74	469F/L
27.3	CARNFORTH	30	29 15	-/56	28 30	-/55	30 30	-/53	369F/134R
34.6	Milnthorpe		36 15	65	35 30	65	37 30	65	L/173R
40.1	OXENHOLME	44	42 35	-	41 35	-	43 50	-	111R/178R
47.2	Grayrigg		53 40	33	52 35	31½	55 05	33	106R
53.2	Tebay	62	60 20	65	59 40	-	61 40	62	L/146R
58.7	*Shap Summit*	72	70 20	22½-	70 30	19½	72 15	19/83	75R/125F
72.2	PENRITH	86	84 05	40*	83 50	- *	85 05	- *	616F
79.3	Calthwaite		90 40	-/0* ¶	90 55	-/0 ¶	92 15	-/74	164F
90.1	CARLISLE	104	103 25	-	102 40	-	103 55	-	131F/L
Net times:				100¾min	100¾min	102¾min			
				¶ sig. stop	¶ sig. stop				



An unidentified 'George the Fifth' class get into its stride out of London Euston, heading towards Willesden.
***RM* ARCHIVE**

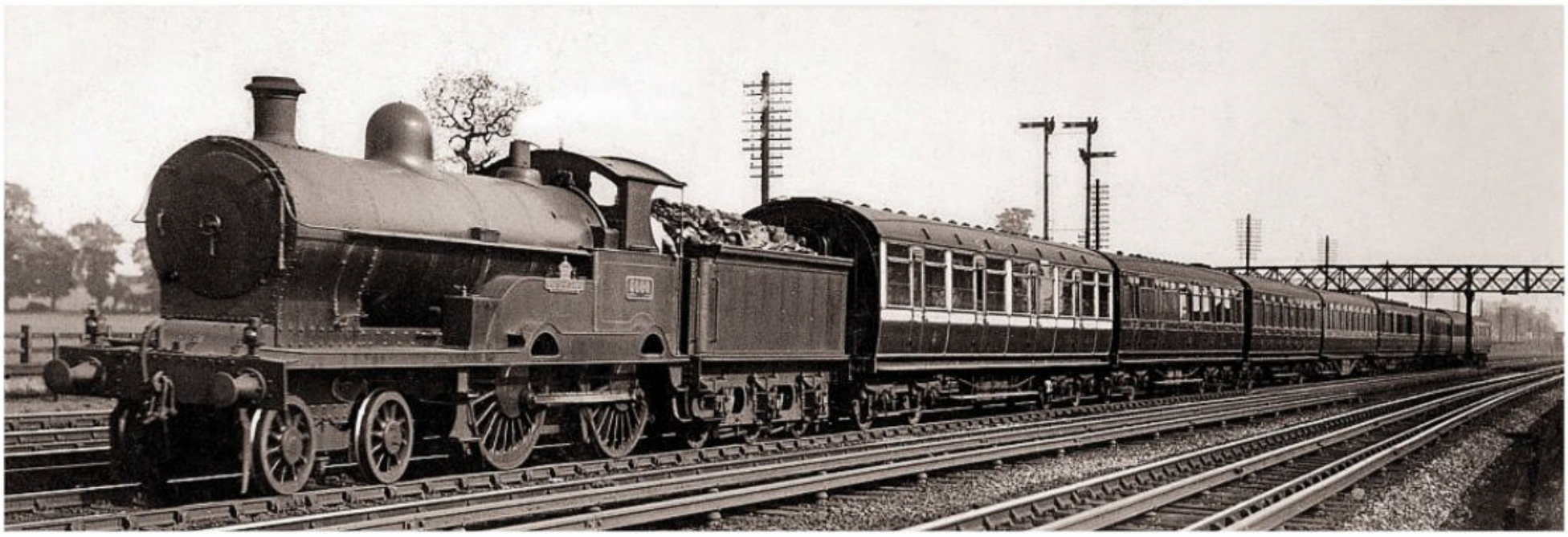
'Credible'

Writing in 1944, CJA observed: "The times of 41min 5sec, 42min and 41min 45sec...up the 31.4 miles were extraordinarily credible for 60-ton 4-4-0 engines...such times today, with loads of 345 to 390 tons, would not disgrace a 5XP ('Jubilee') or a 'Royal Scot', even with peacetime maintenance and fuel."

After so much 'George the Fifth' eulogy, it is appropriate to point out their flaws.

First, Dr Schmidt had recommended a single wide ring on the piston valves; all very well when the loco was new or fresh from overhaul but, after wear, causing steam to leak and increase coal consumption, a characteristic from which the 'Royal Scot' 4-6-0s would suffer in their early days.

Second, the main frame was just one inch thick, leading to rough riding, wear and tear, and discomfort for crews; and, third, the LMS removed the centre bearing on the 'Georges' driving axle, discouraging hard driving and providing an excuse to concentrate on Derby-built compound 4-4-0s.



With the DC lines in the foreground, LNWR 'George the Fifth' No. 5000 *Coronation* heads a Down express near Kenton in the early-1920s. G A MARILLIER/*RM* ARCHIVE



'Precursor' No. 5294 *Scorpion* and 'Prince of Wales' class No. 5680 *Loadstone* pass Castlethorpe troughs with the Up 'Manxman' on September 28, 1931. L J THOMPSON/*RM* ARCHIVE

TABLE 6: CREWE – CHESTER

Train:		2.43pm Crewe-Chester			n/r	
Loco:		25348 *Coronation*			5395 *Henry Crosfield*	
Load:		4/112/115tons			9/#251/265tons	
Recorder:		D S M Barrie			D S M Barrie	
Date:		March 22, 1938			August 17, 1936	
Miles	**Timing point**	**Sched min**	**Actual m s**	**Speed mph**	**Actual m s**	**Speed mph**
0.0	CREWE	0	0 00	-	0 00	-
3.7	Worleston		6 22	52/49	6 23	50/47
8.1	Calveley		11 25	57	11 50	56
10.5	Beeston Castle		13 45	67	15 13	-
14.4	Tattenhall Rd		17 05	73max	6 10	54
16.2	*Tattenhall Jct*	19	18 37	68	8 07	56
17.8	Waverton		20 00	72	11 35	59/60
21.2	CHESTER	26	24 33	-	12 47	

By the 1930s, with 'Royal Scots' established on long-distance work and Stanier bringing new thinking from Swindon, the remaining 'Precursors' and 'Georges' found themselves on secondary duty away from the West Coast Main Line, where they and their crews had once demonstrated exuberant hard graft.

Most of the logs examined so far have been published previously, albeit it many years ago. The two runs in Table 6, as far as I am aware, have not been published before and were taken from the Railway Performance Society's archive.

Recorded by D S M Barrie, their footling loads were almost an insult to the 'Georges': in the first column we have 'George the Fifth' No. 25348 – the 5,000th loco built at Crewe and named to celebrate the Coronation of King George V and Queen Mary – with just four coaches on its tail.

The gradients between Crewe and Chester are favourable and, in contrast to what we have seen so far, almost irrelevant for a 'George' on 115 tons! However, 73mph at Tattenhall Road was very acceptable for such a train and maintained the spirit of Crewe, as did the 1½min early arrival at Chester.

No. 5395 *Henry Crosfield* (col 2), had twice the load but is not particularly inspiring; perhaps it didn't have to be. Incidentally, the LNWR loco numbering system is very difficult to follow: for example, LMS No. 5395 was originally LNWR 2279, but became 25395 to make way for new 'Black Fives' in the 5000 series. Names were also changed: for example No. 956 *Dachshund*, completed in April 1911, became *Bulldog* in December 1915.

The first 'Precursor' to be condemned was LNWR No. 2120 in October 1927, built in May 1905; the last was LNWR No. 643 *Sirocco*, dating from November 1904 and later rebuilt with high superheat and a Belpaire boiler. Eventually renumbered 5297, it was the last surviving Crewe-built 4-4-0; it was condemned in October 1949, without receiving its allotted BR number, 58010.

Expertise

How about the 'Georges'? During the 1930s the LMS had been flooded with 'Black Fives' and other types initially based on Swindon practice and improved with the expertise of chief draughtsman Tom Coleman and his ilk.

Although mighty performers in their time, despite their modest dimensions, the 'Georges' had to bow out. The first to go were a clutch of 10 in November 1935, and the final members of the class were LMS Nos. 5321/50/73/76, all of which just made it into BR ownership.

Preservation was considered but fell through; but plans are afoot to build a replica of a 'George the Fifth' (see below).

As early as November 1929, Cecil J Allen had opined in *The Railway Magazine*: "Is it a sound proposition to design the engine which can be 'thrashed'...as was the case in North Western days?

"Or was the treatment that these engines received during their early life, and the excessive wear and tear so caused, one of the determining factors which...has compelled their early replacement?"

The superheated 'Precursors' and the 'George the Fifths' were nevertheless in the forefront of 4-4-0 performance until the advent of Maunsell's three-cylinder 'Schools' in 1930. Acoustically and visually a 'George the Fifth' surely had the edge.

It may be possible to see and hear one again, thanks to the LNWR 'George the Fifth' Steam Locomotive Trust. Formed in 2012 with the aim of building a working replica, the trust can be contacted on https://newprincegeorgesteam.org.uk ■

■ *Meanwhile, thanks for assistance to Edward Talbot, author and expert on LNWR locomotive matters.*

"Visually, there was little similarity between the graceful lines of the LNWR 'George the Fifths' and the startling appearance of Bulleid's 'Q1' 0-6-0s 35 years later on the Southern. Yet the two classes had one thing in common: potential power in a small space."

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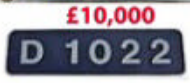


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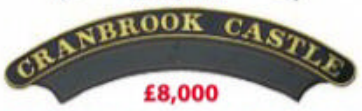
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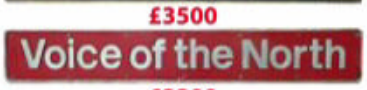
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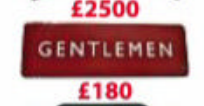
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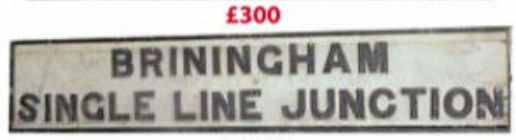
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The azure house colour of Arriva has been around for 20 years, and even with the Transport for Wales franchise being in different hands since 2018, the livery still lingers on. On June 9, 2005, Class 158 No. 158820 eases away from platform 6 at Crewe with an Arriva Trains Wales Manchester Piccadilly to Cardiff Central working.

COATS OF MANY COLOURS

PART 3

The third instalment of this pictorial summary of past Privatisation liveries offers a further selection of the diverse colour schemes carried by Britain's trains from the past 25 years, captured by the camera of **Chris Milner**.

The addition of the blue lower bodyside and end panels, along with the green and white arc shapes, was an adaptation of the green Central Trains livery for the West Midlands Passenger Transport Executive, which had responsibility for local services. No. 52117 was out-shopped in the new branding at Tyseley depot on March 15, 2006. Behind is vehicle No. 57209.





Govia took over the former Connex South Central franchise from August 2001 and began to repaint Mk1-based units in what was tagged a 'heritage' livery, featuring two-tone green with a white lower bodyside. Class 421 4-Cig set approaches Coulsdon South on July 14, 2003, with a Victoria to Southampton (via Hove) service. Behind is a second Cig set, still carrying Connex livery.



First Capital Connect (FCC) – remember them? Between April 2006 and September 2014, FCC operated the Thameslink and Great Northern sections of what later became the Thameslink, Southern and Great Northern franchise. Replacing the old Thameslink blue with an orange stripe was First Group's version of the company's 'dynamic lines' livery, which represented a silhouette of a city skyline. Set No. 319425 was the first unit to be refurbished for FCC at Wolverton, and is seen at Bedford on October 26, 2006, in the new livery.



Left: At the December 13, 2004, launch in Leeds of Serco/Abellio taking over the Northern franchise set No. 156451 had been out-shopped in this initial version of the livery. A second 'look', with the lilac and white reversed, was produced to gauge public opinion. A third and final version had added dark blue with lilac along with a small white stripe. This is now being replaced by the current blue and white livery of Northern. Serco/Abellio ran the franchise until March 2016.





Left: Class 87 No. 87002 *Royal Sovereign* was part of Virgin Trains West Coast fleet, but it was rolling stock owner Porterbrook that repainted the loco in its house colours, with different styles on each side. Here, the loco pushes a service from Liverpool past Cathiron, Rugby, on June 12, 2003. Above: The livery on the other side of No. 87002 was said to be less popular with enthusiasts. (see the current No. 87002 on p78)

NOT THE TICKET

Ticketless and fraudulent travel costs the industry millions in lost revenue – a figure borne by honest fare-paying passengers. Peter Brown spent the afternoon and evening peak with revenue protection teams at busy commuter stations on the West Coast Main Line to find out how one operator is tackling fare evasion.

Even the hardiest of railway followers – either from within the industry or an enthusiastic outsider – could not have failed to have been shocked by figures released from West Midlands Trains back in April 2019 showing the extent that passengers would go to obtain a free train ride.

The seriousness of the problem was shown in the revelation more than £1million had been recovered from ticket cheats in the year up to the beginning of March 2019. Even with the vigilant and compelling swoops on stations and trains, that figure in reality is likely to have been even higher.

A shocking report from West Midlands Trains, which operates services on West Midlands Railway and London Northwestern Railway, revealed revenue officers received a staggering £1,284,746 of unpaid fares during the financial year that ended in April 2019. Broken down, the figures show £876,483 was recovered from passengers on London Northwestern Railway and £408,463 from users of West Midlands services.

Figures published also included penalty fare notices and tickets sold to passengers at stations attempting to board trains without paying. These two train companies issued a total of 19,579 penalty fares, with only five per cent of them being successfully appealed.

To reach that situation teams spent 2,506 hours at stations and on trains. A total of 1,163 hours were spent on London Northwestern Railway and 705 hours on trains, 458 hours at stations. The total for the West Midlands network was 705 hours on trains and 856 hours at stations.

Repeat offenders were taken to court along with those who failed to pay penalty fare notices. A total of 3,038 court cases were heard, resulting in £462,292.95 being recovered in costs and revenue.

> "What I have also noticed in recent years is the genuine belief by some within our society they should not have to pay to ride on the railway."

"We know that our fare paying passengers find ticketless travel a real issue, and we are committed to tackling this as best we can," revealed London Northwestern's head of on-board Sean McBroom, when the figures were revealed.

"We have been trialling a new route-based approach to help inform our revenue protection activity, so passengers will see our teams at stations and on trains more frequently.

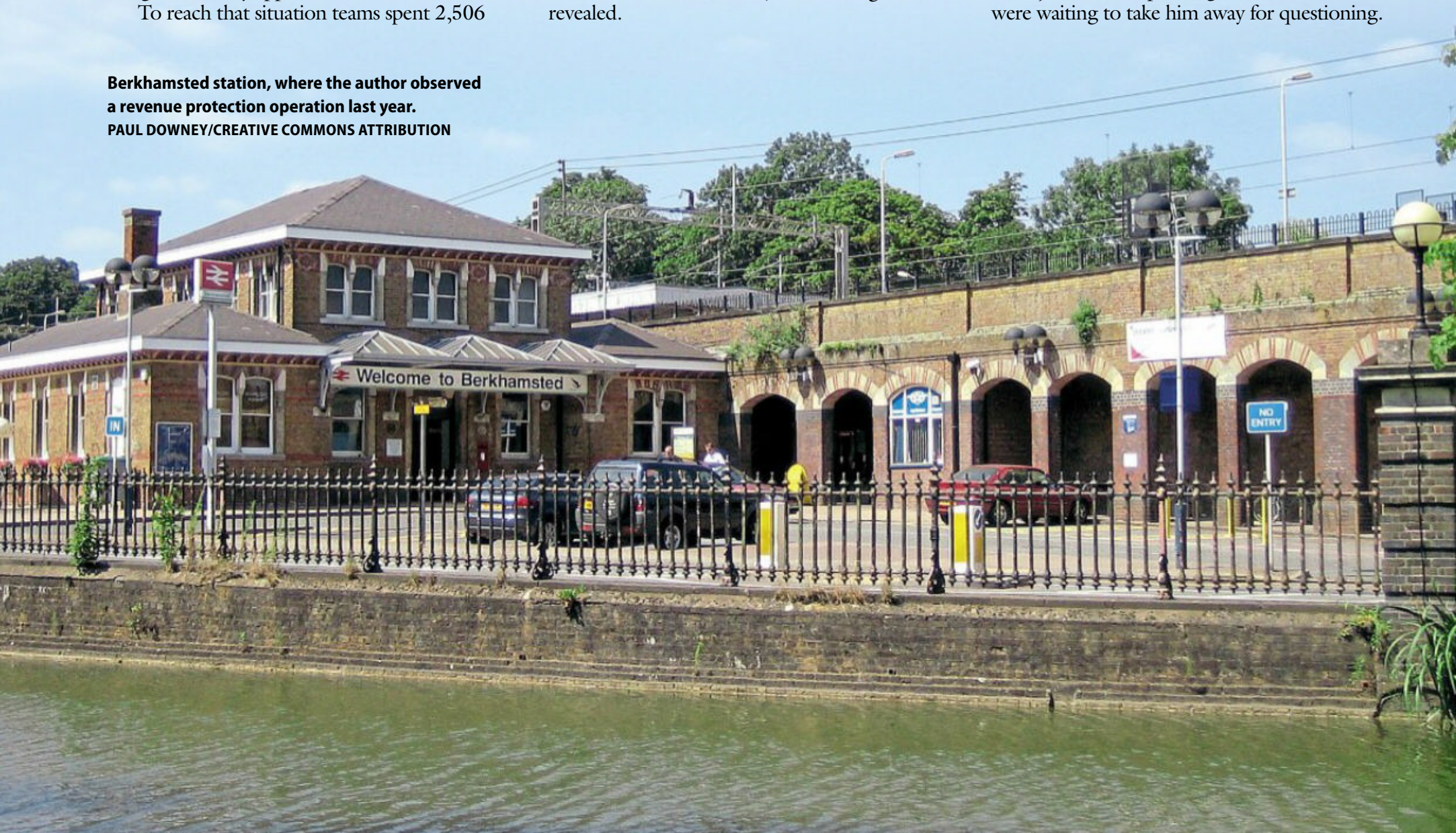
"We always advise passengers to purchase a ticket before travelling, either from station staff, ticket vending machines, online or via the London North Western or West Midlands Railway apps. Anyone found travelling without a ticket will be liable to a penalty fare."

In the past, in my role as a journalist, I have covered events and matters involving revenue officers in their battle against fare cheats on Britain's national railway network. However, they have usually been shadowing one officer on-board trains, working in close liaison with British Transport Police.

On one occasion a revenue officer approached a young man boarding a train on a Great Northern service after telling me: "This is one of our regulars."

The scenario then went with the officer spotting a regular face he had seen before. On this occasion he approached the youngster asking him: "You haven't got a ticket, have you?" To which the young offender stated quite openly: "No, I haven't got a ticket and I have no intention of getting one."

However, the young man did not get too far as just a few stops along the line BTP officers were waiting to take him away for questioning.



Berkhamsted station, where the author observed a revenue protection operation last year.
PAUL DOWNEY/CREATIVE COMMONS ATTRIBUTION



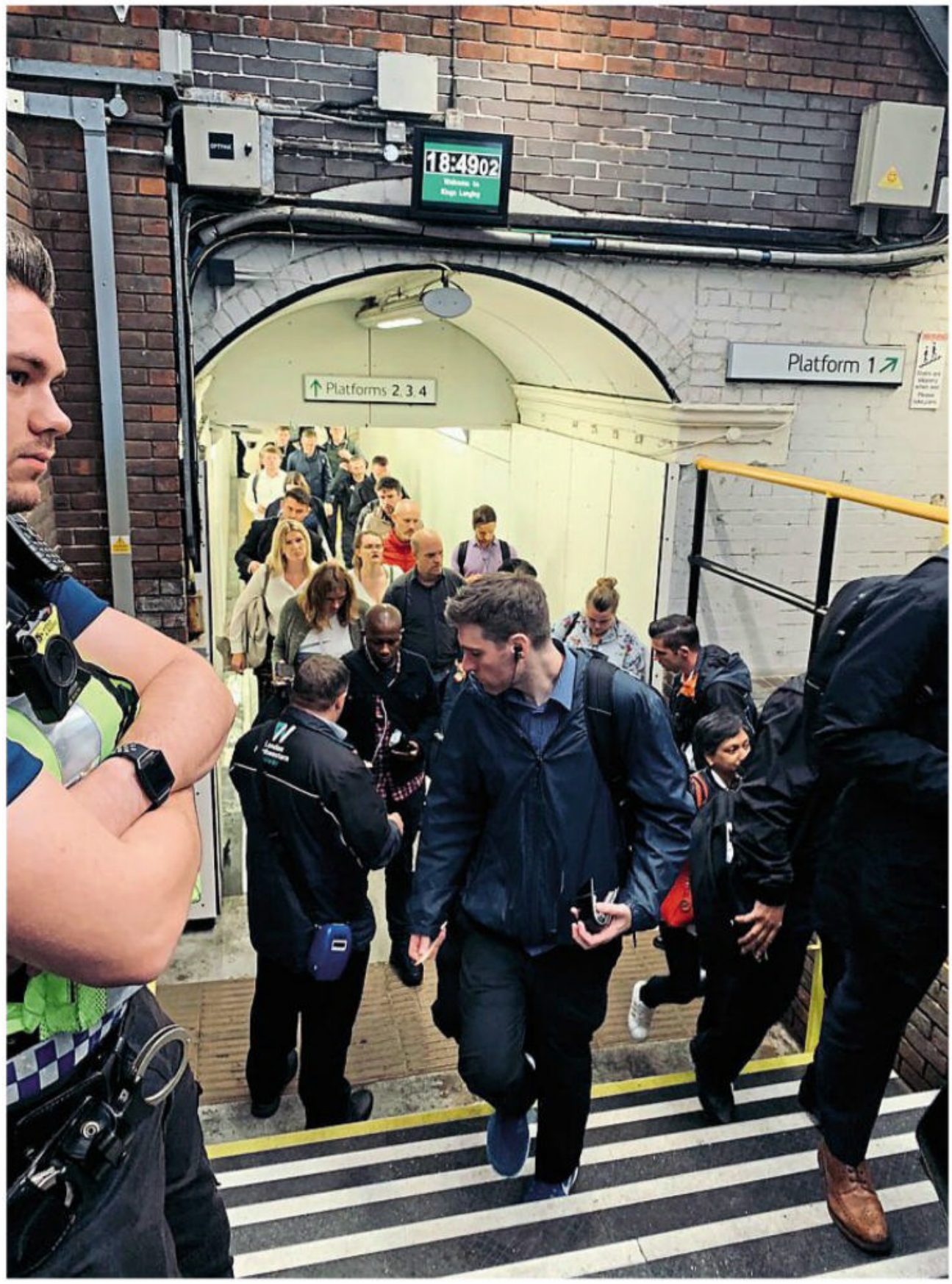
Penalty fare warning notices at stations within designated penalty fare zones are clear and unambiguous.

What I have also noticed in recent years is the genuine belief by some within our society they should not have to pay to ride on the railway.

This was seen quite clearly three years ago in a north-west London pub frequented by students, who were all discussing the plight of one of their number working as a barmaid during the evenings. It became apparent she had been found guilty of fare evasion in the Midlands.

Her fellow students rallied round – not to pay her fine – but to loudly declare that in their opinion she had done the right thing by not paying her fare. One of the students loudly proclaimed, so everyone in the hostelry heard him state: "She did the right thing. Nobody should ever have to pay to ride on a train."

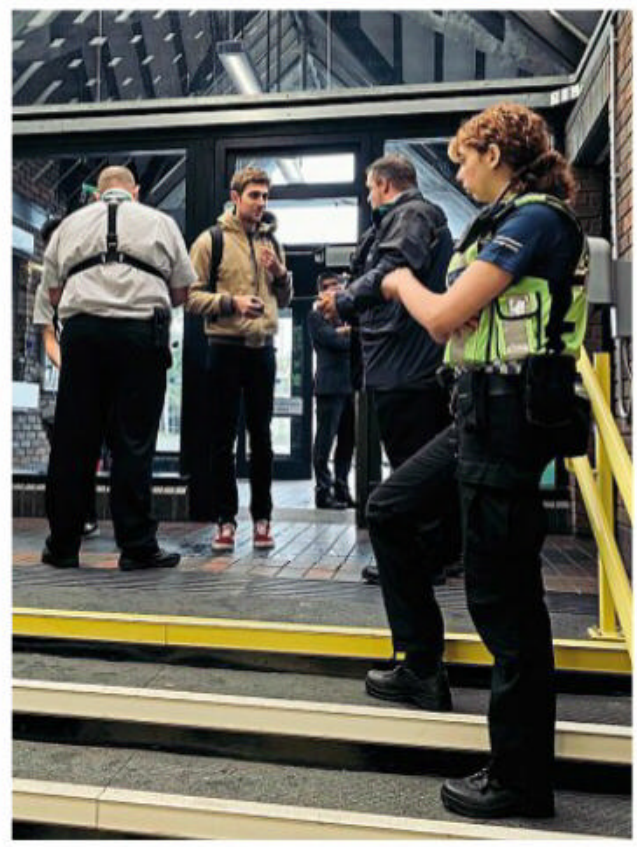
So, still having that memory ringing in my ears and the fact the West Midlands Trains operation was to be the biggest fight in the fare evasion battle I was to witness, I was intrigued about just what was going to happen.



Right: Rush-hour commuters facing ticket checks at Kings Langley during the operation on August 14, 2019. ALL OTHER PICTURES BY WEST MIDLANDS TRAINS



Revenue team members and BTP officers wait for the next evening rush-hour train to arrive at Kings Langley on August 14.



A passenger is questioned during ticket checks at Kings Langley.



Left: Crowds pour off the train only to face a ticket inspection at Berkhamsted.

"Within the few hours the swoop was taking place, officers issued 97 penalty fares to people travelling without tickets, made up of 33 at Leighton Buzzard; 21 at Berkhamsted; 15 at Hemel Hempstead; and 28 at King's Langley."



Right: A revenue officer prepares to issue a passenger with a penalty fare notice at Berkhamsted.

I had arranged to meet up with Nick Miller, area revenue protection and security manager for London North Western in the late afternoon to witness an operation taking place along part of the West Coast Main Line at such stations as King's Langley, Hemel Hempstead, Berkhamsted and Leighton Buzzard. It was set to run throughout the Wednesday evening peak and beyond.

Upon my arrival at Hemel Hempstead, I was struck by the number of BTP officers on duty, along with members of revenue teams who had been drafted into the area

"Something like this on this scale is very few and far between, although we do aim for at least once a month," Nick Miller admitted.

'Super-Op' teams

"This is what we call a 'Super-Op' when we do something like this, and we have brought in our teams from Crewe, the Midlands and Milton Keynes, in addition to those from the local area.

"During the operation we check tickets, issue penalty fares as well as issuing an MG11, which is the statement we write after questioning someone under caution to put forward for prosecution."

When stopped by officers for not having a ticket to travel, the accused parties initially do pay there and then, or if they cannot do that at the time then they are granted 21 days to do so. They will also have 21 days to appeal if they feel unfairly treated.

Forming a profile in one's head of the average fare dodger, you would probably come up with a young person. However, that is not so, according to the statistics, and those who work in the rail industry.

"The age does vary," points out Sean McBroom. "But it's generally in the thirties and upwards. Some people we catch say the railway gives a poor service and that is why they are doing it.

"Our revenue protection staff get spat at and are assaulted; that's why we work in numbers. And we do not get commission as many people seem to think."

As I shadowed the team working at Berkhamsted, one of the wealthiest areas on the line, I witnessed a crowd of revenue collection staff and BTP officers gathered in the corridor situated under the track at the entrances leading to and from the platforms and station entrances. It was clear that anybody trying to get away without paying would not succeed.

One thing that was very noticeable was the same excuse that kept getting used when passengers were stopped without a valid ticket.

When asked by officers where they boarded the train, their reply was Hemel Hempstead, the previous station in a northbound direction. These same people all followed the same script when asked why they did not have a ticket.

"There was nobody at the station to give out tickets," came the reply, the same from young and not so young passengers. However, they were wrong, as the same mass operation of ticket fraud detection was taking place at Hemel Hempstead. Most of these passengers opted to pay a penalty fare of £20 – and it appeared not to cause them any concern.

"That's one of the problems," Sean told me. "Twenty pounds these days is nothing. It is far too small. This is something we are asking the RDG (Rail Delivery Group) to look at and increasing. At present there is no deterrent."

Another instance that took my eye was a 15-year-old boy with a heavy sports bag who was asked for his ticket. He eagerly delved into his heavily laden carrier and as he began to panic he explained: "I have one, I really do," he muttered as tears filled his eyes.

A female officer gave him a hug and suggested he rang his mother, who confirmed he had a ticket and within minutes it appeared she had it and dutifully produced it almost instantly. She was already in the station. Everyone was happy with the outcome.

Within the few hours the swoop was taking place, officers issued 97 penalty fares to people travelling without tickets, made up of 33 at Leighton Buzzard; 21 at Berkhamsted; 15 at Hemel Hempstead; and 28 at King's Langley.

Fraudulent travel

A further five people were questioned under caution for fraudulent travel and will be put forward for prosecution through the courts. Another 37 were refused travel for trying to board services without tickets or the funds to pay for their travel.

The increase in the number of passengers travelling illegally has, not surprisingly, led to a growth within the legal industry of specialist firms handling cases on behalf of those facing legal proceedings and prosecution. These firms are easily found on the internet.

People I have spoken to who have lost cases brought by the railway authorities firmly believe they were wrongly accused, and many seem convinced the train operating companies are making extra money out of it. Nothing could be further from the truth.

However, no doubt when those same people realise they could be facing a criminal record that will stick with them for the rest of their life, and could impact future employment prospects or even mortgage applications, they may think twice before trying to dodge paying their fares. ■

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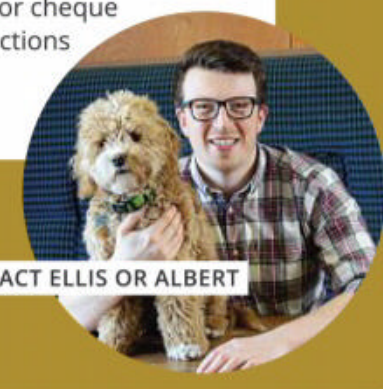
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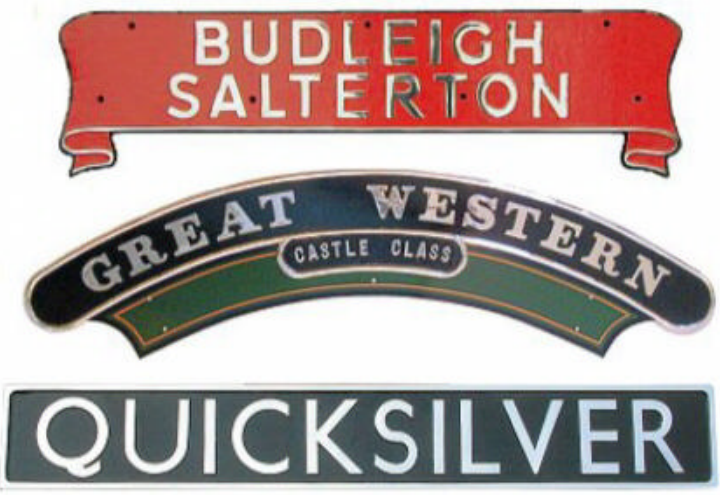
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The volunteer problem facing heritage railways

For almost 70 years, volunteers have been an indispensible part of the heritage railway movement. However, with many volunteers in or approaching their twilight years, there is an urgent need for new, younger volunteers to join the ranks in order to learn the many skills, otherwise lines could be forced to close. Volunteer Nicola Fox explains the pressing problem facing one of tourism's most popular sectors.

The railway preservation movement is 69 years old this year. What started with a group of volunteers in a Welsh valley has now grown to in excess of 200 railways and railway centres of differing gauges across the UK.

Thousands of volunteers give their time to run and maintain hundreds of miles of railway. Some railways are fortunate to employ several members of paid staff, but the life blood of almost all heritage railways is their volunteers – a veritable army of them.

In a parliamentary debate in June 2019, Lord Faulkner, president of the Heritage Railway Association, gave the following figures: Railways attract 13 million visitors a year, employ around 4,000 staff and depend on more than 22,000 volunteers.

'Productive'

Lord Faulkner rightly highlighted how much volunteering on a heritage railway has to offer people, regardless of their age: "For students, a steam railway offers a living example to support so much of the school curriculum.

"For older volunteers, steam railways offer an active and productive activity for people who might otherwise have a sedentary lifestyle.

"They unite people from a wide range of backgrounds and a wide geographical area, supporting social cohesion."

As a long-standing volunteer myself, I'd have to agree. In this digital age, railway volunteering can offer a stark and beneficial contrast to our computer-led lives. Not to mention heritage railways often act as a training ground for the national network.

However, the reason Lord Faulkner was speaking on this debate was because the long-term future of the railways could be at risk. As the original volunteers begin to step back because of age and infirmity, the number of volunteers rising up the ranks is not enough to replace them.

An All Parliamentary Group report from



A group of the Talyllyn Railway's young volunteers stand by Fletcher, Jennings 0-4-0WT No. 2 *Dolgoch,* outside Pendre shed before the day's duties. BARBARA FULLER

2018 – Engaging the Next Generation: Young People and Heritage Railways – found young people (under the age of 18) comprised only 5% of the current UK volunteer railway workforce.

Since university and later life commitments can easily draw people away from volunteering, often securing a volunteer's interest and commitment before this age can be make or break. However, with only 5% of volunteers falling into this category and an ageing workforce, there is an undercurrent of concern running through the industry.

What happens when there simply aren't enough volunteers to maintain a service?

In the early days of preservation, heritage railways were few and far between. However, by the mid-1970s many heritage lines around the UK had risen from the ashes of Beeching closures. Big names such as the Severn Valley, Bluebell, Keighley & Worth Valley, North York Moors were all flourishing, running busy services and starring as locations in television programmes.

Expansions

Lines grew more numerous, existing lines extended their operations, and as the preservation movement spread, so did the volunteer staffing requirements. This continued throughout the intervening decades, to this day, where new extensions are announced on an annual basis it seems, if not more frequently.

The ubiquitous nature of the preservation scene and the expansions achieved by so many lines, mean the railways have become a victim of their own success, and unless volunteer recruitment is addressed there will come a time when volunteer numbers are too few to meet service requirements. This situation has recently become more pertinent than ever in light of the Covid-19 pandemic.

This issue is not one that should be taken lightly by our railway organisations. Many may be looking at their current operation numbers thinking: 'We've got enough volunteers to cover our service, we're doing fine', without realising that sooner or later they're going to find themselves falling short.

The key to succession planning is knowledge; the first step must be to run the numbers, find the gaps in the organisation and then set about filling them appropriately, and there are many ways to do the latter.



Working in a signalbox can be very rewarding even with a lot of rules and regulations to comprehend. Here, Lambton, Hetton & Joicey Colliery 0-6-2T No. 29 runs round its train at Goathland on the North Yorkshire Moors Railway on September 29, 2019. ANDREW JEFFERY

A number of railways agreed to talk with *The RM* about what they're doing to future proof their organisations and ensure stable volunteer numbers and have kindly shared their findings.

The **Churnet Valley Railway's (CVR)** extension plans to reach the market town of Leek are in full swing, boosted recently by the award of a grant for £1.4million from the European Agriculture Fund for Rural Development.

However, before even the first length of new track had been laid, the background work had been done to establish what the increased volunteer requirements of running to Leek would be. Speaking back in early 2019, Jack Ilczyszyn, one of the CVR's permanent staff, said: "The railway's getting ready to grow and we need the volunteers to grow it."

For the first time the CVR will be accessible for those without a car, making it easier for local people to volunteer, and several people have approached the railway to offer their services at the proposed Leek station. Jack knows however, they can't just wait for people to come to them: with only four paid staff, the CVR is fully dependent on volunteers for the day-to-day running of the railway.

Partnering

While employing the usual tactics – "we're creating more enticing posters and social media videos to remind people what we do", – Jack is also trying a new tack and partnering with local government authorities to draw people in and offer them the benefits of volunteering.

"We're currently working with the council; there's an astonishing number of groups and businesses helping people to get volunteers in, so we're working with them."

Five years ago Noel Hartley, now the operations manager at the **Keighley & Worth Valley Railway (KWVR)**, was looking through the railway age demographic and noticed 'the number of grey hairs on heads'.

Realising this may present a problem in the future he delved deeper. "I found out 75% of our



A busy scene at Kidderminster on August 10, 2018, as former GWR '57XX' 0-6-0PT No. 7714 departs with empty stock, while '28XX' No. 2857 takes on water. KENNY FELSTEAD



Young rail professionals, volunteering at the Ffestiniog Railway, working on the track layout at Boston Lodge during an engineering possession. CHRIS PARRY/FR



Young KWVR volunteer James Dearden (15) will shadow qualified staff before being allowed to work in the railway's shops, buffets and booking offices. CRAIG SZLATOSZLAVEK

drivers were over 60. Because of the time it takes to train drivers that was one of the most high risk areas; you could be looking at a ten-year lead time."

With no upper age limit (although medicals apply) there is no tangible cliff edge that the railway is headed for, but based on current figures, Noel calculated future attrition: "We're looking essentially to replace a seventh of our drivers annually as drivers retire. I think we'll lose 25% of our drivers before they get to 70 and the rest before they get to 80."

Because the rate of passing out was not equal to the retirement figures, the KWVR updated their training system to make it more efficient.

Now, five years down the line, quadruple the number of fireman qualify per year and double the number of drivers.

If Noel's figures were wrong and more drivers continue volunteering into their seventies than expected, what is the worst case scenario? The railway will have a surplus of operational volunteers… as they say, a nice problem to have.

As has been previously established, an area every railway needs to continuously monitor and invest in (be that time or money) is the recruitment of young volunteers.

Apprenticeship

Several railways already offer groups for young and junior members. The **Ffestiniog Railway** visit local colleges to explain what the railway has to offer and also take part in Duke of Edinburgh award schemes. In addition, they also run an annual young volunteers training week, a recognised apprenticeship scheme aimed at those aged 14-18.

"It's a way of encouraging those that want to come along [but are too young]. They'll have something fun to do, for example, take a locomotive apart that is booked for maintenance," says locomotive manager Phil Brown.

He says the group covers "a bit of everything", from operating to infrastructure, with all activities fully planned and managed. The success rate is high. "As soon as they're 16 they tend to leave the group and go straight into volunteering," he adds. The rising costs of living in the UK and increased student tuition fees are something Phil is also aware may impact the ability of many young people to volunteer now, in a way that didn't happen 20 years ago.

"You could come up for the summer and life wasn't that expensive. These days, uni students or A level students come either side of the summer period then spend the middle six weeks doing a job."

To help, the Ffestiniog offers volunteer accommodation at £2.50 a night, but sadly there is little they can do about the cost of fuel/train tickets and food.

Legislation

Another nearby organisation which has recognised the need to focus on recruiting and retaining young volunteers is the **Talyllyn Railway (TR)**. Until 2019, the TR was rather unusual, as young people were welcomed from the age of 14 as volunteers in their own right. This was two years (and in some cases four years) younger than other organisations.

Unfortunately, a piece of legislation resurfaced, and upon legal advice it was determined that the volunteer age would have to be raised to 16. To avoid disappointing volunteers who were not yet 16 and losing potential future volunteers, the Talyllyn's training department immediately threw themselves into designing a solution.

Four weeks later, the under 16s training and development programme was launched online, with a series of dates set to cover the school holiday periods, when these under 16s would previously have travelled to Tywyn to volunteer.

A total of 19 volunteers were affected by the legislation change: ostensibly, the programme was created for them. Yet by the end of the first year, 78 people signed up to the programme, proving the need for it.

According to the Talyllyn training committee, people have come from all over the UK for it because "no one else offers anything like this, they've looked everywhere". Some of the trainees were even sent to the Talyllyn by the Office of Rail and Road (ORR)!

The programme runs from February to October, with two blocks of two days in each major school holiday. The programme was designed to be flexible, so attendees can attend one of the two days or both but, since its inception, everybody has chosen to come to all of them. Refreshments are provided, the trainers are DBS checked, and parents sign a consent form, including a medical declaration.



Making sure carriages are clean and presentable for passengers is an important task, more so during the coronavirus pandemic. Young volunteer Esther cleans the interior of a Talyllyn Railway carriage at Tywyn on August 15, 2019. MATTHEW WEAR

Training co-ordinator Matthew Wear said: "I took the syllabus for trainee guards, trainee cleaners and trainee blockmen and from that created a two-year syllabus – part classroom, part active – in a closed part of the railway," although he acknowledges even the classroom part is active and "we made a right mess with a load of clinker".

At the end of the course the attendees are given the chance to sit a rules exam in their desired grade, as a demonstration of what they can expect once they graduated the scheme.

The first graduates from 2019 are already volunteering, having received a condensed one-year version of the course to account for their knowledge from the previous year's volunteering. Matthew was proud to recall how the graduates "flew through" their rules exam.

This programme was born out of unfortunate circumstances, but the end result has been 16-year-old volunteers coming in with a more in-depth knowledge than previous volunteers of their age may have had, enabling a faster progression through the ranks. Such is the popularity of the scheme that Matthew has been inundated with requests to run more days – from parents and the trainees alike.

The Talyllyn received recognition from the HRA for their efforts in the form of an award nomination, and other railways have been sitting up and taking notice. Matthew said: "The programme has received much interest from other railways and the railway is already supporting some other heritage railways to develop similar schemes of their own to allow young people to become involved."

More and more railways are formalising their approach to dealing with volunteers, often appointing an officer to handle the task.

The **North Yorkshire Moors Railway** (NYMR) has gone one step further and used Heritage Lottery Funding to appoint Marcus Aldrich to a three-year, full-time paid position within the organisation as head of volunteer development, something the railway believes to be a preservation first.

Appointed at the end of 2019, Marcus hails from an aviation background, and comes to the role from a practical rather than emotional position, having no memory of steam engines. He describes himself as a trouble-shooter by profession with experience "managing people in very challenging circumstances".

Pedigree

Although he hasn't volunteered in the railway sector, Marcus helped out at the 2012 Olympics and the 2015 Rugby World Cup and worked on the volunteer set up for the Syrian refugee programme: a worthy pedigree.

Full of praise for the existing volunteers – "I'm humbled by the work, I've seen people give up time to do" – Marcus brings a new perspective. As a non-enthusiast he is acutely aware you do not need to have an interest to volunteer on the railway, and is ensuring his strategies will incorporate targeting techniques for all age groups and interest.

He adds: "We've got to think about the message and the language we're using and managing people's expectations. Do I have to be interested in trains to volunteer? And so on. I think there's so much more opportunity for people, if I can remove those perceived barriers to entry."

Aware also of the mutual benefits from volunteering, Marcus' policy of attracting the non-enthusiast type extends to an outreach programme: "I'm setting up outreach into disadvantaged communities and to middle-aged people who can't find meaningful work, to help get them skilled and back into work."

Ask not what you can do for your railway, but what your railway can do for you!

The results of Marcus' approach are yet to be seen, but it speaks volumes that the NYMR are taking the issue seriously enough to employ a paid member of staff to ensure the on-going volunteer recruitment and management.

The **Kent & East Sussex Railway** (KESR) has taken a similar tack, releasing a video as part of their volunteer recruitment in January this year. In addition to the usual high-profile roles, (eg: driver fireman, guard, signaller) the video also shows crossing keepers, Pullman attendants, on-train guides, museum and archive assistants; even the gardeners, who keep the stations tidy!

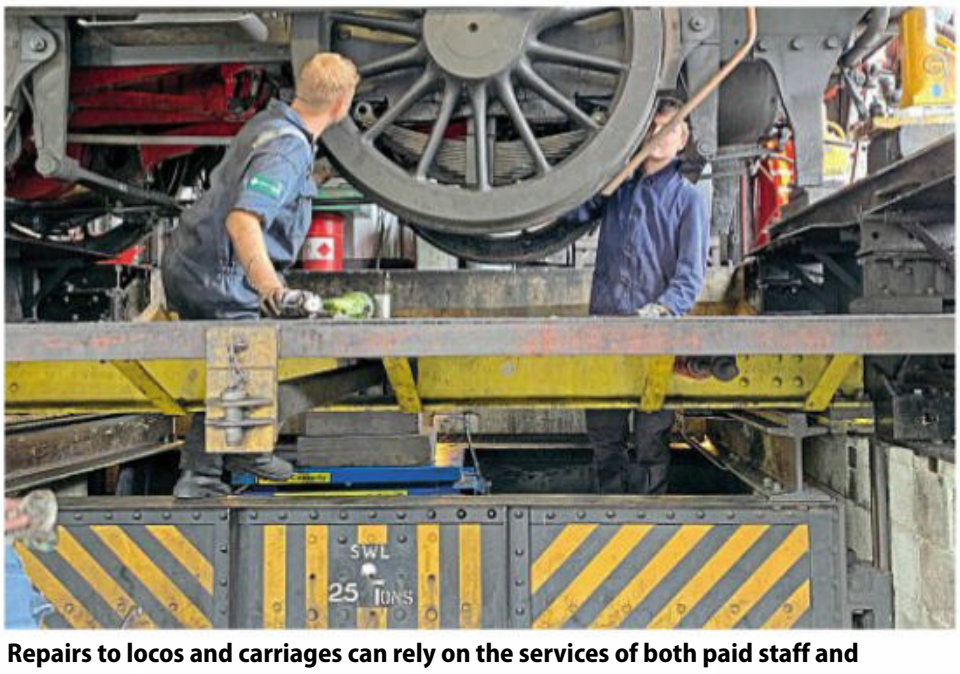
With the video tagline 'There's more to a railway than a train ride', the KESR is keen to attract volunteers of all ages and interests, with no enthusiast prerequisite. According to service delivery manager Andy Hardy, this approach is working: "The response from the volunteer recruitment video was really good. You have



Not every railway has a mechanised coaling system, and sometimes it's down to hard work. Coal is manually loaded into the tiny bunker between cab and saddle tank on Robert Stephenson & Hawthorns 0-4-0ST *Sir Cecil A. Cochrane* at the Tanfield Railway. CARL CHAMBERS



Come rain or shine, volunteers are at work in all weathers. Here at Grosmont, on the North Yorkshire Moors Railway, a train for Pickering, hauled by 'Q6' 0-8-0 No. 2238, is in the process of being dispatched on a damp autumn day. Platform staff and train guard check it is safe to give the driver the 'right away'. ANDREW JEFFERY



Repairs to locos and carriages can rely on the services of both paid staff and volunteers. In the North Yorkshire Moors Railway workshop at Grosmont, 'J27' 0-6-0T No. 69023 *Joem* sits over the wheel drop and gets a leaf spring changed. ANDREW JEFFERY



It's not just locomotives – restoring carriages and wagons can be immensely rewarding, too. Work is progressing on Lambton, Hetton & Joicey Colliery brakevan No. 7 at Marley Hill on the Tanfield Railway. CARL CHAMBERS

one opportunity to grab hold of someone; our argument is it's more than just a railway, we need people that aren't just 'railway people'."

Currently, the KESR is blessed with a healthy complement of volunteers in all departments. On the traffic side, Andy talks proudly of their "healthy complement of guards", with several under the age of 30, including one recently passed out, aged 21. Signallers, he jokes, are fighting for turns, and the numbers of new volunteers coming in and passing out are currently equalling or surpassing those retiring.

Andy attributes this success to the combination of an effective training programme and the hard work of a volunteering committee, a team which is constantly assessing the needs of the railway and how best to recruit and distribute volunteers.

One access point for volunteers is through experience days: "Many people become volunteers this way, so our training for staff who do those roles includes the knowledge that they grab that interest."

Once an interest has been expressed, the railway acts with enthusiasm to run through the necessary inductions and paper work to get the new volunteer on the roster as soon as possible and be flexible; if the prospective volunteer realises one area might not be right for them after all, another is offered.



At the end of the Talyllyn Railway's under 16 training and development days, participants are presented with a certificate of attendance. MATTHEW WEAR

'Hooked'

Andy's mantra is to strike while the iron is hot and the person is excited to become a part of the railway: "Don't procrastinate with volunteers and don't mess them around; it's an awful lot of effort, but it's what you have to do if you want to survive.

"The right people are out there but you've got to work for them and once they're hooked, they're in it for life."

Attracting volunteers is only part of the problem, ensuring they are retained and happy in their work is the other side of the coin. Toward that end Marcus Aldrich is co-ordinating a volunteer survey, across the board at the NYMR, "to get some feelers out about how things are to give us baseline indications of what we need to look at".

He adds: "I don't want volunteers to become static, I don't want to waste peoples' time if they are stuck in a role they don't enjoy; they become disenfranchised. I need to make sure the ones that we've got know we value them."

Managing expectations is another area Marcus intends to focus on. As well as correctly allocating new volunteers, this task may include conversations with volunteers about roles they might be happier doing instead of (or as well as) their current duties. This extends to redeploying founder volunteers who are no longer safe to continue in the roles they began in, "so they can still be valued, we have a duty to have those conversations, we can't turn a blind eye to it".

In a fast moving world, it is important to hold people's interest, and locomotive manager Phil Brown from the **Ffestiniog & Welsh Highland Railways (Ff&WHR)** believes ensuring a swift and attainable progression through the grades is vital to keeping people interested.

Competency must be achieved in order to run a safe railway, so taking that into account the Ff&WHR has established a training programme that satisfies the need for safety while offering what Phil calls 'a factory process'. "You come in and you work your way up. It can be a year and a half from arrival to passing out as a fireman."

With 97% of their turns covered by volunteers, so far their system seems to be working. With a similar system in place at the KESR and both railways currently feeling confident in their volunteer numbers, this process could be a good example to follow.

As the world becomes ever more connected, so too should the heritage industry.

We have already seen how Matthew Wear from the Talyllyn has been offering advice to other railways on how to set up similar youth training programmes. Other examples of successful interconnectivity include the KESR railway's online MIC (mutual improvement classes) resource.

Training

Set up in 2015, www.kesr.mic.org.uk is an open resource, used by many other railways to assist with their own training sessions.

Examples such as these of inter-railway co-operation are numerous, and many volunteers have transferable skills from one railway to the next, yet few organisations have fast-track courses in place to maximise the potential of experienced volunteers from other railways. In other words, someone who is a qualified fireman at one line, may not be accepted at the same level at another railway, instead entering the ranks at a lower level.

While some railways may have their unique ways of operating, the majority of standard-gauge lines follow similar principles that ought to be easily transferable. Could a qualification be established to formalise this?

Marcus Aldrich, from the NYMR, thinks so: "I have aspirations of putting some proper accreditation for our volunteer community."

Although it's early days of Marcus' tenure his stance is a strong one. The NYMR is a huge organisation, capable of leading the way for others to follow and sharing what they find along the way: "I'm opening us up to other railways to share this journey, to see what wins they're getting and share ours," he adds.

The KESR already has a specially designed trained programme to fast track experienced volunteers to best make use of their skills, and with the NYMR looking for an accreditation scheme, if more railways were willing to come on board with this and work together, volunteers forced to move away from their usual place of volunteering could quickly become useful to another organisation.

A volunteer arriving at another railway with an accepted standardised operating knowledge need only learn the local instructions and route knowledge before being capable of stepping into roles where numbers were insufficient.

Especially in light of the challenges faces by railways in recent months from storms Ciara, Dennis, severe flooding and the on-going Covid-19 pandemic, the heritage railway sector is going to need all the help it can get in order to recover.

Once social distancing is a thing of the past, that help translates to more people power. In these times of uncertainty and struggle it is vital steps are taken to keep our railways alive.

Hitting the nail on the head, Marcus Aldrich says: "What we're doing here is generational, it's heritage, it has to remain. Everything comes and goes but this has to remain." ■

■ *The author extends her appreciation to all the railways involved for giving their time.*

"We've got to think about the message and the language we're using and managing people's expectations. Do I have to be interested in trains to volunteer? And so on. I think there's so much more opportunity for people, if I can remove those perceived barriers to entry."

Readers' Platform

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

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



Road to nowhere…

PASSING through the Essex village of High Roding recently, I noticed a freshly painted road sign pointing the way to Takeley station, five miles distant.

Nothing unusual there one might think, except Takeley station closed to passengers 68 years ago, in 1952, and to goods traffic in 1966.

The station building remains standing today beside the Flitch Way, a 15-mile linear country park along the route of the former Bishops Stortford to Braintree railway line, but it is most unlikely to see a train again.

Do readers know of other road signs that still point the weary traveller to now long-gone stations?

Alan Simpson
Ilford, Essex



Class 33 memories and thoughts

A COUPLE of items of interest to the Class 33 article (*RM* July) – particularly relating to Class 33/1s.

On weekday mornings an unusual train ran from Yeovil Junction to Waterloo.

A 33/1 pushed a 4TC from Yeovil as far as Salisbury, where it joined with another 4TC, on the front of which was another 33/1.

The formation then became 33/1+4TC+4TC+33/1. I believe there was a similar return working in the evening rush-hour.

Another unusual working was in the evening rush-hour when a combined train of 33/1+4TC+4-VEP left Waterloo for Salisbury and Bournemouth, with the train dividing at Basingstoke.

Martin James
Egham, Surrey

I THOROUGHLY enjoyed the article on the Class 33s, bringing back many memories of their use on the Oxted Line.

May I add two small points: Push-pull unit 6TC No. 601 was composed of redundant 4-COR stock.

Also, so that the '33s' could be used with steam-heated stock, a converted parcels van with a steam generator was added to the consist, being given the title 'baked potato vans' by staff.

Barry Nicholson
By email

STAR LETTERS

COVID-19: Hostile and unwelcome messages preventing rail travel

IT IS with the greatest concern I believe both the national and heritage rail sectors are facing unprecedented crisis conditions as a consequence of the coronavirus pandemic.

The loss of confidence by the travelling public in using rail, either for commuting or leisure, is catastrophic, and will possibly impact for years.

Changes to work habits, job losses and lifestyle choices have yet to 'bottom out'.

There is a perception rail is seen as an unattractive transport mode because of the (necessary) rules in place, currently with no end in sight.

The Government message that using private cars is the safest form of travel, will convince any doubters over what to choose. All this is giving ammunition to the anti-rail lobby when it comes to future transport investment.

Those who "gave rail a go" in recent years are probably never going to return.

Personally, I last travelled by train in March and was a frequent user... I now perceive rail as hostile and unwelcoming.

My friends and family have no intention of using the train again. It pains me to say, but I feel the damage to rail is long term and making it attractive, restoring public confidence is going to be an uphill battle.

Mr J P Morgan
By email

'Worthless' service for passengers

NOTWITHSTANDING the Government's negative messages towards railways during the Covid-19 crisis, it seems the operators and National Rail (NR) have no interest in encouraging people back onto trains.

This is summed up by South Western Railway's (SWR) website – it is so user-unfriendly; it is worthless.

I checked the NR journey planner a few days before my sister wanted to travel and it confirmed an hourly service from Waterloo to Exeter. However, I checked Real Time Trains on the day and no train times were shown.

Looking at the SWR website it now only gave trains from Paddington but, after about 15 minutes trawling their website, hidden very deeply, I eventually found there was a 'special timetable' with a two-hourly service, with customers having to change at Salisbury.

If the industry forces passengers to check trains three days before they want travel and it bears no relation to reality on the day, it is hardly likely to inspire confidence to use the train.

I did phone NR enquiries, where the operator clearly had no experience of giving accurate information, and took a long time to tell me there was a special timetable operating.

Nowhere was there any information to inform people about what would be running for the return journey the following week.

And the reason why my sister wanted the slow SWR service, was to avoid the Underground with her luggage – perfectly reasonable passenger expectation!

David Bowker
By email

Greater Anglia are 'discouraging' everything bar essential travel

I WANTED to travel from Romford to Cromer for personal reasons but not for essential travel.

However, when I went onto Greater Anglia site they totally discourage anything but essential travel.

I looked at the GWR site too and while referring to the Government guidelines, it did not appear to actively discourage non-essential travel.

One would not wish to travel during peak times where people need to use services to get to work or for essential reasons, plus putting yourself at greater risk of catching the coronavirus.

It does seem ironic that we have Greater Anglia trains heading north from London during the day, which appear to have virtually no passengers on board.

Other organisations, such as the National Trust, control numbers to their sites by pre-booking timed entry and limiting the numbers.

A similar process for off-peak travel could perhaps be applied to rail tickets, particularly for longer journeys, by restricting the number of off-peak tickets to a specific train.

In the longer term those with open tickets or passes should be required to make a reservation, as in some European countries, where you have to make a reservation even on more local services.

It may be the franchise companies are receiving too much Government support during this Covid-19 period so there is little incentive to attract more passengers.

Airline companies that are receiving very little Government help seem much keener to get passengers back into their planes.

Tony Walker,
Romford, Essex.

Re-introduce compartment coaches…

NOW we have moved into the next phase of lockdown and the social distancing reduced to one metre plus, should the rail industry consider the reintroduction of compartment coaches?

Trains are travelling with seats out of use and passengers having to wear face covering.

Removal of some seats in vehicles and the remaining seats re-spaced could allow for clear Perspex or glass partitions to be installed, allowing no more than six passengers to sit together.

The Chief Medical Officer suggested at the June 23 press conference the situation with Covid-19 could be with us for at least the next 12 months.

We need to encourage the use of trains. This may be a way forward?

Dave Mundy
Cheltenham

These are a selection of several letters received during July and it is a sad indictment on the industry that even with an easing of restrictions the message has remained to discourage travel. Like many other editors, I find the situation baffling and have concerns over where the industry will be in 12 months' time if the message doesn't radically change. Heritage lines are using compartment stock if available and one charter operator has installed large Perspex panels as Mr Mundy suggests. - Ed

Push-pull feature stirs memories

THE piece by Philip Horton about auto trains brought memories of my daily (1951-55) trips to school along the Coryton to Cardiff branch.

We always had an auto train with the loco pushing, but controlled from the front of the train.

Some drivers would let us stand 'on board' so we could watch him operate the regulator and brake.

Pannier No. 6435 was most often used, but occasionally a 1400 class would be sandwiched between two auto coaches.

Happy days!!

Gareth T Williams
Chalgrove, Oxon

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TALKING POINTS

■ AFTER reading Southern's Finest Hour article (*RM* May), Jim Ballantyne mentioned the book War On The Line.

I found a copy and would like to recommend it to your readers.

It is full of amazing facts and deeds that the Southern Railway had to contend with during the Second World War.

TIM WATTS
By email

EDITOR'S NOTE

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

PUTTING THE RECORD STRAIGHT (*RM* JULY)

■ **Page14:** the picture of 'Britannia' No. 70008 should have noted the correct wheel arrangement of 4-6-2 not 4-6-0.

■ **Page 20:** No. 41276 at Llandudno Junction was on 'The Welsh Dragon' not the 'Red Dragon'.

■ **Page 27:** 14XX No. 1471 is leaving Tiverton for Tiverton Junction, not the other way round, as given in the caption

■ **Page 29:** The photo of a Class 331 unit with a Skipton to Bradford working (bottom of page) was at Shilpey station (platform 5) and not Bingley. Red face here – Ed!

■ **Page 36:** No. 33104 was being led through Weymouth on its way to London Waterloo, not from.

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Panorama



Class 142 'Pacer' No. 142003 is on rare ground as it approaches the Watling Street overbridge at Wilnecote station, near Tamworth, on April 17, making up the 07.27 Gascoigne Wood-Eastleigh Works working. GARETH JONES

'Battle of Britain' Pacific No. 34046 *Braunton* is signal checked near Winsford Junction while hauling the 'Yorkshire Traveller' railtour from Crewe to York on September 14, 2019. The water (foreground) is the Middlewich branch of the Shropshire Union Canal. BOB GREEN



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GB Railfreight Class 60 No. 60026 *Helvellyn* crosses the River Wansbeck on North Seaton Viaduct (alternatively known as the Black Bridge), near Ashington, with Tyne Terminal to Lynemouth biomass on May 29.
HENRY ELLIOTT



A wonderfully atmospheric scene taken on platform 10 at Liverpool Street station in 1945 as the sun filters through the murk.
C R L COLES/RAIL ARCHIVE STEPHENSON

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The Cuillin Mountains of the Isle of Skye form a dramatic backdrop as 'Large Logo' Class 37 No. 37418 *An Comunn Gaidhealach* heads the 10.50 from Kyle to Inverness on July 22, 1988. JOHN COOPER-SMITH

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO AUGUST 1920

Day trips for Swindon Works staff

OVER 24,000 inhabitants of Swindon, or nearly half the population of the railway town, dispersed to the four quarters of the United Kingdom on Friday, July 2, by the Great Western Railway trip trains for employees at the company's works. Many special trains were engaged from the very early hours of the morning conveying trippers at the rate of more than 2,000 per hour.

New timetables for sixpence

THE Great Western Railway, in July, resumed the practice of issuing time books to the public, which had been discontinued owing to conditions created by the war. During the war sections of 'Bradshaw' were reprinted for staff purposes only. The new timetables cover the period from July 12 to September 30, 1920, and are published at the price of sixpence. They comprise 184 clearly printed pages and good maps of different sections of the system.

50 YEARS AGO AUGUST 1970

Rescues and reopening on Anglesey

FOLLOWING the fire which closed the Britannia Bridge over the Menai Straits in May, several locomotives and special traffic wagons, required to maintain services on the mainland, were stranded on Anglesey. A total of 11 diesel locomotive were involved, and these have been shipped from Holyhead using the *Kingsnorth Fisher*. The locomotives travelled to Valley to be separated from their bogies, the bodies being taken back to Holyhead on Pickfords lorries and the bogies returning by rail for loading into the *Kingsnorth Fisher*. Individual locomotives shipped off Anglesey on June 19 and 24 were Class 24 No. 5083, Class 47 Nos. 1724, 1851 and 1940, and Class 40 Nos. 219, 231, 232, 233, 241, 307 and 390. The locos were shipped to Barrow-in-Furness to be reunited with their bogies.



50 YEARS AGO: Class 22 diesel-hydraulic No. 6326 shunts the goods yard at Cholsey & Moulsford on June 23, 1970, during the last week it was open. Freight facilities were withdrawn at the end of that week. JOHN H BIRD

'Flying Scotsman' in North America

FOLLOWING its American Mid-West tour from Slaton, Texas, via Kansas City and St Louis to Green Bay National Railway Museum, Chicago, during June and July, the 'Flying Scotsman' train is expected to begin this year's 'Trade Mission proper' tour on August 25. Provisional itinerary includes visits to the following cities: Milwaukee, Chicago, South Bend, Detroit, London, Toronto, Kingston, Ottawa, Montreal, Kingston, Hamilton, Niagara Falls, Buffalo, Cleveland, Toledo, Fort Wayne, and back to Chicago.

20 YEARS AGO AUGUST 2000

Connex adopt 'Big Brother tactics on fare evasion

WLTH fare evasion by passengers costing TOCs millions of pounds in lost revenues, Connex plain-clothes staff are to watch what type of ticket is being bought and then follow passengers to their destination – no matter how far – before confronting them. The company has taken this drastic step after staff noticed ticket sales from Cannon Street to London Bridge shot up from 631 to more than 5,200 per month, and also at Victoria where sales of £1 tickets to Battersea Park rose by 800 per cent.

GCR commisions double track

IT HAS taken more than ten years to achieve and cost £1.2m, but the Great Central Railway's vision of a double-track main line finally became reality on June 1 when five miles of twin permanent way were commissioned by GCR president David Clarke – the man whose generosity has made the scheme possible. The GC is now unique within the UK heritage movement with the ability to pass passenger and goods trains at speed fulfilling its mission statement: 'Re-creating the experience'.

RCTS
Britain's leading Railway Society

The RCTS: then and now

READING the *Railway Observer,* extremes of weather are a recurring theme.

The storms of February 2020 brought reports of the Aire Valley line flooded at Kirkstall Abbey, the Worth Valley inundated at Haworth by the Bridgehouse Beck, and the Llandudno Junction to Blaenau Ffestiniog line washed away again, to mention just three examples.

If we go back to the *RO* of 1948 the September and October editions report that on the afternoon of August 12 a storm of epic proportions broke over the Southern Uplands, north of Berwick, which quickly overwhelmed the streams, rivers and culverts to the extent the East Coast Main Line was breached in 13 places.

No fewer than seven bridges were swept away between Granthouse and Reston, and six major landslides also inundated the tracks.

The Waverley route was also blocked between Galashiels and Hardengreen Junction, resulting in both main lines to Edinburgh being closed. It was also reported Penmanshiel Tunnel flowed with water to within a few feet of its roof.

The only way of routing the 'Flying Scotsman' to Edinburgh was to divert it through Selby to Leeds, where it followed the ex-Midland line to Skipton and Hellifield before heading over the Settle & Carlisle at Settle Junction.

At Carlisle it then followed the ex-LMS line over Beattock to reach Edinburgh. Unlike today it only took three days to reopen the Waverley, and from August 16, all the Newcastle to Edinburgh expresses were routed via Kelso and Galashiels.

A quick revision of the working timetable allowed for water stops and the provision of banking assistance when necessary.

On August 24, the Haymarket crew in charge of 'A4' No. 60029 *Woodcock* took up the challenge of running non-stop despite the pitfalls of the 92 miles between Waverley and the first water troughs at Lucker, 17 miles south of Tweedmouth.

With a load of 435 tons the driver declined banking assistance and so set up the first non-stop trip over the 408½ miles to King's Cross.

By setting a new British record for non-stop running with steam the crew also threw down the gauntlet for other drivers and fireman, and by the end of non-stop running that year, 16 non-stop runs were achieved.



It's not just at Dawlish where trains have an encounter with the sea – ScotRail EMU No. 380103 is seen passing the sea wall at the appropriately named Saltcoats in February 2020. M ROBINSON/RCTS

With such extremes of weather occurring ever more regularly the *RO* often highlights the fact that lines once valued as important diversionary routes have almost all been closed.

When the former GWR main line at Dawlish is overwhelmed by high seas and storm-force winds there is no longer the ex-Southern route via Okehampton available to use.

The Waverley route has also disappeared as a through route, so when the West Coast Main Line was closed because of damage to the foundations of a bridge over the River Eden there was no alternative but to use buses to convey passengers forward.

■ For information on the society visit: www.rcts.org.uk

TRACKRECORD

The Railway Magazine news digest

GB Railfreight's special-liveried No. 66779 *Evening Star* worked intermodal trains between Felixstowe and Hams Hall for several days during late-June. The loco is seen passing the steam-age signalbox at Oakham on June 25 with working 4L04. CHRIS MILNER



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Morayshire restoration appeal



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Middleton recalls first train



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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

'Jubilee' *Kolhapur* to return to the main line in 2022



'Jubilee' No. 5593 *Kolhapur* leaves Manchester Victoria with a special for Southport in September 1986. The Stanier 4-6-0 is the subject of a new appeal to return it to the main line. COLIN WHITFIELD/RAIL PHOTOPRINTS

TYSELEY-BASED 'Jubilee' No. 5593 *Kolhapur* could be steaming over the national network within the next two years, if ambitious plans announced by Vintage Trains (VT) come to fruition.

There have been many calls to return the Stanier '5XP' to steam during the past two decades, and VT and Tyseley Locomotive Works (TLW) have always said the 4-6-0 would be overhauled.

However, the overhaul of flagship loco No. 7029 *Clun Castle,* maintenance of the operating fleet and other contract work has left No. 5593 low down the pecking order.

Commonwealth Games

No. 7029 is now back in traffic, the overhaul of classmate No. 5043 *Earl of Mount Edgcumbe* is well underway, and VT and TLW have decided the 'Jubilee's' time has come, and have set their sights on the 2022 Commonwealth Games in Birmingham as the target for *Kolhapur's* comeback – ahead of the overhaul of 'Castle' No. 5080 *Defiant*.

Returning No. 5593 to the main line makes a lot of sense from a VT business point of view.

Compared to the 'Castles' it is a 'gauge-friendly' loco and will be able to go almost anywhere on the network; in their heyday the 'Jubilees' were familiar sights on many of the routes VT charters now traverse.

The locomotive is in good mechanical condition which, subject to any surprises, should enable TLW to meet the 2022 target. VT is already in discussions with the organisers of the Commonwealth Games with a view to providing steam-hauled services during the event.

'Rightful place'

No. 5593 would be a fitting ambassador for VT, especially since many of the class were named after Commonwealth countries.

VT spokesman Denis Chick said: "There have been many requests to reinstate No. 5593 to its rightful place on the main line, and in particular, in crimson livery, a nice contrast to GWR green.

"The project to do just that is an ideal way to reinvigorate the whole Tyseley team following the disruption of Covid-19, with the prospect of VT's two original locos back in action."

The success of the project is entirely dependent on funding, and as such VT has launched the Kolhapur Club, which can be joined for a monthly subscription from £5. A number of components have also been made available for sponsorship ,including:

Small Boiler Tubes	£50
Superheater Flue Tube	£180
Superheater Flue Tube	£160
Superheater Elements	£875
Firebox Crown Stay	£35
Firebox Steel Side Stay	£6.50
Firebox Copper Side Stay	£20
Steel Side Stay Nut	£2.50
Crown Stay Nut	£3.50

No. 5593 was built for the LMS by the North British Locomotive Company of Glasgow in 1934 and named in 1936 after Kolhapur, a state in western India.

Throughout its career it was allocated all over the 'Midland', from Longsight, Preston and Carlisle, to Leeds Holbeck and Willesden, but as part of British Railways' special train programme for the rundown of steam, it received a full unclassified overhaul at Crewe in January 1966.

It was withdrawn on October 15, 1967, and bought directly from BR by 7029 Clun Castle Ltd – the second locomotive to join the Tyseley stable.

It arrived at its new home on October 20 and was a regular performer on the network until withdrawal in the late-1990s.

For more information about the project and how to support the overhaul, visit: www.kolhapur.co.uk

Sir Keith Park to winter at Spa Valley Railway

A BULLEID Pacific will return to the former East Grinstead to Tunbridge Wells route for the first time in the preservation era later this year when Swanage Railway-based No. 34053 *Sir Keith Park* spends the winter months on the Spa Valley Railway.

The rebuilt 'Battle of Britain' is owned by Southern Locomotives Limited and will move to Tunbridge Wells West later this year, primarily for undercover storage during the closed season, but with a view to steaming in late-2020 or early-2021.

The locomotive is currently at Tyseley Locomotive Works for a contract overhaul, and will not make the move south until the work has been completed and the loco receives a steam test.

The road move to Tunbridge Wells is being privately funded, so will not impact on any finances of the heritage line.

The 1947-built Pacific will be the largest steam loco to visit the restored Spa Valley Railway, and the first of its type to work over the route since the end of Southern Steam in July 1967.

Somewhat appropriately, it will spend the winter in the only remaining London, Brighton & South Coast Railway loco shed still in use for its intended purpose.



FURNESS TRUST '56XX' RETURNS TO PRESTON FROM EMBSAY: The Furness Railway Trust's (FRT) '56XX' No. 5643 moved back to its home base at the Ribble Steam Railway in Preston on July 13 following an extended hire to the Embsay & Bolton Abbey Railway.

Despite visits to other heritage lines, the Collett 0-6-2T has spent much of the past three years in the Yorkshire Dales, but has now returned to Preston for essential maintenance by the FRT before being made available for hire again.

The locomotive is pictured being offloaded at Preston Riverside shortly after delivery. GARY SEVERN

Young pretender: Hetton locomotive links to George Stephenson disproved

A STEAM locomotive that for decades was assumed to have been built by the eminent engineer George Stephenson has been proved to be not all it seems after a painstaking archaeological study at locomotion in Shildon.

The Hetton Colliery 0-4-0 *Lyon* first gained prominence as far back as 1902 when the colliery claimed the loco was built by Stephenson in 1822.

Contemporary news reports described it as the 'world's oldest working locomotive', predating Stephenson's more famous *Locomotion No. 1* of 1825.

The colliery railway certainly had Stephenson-built locos based on his earlier Killingworth design, four built in 1820 and another – *Lyon* – in 1822.

As a consequence of its new-found fame, the locomotive was preserved upon withdrawal in 1912; it even led the 1925 centenary procession for the Stockton & Darlington Railway.



The Hetton Colliery locomotive *Lyon*, which has been proved beyond all doubt *not* to be one of the Stephenson-built examples, and instead dates from the late-1840s. ANTHONY COULLS

World-leading

However, there has been much debate over the years as to whether *Lyon* was all it was cracked up to be. This prompted historians Dr Michael Bailey and Peter Davidson – both world-leading specialists in the field of locomotive investigation – to undertake a four-month archaeological study of the loco to finally solve the mystery of its origins.

The results were published in early-July and conclusively prove *Lyon* was *not* one of the Stephenson engines, and was in fact built circa 1849 as one of three locomotives constructed at the colliery between 1849 and 1854.

The loco includes components fitted as a result of major modifications carried out in 1882, and replacement buffers fitted in the 1960s.

Its original wooden tender was completely replaced in 1882, and only the frame and wheels remain from this vehicle, with heavy modifications carried out by LNER in 1925.

A key breakthrough came when Dr Bailey and Mr Davidson discovered the technology required to make long sheets of wrought iron plate used in *Lyon's* boiler did not exist before the 1840s, thereby ruling out the earlier construction date.

'True identity'

"I am pleased we have been able to solve the Hetton mystery and confirm the locomotive's true identity," said Dr Bailey.

"Although it would have been exciting to uncover links to early Stephenson engines, the benefit to us today is that this remarkable locomotive would undoubtedly have been scrapped were it not for the tall tales surrounding it.

"The result of the Hetton myth is that we have an early and unique example of an industrial steam locomotive, which tells us a great deal about the construction of early engines and components.

"What is most surprising is the myth endured for so long and the durability of the outmoded designs enabled the engine to continue operating for such a long time."

Dr Bailey and Mr Davidson plan to publish the full results in a paper at the 7th Early Railway Conference in Swansea in 2021.

■ The title of world's oldest surviving standard-gauge locomotive belongs to the Stephenson Railway Museum's ex-Killingworth Colliery 0-4-0 – *Billy* – which was the subject of an archaeological survey by Michael Bailey and Peter Davidson last year.

Their research revealed the loco was built in 1816, making it the third oldest surviving locomotive in the world behind William Hedley's *Puffing Billy* and *Wylam Dilly*.

Fresh appeal from SRPS to complete overhaul of troubled *Morayshire*

THE Scottish Railway Preservation Society (SRPS) has launched a new £100,000 appeal to complete the overhaul of its beleaguered LNER 'D49' No. 246 *Morayshire*.

This follows the locomotive's sudden eviction from the Llangollen Railway's (LR) workshops earlier this year.

The 4-4-0 was an unfortunate victim of the LR's recent financial troubles, having been sent to Wales for a fixed-price contract overhaul in 2016.

A requirement for additional boiler work resulted in the original 2018 completion target being pushed back by a year, but the SRPS says despite work originally progressing well, issues emerged in 2019 with the contract price, and also the LR's ability to meet the target dates on the contract.

Under-priced

The SRPS worked with the LR to reach agreement on how the contract could be completed, but to no avail.

The LR's general manager Liz McGuinness said: "The contract was grossly under-priced and if we had continued to work on the locomotive we would have gone in to administration."

Consequently, in February of this year the SRPS was asked to remove the dismantled and incomplete *Morayshire* from the railway as part of Llangollen Railway Plc's bid to stave off the need to call in the administrators.

Negotiations are still on-going between the SRPS and LR in an effort to resolve the situation, but in the meantime, No. 246 remains in storage in the Midlands until work can restart.

However, with the society's finances under strain as a result of the Covid-19 crisis, it is hoping the Back on the Rails appeal will provide some or all of the estimated £100,000 needed to finish *Morayshire's* overhaul.

Rolling chassis

The SRPS hopes to engage a contractor to get No. 246 back to the rolling chassis stage in order to transport it back to its home base at the Bo'ness & Kinneil Railway.

This work will involve significant repairs to the axleboxes and horn guides before the loco can be wheeled, and the society hopes to get the boiler to the hydraulic testing stage at the same time.

Once home, the project will be completed by Bo'ness staff and volunteers.

When complete the Apple green-liveried *Morayshire* will run at Bo'ness, and also be made available for hire by other heritage railways within the UK.

For further details on how you can help, write to SRPS Morayshire Appeal, c/o 4 Baberton Mains Avenue, Edinburgh, EH14 3EQ. Alternatively you can donate online at: www.virginmoneygiving.com/fund/246Morayshire



Happier days for the SRPS' 'D49' No. 246 *Morayshire* as it heads south away from Loughborough Central station during a visit to the Great Central Railway on October 27, 2010. ROBIN STEWART-SMITH

ROYAL GEORGE FEASIBILITY STUDY UNDERWAY

THE Friends of the Stockton & Darlington Railway has commissioned a feasibility study into the construction of a replica of Timothy Hackworth's Stockton & Darlington Railway 0-6-0 *Royal George* of 1827.

The Darlington Borough Council-sponsored study is being undertaken by Transport Trust chairman and former National Railway Museum head Rob Sherlund-Ball, with a view to having the replica in steam in time for the 200th anniversary of the Stockton & Darlington Railway in 2025.

The study was expected to be completed in late-July, and if the group decides to proceed to the next stage, invitations to tender will be sent out for the entire construction of the replica locomotive.

Direct drive

Work could begin as early as next spring if the project is green lit, and it is expected the locomotive could be finished by 2024.

The original *Royal George* was built as a replacement for the Stockton & Darlington's Stephenson-built locomotives, and featured such elements as direct drive to the wheels from vertical cylinders, a return-flue boiler and a correctly aligned blastpipe.

Separate tenders for coke and water were attached to each end, and the overall design was effectively a six-coupled version of Hackworth's later, and more well-known, 0-4-0 *Sans Pareil*, which he built for the Rainhill Trials in 1829.

It was the most powerful loco of its day, and the first to be six-coupled, and is often heralded as the grandfather of the 0-6-0 goods locomotive.

It remained in service until December 1840, when it was sold to the Wingate Colliery Company.



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Last chance for blue 'King' before overhaul

THIS summer will provide the last opportunity to see and travel behind the Great Western Society's 'King' No. 6023 *King Edward II* before the Collett 4-6-0 is withdrawn for overhaul at Didcot Railway Centre (DRC).

No. 6023's boiler certificate expires later this summer, and the blue 'King' will be a regular performer during the DRC's Summer Steam Days during August.

The loco is expected to handle all demonstration services on Wednesdays throughout the month, and occasionally at weekends, although 'Saint' No. 2999 *Lady of Legend* is expected to handle most of the weekend loads.

"There may be an opportunity to see the pair in action together over the August Bank Holiday weekend," hinted DRC spokesman Graham Hukins.

"We're taking things step-by-step, but if all goes well and we can safely increase the number of visitors, then we want to run the two together before No. 6023's ticket expires."

Tickets for the Summer Steam Days must be booked in advance as the DRC is limiting visitors and staggering arrival times – see www.didcotrailwaycentre.org.uk for details.

SIDELINES

Maidenhead canopy erection begins at Wallingford

RECONSTRUCTION of the Victorian station canopy that formerly graced Maidenhead station is underway at the Cholsey & Wallingford Railway's Wallingford station. The first wall panels of the canopy were erected by the Green Oak Company on July 15, followed by the cast iron columns two days later. The project is being funded by the Railway Heritage Trust.

Bodmin & Wenford panniers for hire

THE Bodmin & Wenford Railway's GWR 0-6-0PTs Nos. 4612 and 6435 are being made available for hire, following the Cornish railway's decision not to run trains during the summer. Both locomotives were successfully steam tested on July 9 following overhaul/maintenance. Full loaded test runs were completed the following day.

New ESR platform opens at Cranmore

THE East Somerset Railway's new second platform at Cranmore was completed in time for the railway to welcome its first post-lockdown passengers on July 18. The £65,000 project, partly funded by the Heritage Lottery Fund, has seen the long-demolished Down platform re-created, together with a replica of the original waiting room.

Future bright as railways reopen to good bookings

RELIEF, hope and trepidation surrounded a number of our heritage railways during the last weeks of July as they took their first operational steps in the post-lockdown era.

Considerable investment has been made in order to facilitate the running of passenger services once again, from the financial, including the purchase of screens, barriers and cleaning materials, to practical investment in crew training and volunteer labour.

It is no stretch to say that many lines have 'bent over backwards' to make passenger services a viable proposition, so it was with a sense of nervous anticipation a handful of railways opened their doors once again.

Didcot Railway Centre welcomed visitors on July 4 for the first of its non-steam Open-Air Discovery Days, and centre spokesman Graham Hukins says the reopening has "gone very well".

He added: "Feedback from visitors has been very good indeed, with several delighted to be able to visit and support us as we reopen, while others have travelled significant distances to visit as we were one of the few heritage railway sites to reopen.

"Visitors have said they have felt safe and confident in the measures we have put in place – which is ideal."

The **Dartmouth Steam Railway** (DSR) has been equally encouraged by the public's response to its safety measures, since it ran its first trains on July 6.

The Devon line has completed a number of measures to ensure passenger safety, such as fitting screens behind seat headrests, and running virus-killing fogging machines on the train each night.

Areas of the Paignton shop have been cleared to aid social distancing, while the station platform has itself been extended to give passengers more room to spread out.

"It's going better than we feared, but is nothing like a normal year," the railway's managing director John Jones told *The RM* in mid-July.

"We started by running six trains a day, each day, between Paignton and Kingswear with no intermediate stops, and numbers have been around 60% down on a typical summer. However, we're making enough to cover the basic overheads.

Social distancing

"We'll soon be increasing to a two-train service, with 11 trains a day."

Social distancing requirements have meant trains have been running at around 50% of their actual capacity, and the railway is accepting both pre-booked and 'walk-up' customers.

Face coverings are compulsory for passengers. However, that does not seem to have deterred anyone; quite the opposite in fact.

"The face masks have been quite a positive thing," said Mr Jones.

"They seem to have given passengers an increased level of confidence, and we have had no complaints whatsoever about having to wear them.

"We had one incident where a passenger left the train because another had removed their mask, but otherwise it has been received very well."

While most of the operational staff are now back from furlough, the DSR is taking precautions to ensure it can remain open should any member of staff be struck with Covid-19.

Loco crews, for example, work in set pairs and only work with each other. Each crew has its own mess and changing facilities, thereby preventing any cross-contamination with other staff.

North Norfolk Railway services between Sheringham and Holt resumed on July 8, and according to general manager Hugh Harkett it has all gone "very well".

Loadings have been around 70% of the ideal, and several trains have run with around 36 compartments of the 42 available occupied.

The railway has been reserving between six and 10 compartments on every train for walk-up passengers, and as the number of visitors to Sheringham increases, more speculative passengers have been travelling.

"Overall the feedback has been very good and passengers have said they feel safe," said Mr Harkett.

"We're getting more volunteers coming back too, and are now looking into the possibility of a two-train service for August.

"We're lucky as we have the 'Quad-Art' set and Mk1 Suburban set, which are both compartment stock, so can lay on the extra service if we decide to."

At the time of writing all passenger journeys started and ended at Sheringham, but Mr Harkett also went on to explain that the railway is hoping to open up its western terminus at Holt, which will require a change in the current operational practice to ensure passengers are not 'cross contaminating' trains.

"The only disappointment we've faced has been the treatment of our toilet attendant at Sheringham by a minority of the public," added Mr Harkett.

'Shameful'

We've made the toilet block available to the general public as well as railway users, but some of the abuse the attendant has been subjected to is shameful.

"It has been by a minority, but if it continues we will close the toilets to the general public and just make them available to railway customers."

July 11 witnessed the return of public trains on the **Mid-Hants Railway**, and general manager Simon Baggott believes it has all gone according to plan from an operational perspective.

"We have had a number of positive comments such as 'I felt safe', 'It was clean' and 'I felt comfortable', and we also had a positive reaction to our revised service with the longer layovers at Ropley," Mr Baggott told *The RM*.

"So far it has been a quiet start in passenger numbers and there





The Dartmouth Steam Railway's 'Manor' No. 7827 *Lydham Manor* gets away from Kingswear with another non-stop service to Paignton on its first day of operation – July 6. KENNY FELSTEAD

is no doubt there is still a lot of nervousness among the public.

"I think it will take a few weeks to build up again.

"The need to book in advance seems to be an issue. We are developing a system to achieve the same ends that will be available right up until boarding time, though pre-booking is still recommended.

"Fundamentally though, I think we have a good and safe system in place. We just need everyone to come and visit now.

The railway was due to run its first dining train on July 19, with all the food preparation done off the train, and additional measures such as seat-back screens between groups.

Diesel-hauled services also got underway at the **Swanage Railway** on July 11, running four times a day through to July 31.

The five-coach trains ran four times a day, starting and ending at Swanage, and did not call at Herston Halt, Harman's Cross or Corfe Castle stations, with passengers not being able to join the trains at Norden.

The following day – July 12 – marked the **Isle of Wight Steam Railway's** (IoWSR) return to service after one of the longest breaks to the operating timetable in almost 50 years.

Like the North Norfolk Railway, the IoWSR's vintage rolling stock offers separate compartments for passengers, and trains run non-stop over the full length of the line.

The layout of Havenstreet station has also been changed to allow people to move around more freely.

'Great day out'

General manager Steve Backhouse said: "There have been some changes to ensure everyone's safety, but we're confident our visitors can enjoy a great day out.

"Our carriages offer separate compartments for travel along the entire track, and our staff are on-hand to open and close the doors. So it feels like first class for everyone."

Elsewhere, the **Kent & East Sussex Railway** returned to operation on July 18, having introduced what it described as "a rigorous cleaning regime", contactless bookings, and social distancing in place around the site and in its 'open' carriages.

Tickets have to be pre-booked and passengers can only join and alight at Tenterden station. Face coverings are also mandatory.

The **East Somerset Railway** also started running trains again the same day with visiting 2-6-2T No. 4555, while the **Great Central Railway** was expected to follow suit on July 25, running a trial train for members on July 19.

The **Embsay & Bolton Abbey Railway** was also planning to resume operations on July 25.

Further preserved lines and museums were expected to reopen during late-July and early-August – a full list of the railways and their reopening dates can be found in the Headline News section on page 9.



LNER 'B12' No. 8572 passes Weybourne Heath with the North Norfolk Railway's 'Quad-Art' set, forming the 12.00 service from Sheringham to Holt, on July 20. EMMA ROMAINE



Great Central complete canal bridge restoration

THE Great Central Railway's £475,000 project to restore Bridge 331 over the Grand Union Canal in Loughborough was completed during the first week of July. The 1890s-built bridge, which last carried a train in 1972, is a key part of the GCR's reunification project, which will ultimately see the railway link up with the northern section on the opposite side of the Midland Main Line. Some minor work remains to be carried out on the bridge, and a final inspection will be required to ensure it is fit for use. FoTGCRML

Railways receive heritage lottery support to aid Covid-19 fightback

A NUMBER of heritage railways have had their coronavirus survival hopes boosted by grant awards from the National Heritage Lottery Fund's 'Heritage Emergency Fund' (HEF), specifically aimed at keeping the businesses running through the post-lockdown period.

The largest grant received by any line was the £250,000 given to the Severn Valley Railway (SVR) to help it survive in the immediate future as it prepares to reopen on August 1.

The funding is in addition to the £750,000 the SVR raised through its own Fight Back Fund, along with sale of SVR shares.

The Caledonian Railway, at Brechin, was the recipient of a £115,500 award from the HEF, which is in addition to the £96,000 grant from the 3rd Sector Resilience Fund and £10,000 from Angus Council.

The fund has also given smaller, yet no less significant grants, to other preserved lines, including the Wensleydale Railway (£50,000), Keighley & Worth Valley Railway (£50,000), Bala Lake Railway (£40,000), Nene Valley Railway (£47,000), Bressingham (£46,700), Strathspey Railway (£45,500), Isle of Wight Steam Railway (£39,300), Buckinghamshire Railway Centre (£30,500), Colne Valley Railway (£29,800), the Welshpool & Llanfair Light Railway (£25,200), the RPSI at Whitehead (£19,500), and Didcot Railway Centre (£9,900).

The Llangollen Railway has received £70,000 from the Welsh Government to help it survive the Covid-19 crisis.



'Night Ferry' revival at Locomotion

VISITORS to the reopened Locomotion museum at Shildon will be greeted by a tableau re-creating the famous 'Night Ferry' sleeper service, which ran between 1936 and 1980. 'Battle of Britain' Light Pacific No. 34051 *Winston Churchill* has been paired with former 'Night Ferry' Wagon-Lits car No. 3792, the loco enhanced by a specially commissioned replica 'Night Ferry' circular headboard. ANTHONY COULLS/NRM

Steam Portfolio Track Record



The East Somerset Railway reopened on July 18 with on-hire '45XX' 2-6-2T No. 4555 in charge of all trains. Here, the Small Prairie heads the 14.00 service away from Cranmore towards Mendip Vale. JOSH BRINSFORD



BR '5MT' 4-6-0 No. 73156 accelerates away from Quorn during its second test run of the day at the Great Central Railway on July 10. CLIVE HANLEY

Re-creating a once typical English country scene, visiting 0-6-0PT No. 6412 heads past Bedlow Cricket Ground with a ballast train during a 30742 Charters event at the Chinnor & Princes Risborough Railway on July 19. MARTYN TATTAM



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Summary Specification



Length approx 965mm (38")

- Gas-fired live steam
- Silver soldered copper boiler
- Reverser
- Etched brass casing
- Working drain cocks
- Stainless steel motion
- Safety valves
- 3 cylinders (inside cylinder with Gresley Holcroft conjugating gear)
- Boiler feed by axle pump and hand pump
- Bronze cylinders
- Sprung axle boxes with needle roller bearings
- Slide valves with cross porting
- Lubricator
- Outside Walschaerts valve gear
- Choice of liveries
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- Length: 965mm
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- Height: 180mm
- Weight: 18kg (inc tender)

There is a thriving Gauge 3 Society which welcomes newcomers, and their models, to their frequent get-togethers at members garden railways.

The model is gas-fired and features three working cylinders with correctly configured Gresley conjugating gear. The copper boiler is silver soldered and hydraulically tested to twice working pressure. The body casing is fabricated using etched brass sheet. Each locomotive will be supplied with a full 12 months warranty.

Limited Production

The LNER A4 will be the subject of a single batch production of 50 models with delivery planned for December 2020. Once the batch is sold there will be no further deliveries of this model for a number of years.

The Gauge 3 A4 is available in a number of liveries, with or without side valances, and early orderers can have their choice of name and number. The model features a double chimney and non-corridor tender. It is available at the great value for money price of £5,995.00 + post and packaging.

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SIDELINES

IÉ reintroduces online bookings

ONLINE bookings for anyone wishing to travel on Irish Rail services on or after August 30 were expected to be made available from the end of July.

The rail operator has advised that anyone booking should remember the wearing of face coverings is now mandatory on public transport in Ireland.

IÉ will refuse travel to anyone not so equipped.

First rail movement at Maam Cross

HISTORY was made at Maam Cross on June 6 when the station witnessed its first rail movements since the line closed in 1935.

The 'hand-propelled 3ft-gauge permanent way trolley ran over temporary rails, which have been laid in the past few months.

Discussions are underway between the Connemara Railway Project and the Cavan & Leitrim Railway, which could result in a co-operative venture between the two organisations.

Consultation complete on Yorkgate revamp

TRANSLINK has completed a month of remote and digital consultation for the proposed redevelopment of Yorkgate station in north Belfast.

The project will create a new transport hub to replace the current station, which will provide improved connections to the new Ulster University Campus.



Downpatrick line launches appeal as doors stay shut for rest of 2020

THE Downpatrick & County Down Railway (DCDR) has launched an urgent appeal for donations after accepting the likelihood it will not be able to run any trains this year.

The Back on Track Appeal will help negate the devastating impact Covid-19 has had on DCDR operations and restoration work since lockdown began.

The railway says it has just under £40,000 of bills to pay this year just to keep the business in mothballs, and until the beginning of July was paying these through its savings.

However, the money had been earmarked for long-awaited essential maintenance and repair work to safeguard the long-term future of the railway.

The railway is one of the last UK heritage lines to launch any sort of reliance appeal, having avoided doing so as long as possible.

In an open letter to DCDR members, chairman Robert Gardiner said: "We have watched as heritage railways across the UK and Ireland launched fundraising campaigns, but at a time when people were worried about basics such as paying their bills, buying groceries and had worries about their jobs and the health of their families, we felt it just wasn't right to ask for money for a preserved railway, so we tried many other avenues of funding."

Almost every potential source of grant funding has been looked at or applied for since the Northern Ireland Executive first announced its support packages for businesses and charities.

Unsuccessful

Unfortunately, these applications have been unsuccessful, either because the DCDR did not qualify for funding under both the £10,000 or £25,000 business support schemes, or because it's rateable value was £1,800, more than the £51,000 threshold.

Neither was it eligible for the Micro Business Hardship Fund, the Sports and Clubs or Voluntary and Community Sector Hardship funds.

"In short, we have been rejected for support every time because we were too small, too large, or missing a financial threshold by only a few pounds sometimes," explained Mr Gardiner.



It could be 2021 before the sight of one of the DCDR's two Orenstein & Koppel 0-4-0Ts working a service between Downpatrick and Inch Abbey will be seen again. Consequently, the railway has launched an appeal to help it through the year. TED MARSHALL

"We are fortunate to have no debt, and only one paid part-time employee, currently furloughed, as we have striven to live within our financial means.

"Yet even with no trains running, essential maintenance work is needed on our locomotives, carriages, track, bridges, platforms and buildings, some of which is urgent, to stop them falling into disrepair so we are ready to reopen.

"Six months of disuse have not helped, and we would need to raise at least £20,000 this year just to offset some of the lost income and start to address the most urgent issues starting to build up."

The Northern Ireland Executive has announced a relaxation of the lockdown, but the DCDR has confirmed it will not reopen until the management is happy the railway can operate safely, both for the public and its volunteers.

For details on how to donate to the DCDR appeal, visit: www.downrail.co.uk/appeal/

RPSI CHAIRMAN: THERE ARE NO PLANS TO LAUNCH EMERGENCY APPEAL

THE Railway Preservation Society of Ireland (RPSI) is not expecting to return to main line running much before Christmas, but has no plans to launch any sort of emergency appeal until it has returned to operation.

"At this time of financial flux, for many people this is not the time to announce a major appeal," said RPSI chairman John McKegney.

"That would be best left to when we are 'back in action' and aimed at the public as well as members."

Mr McKegney added that people can donate to the society to increase its resilience in the present crisis, and said "we are most grateful for those who have already done so".

Anyone who donates £10 or more to the society will receive a free copy of its Whitehead Railway Museum Guidebook.

■ See www.steamtrainsireland.com/appeals for details.

New 're-branding' for Suir Valley narrow-gauge line

THE 3ft-gauge Waterford & Suir Valley Railway at Kilmeadan has used lockdown time to complete a full re-branding of the railway.

The work includes a new logo, new website, new signage and a new corporate livery.

The previous green and brown has been replaced by a striking red (seen on Simplex No. 3 *Enterprise*) and blue on the rolling stock, and is pictured after unveiling at Kilmeadan on June 29. A comparison view of the previous livery is shown (inset).

The carriages have had Perspex partitions installed in the open sections, and new operational and cleaning protocols introduced for staff and passenger safety.

The railway reopened to the public on July 1.

MAIN IMAGE: WSVR, INSET: GARY BOYD-HOPE



€32m contract moves Irish Rail's new train control centre a step closer

IARNRÓD ÉIREANN-Irish Rail's (IÉ) planned new National Train Control Centre at Dublin's Heuston station has taken a huge leap forward with the awarding of a €32million contract for the new facility with Spanish firm Indra.

The contract includes the design, supply, installation and commissioning of a fully integrated traffic management system (TMS) and associated control equipment to cover the 2,400km network.

It will include training facilities, such as a signalling simulator, with Indra undertaking full maintenance of the system for 15 years after commissioning, as well as providing a back-up control centre in a secondary location.

The IÉ Centralised Traffic Control Centre is located at Connolly station, and dates from the 1970s, although it was extended in the 1980s with the coming of the DART.

However, the centre is now operating at capacity with aged technology.

The new centre at Heuston will replace the current one, and will have the capacity to control the majority of signalling systems on the network, together with any that may be installed in the future.

A significant benefit of the new system will be the availability of accurate 'real-time' travel information, which will help the public considerably in trip planning.

Funding for the implementation phase of the National Train Control Centre is being provided by the National Transport Authority as part of Project Ireland 2040.

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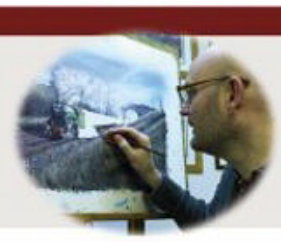
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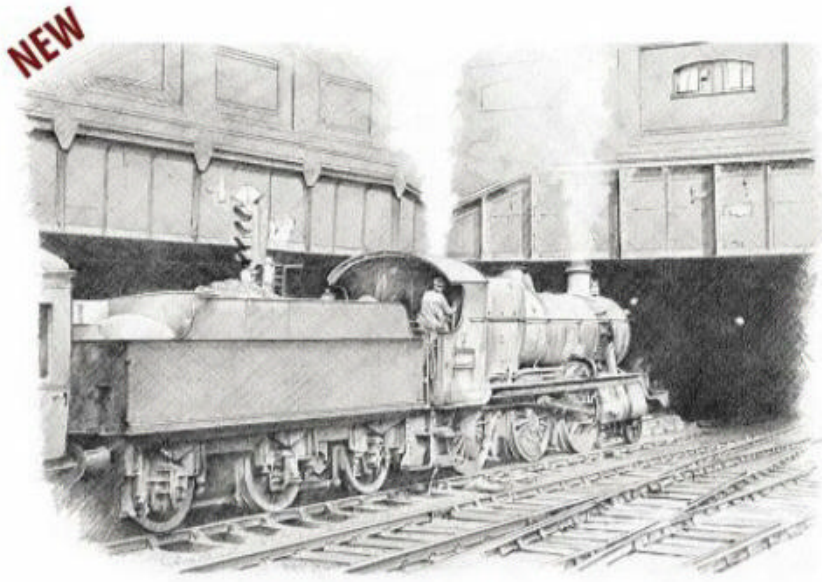


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FR's *Welsh Pony* back after 80-year absence

THE Ffestiniog Railway's (FR) 1867-built England 0-4-0STT *Welsh Pony* returned to steam on June 27 after last working in 1940.

As previously reported, when stripped for overhaul seven years ago its condition proved worse than anticipated.

With Wales still under tight lockdown, a public unveiling of *Welsh Pony* was not possible.

However, the FR held a series of Facebook Live events on June 27, showing a fire being lit through to test runs around Boston Lodge, reaching an audience of more than 1,200 people.

Welsh Pony has initially been painted in the deep purple used for FR's Victorian carriages. It is also unlined and carries a temporary 'No. 5' nameplate, pending official launch.

In about a year it will be re-finished in 'Garraway Green', in tribute to the first general manager of the restored FR, the late Allan Garraway, who made the initial donation to start the restoration fund in 2013.



A wet, but historic day for Ffestiniog Railway and its England 0-4-0STT *Welsh Pony* as the loco steams in Boston Lodge yard on June 27. The deep purple appears almost black amid the dire weather. CHRIS PARRY/FF&WHR

Welsh Pony had already been heavily overhauled and completely rebuilt several times.

This overhaul has seen it receive new frames, cylinders, boiler and a replica tender.

Having originally spent 72 years in service, followed by an 80-year hiatus, *Welsh Pony* hauled the FR's first post-lockdown passenger train from Porthmadog to Tan-y-Bwlch on July 20. This train was for FR members; public services between the two stations started the next day.

With *Welsh Pony* completed, England 0-4-0STT *Palmerston* is now in the works for attention to a knock caused by excess play in the axle boxes, causing the crank pins on the leading wheelsets to touch the back of the crossheads.

W&LLR appeal success means *The Earl* overhaul can proceed

THE Welshpool & Llanfair Light Railway (W&LLR) has given the Vale of Rheidol Railway (VoR) the go-ahead to reassemble Beyer, Peacock 0-6-0T No. 822 *The Earl* to rolling chassis stage.

The loco was sent to Aberystwyth in June 2019 for overhaul thanks to a substantial legacy, enabling the W&LLR to concentrate on completing the long-delayed overhaul of its S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn*.

The boiler, axle boxes and much of the platework are completed, with remaining work to finish *The Earl* at the VoR being costed at £95,000.

The W&LLR has had no income since February because of Covid-19 and faced having to ask for the loco to be returned to Llanfair as a kit of parts unless £30,000 could be rapidly raised.

An urgent appeal reached £34,000 on June 18, enabling approval to be given to the VoR to start reassembly of the chassis.

The *Earl* appeal remains open with the objective of raising the full £95,000 needed to have the loco completed at Aberystwyth.

Talyllyn/Corris join forces for 'Tattoo' 100th celebration

DETAILS of the joint Talyllyn Railway (TR) and Corris Railway (CR) celebrations to mark the centenary of Kerr, Stuart 'Tattoo' class 0-4-2ST No. 4 (4047/1921) (*RM* May) in 2021 have been confirmed.

No. 4 (the TR's *Edward Thomas*) will visit Corris over May 8-9, joining the CR's near-replica 0-4-2ST No. 7, completed in 2005.

No. 4 will haul a rake of re-created Corris carriages and vintage wagons and appear double-heading with No. 7.

Both No. 4 and No. 7 will then move to Tywyn at the beginning of June to appear at the Talyllyn Railway 2021 gala, which will also feature TR's ex-Corris Railway Hughes 0-4-2ST No. 3 *Sir Haydn*.

Restoration of Talyllyn's ex-Corris carriage No. 17 and ex-Corris brakevan should be complete in time for the event.

No. 4 *Edward Thomas* was originally Corris No. 4, delivered new in early-June 1921.

Great Western Railway bought the Corris line in 1930 and the loco came into British Railway's ownership on Nationalisation.

BR sold No. 4 (and No. 3) to the Talyllyn Railway in 1951 – each costing £25.

No. 4 entered TR service in 1952 following rebuilding at Hunslet's works in Leeds, and was named *Edward Thomas*.

TR No. 4 previously returned to Corris in 1996 as part of its 75th anniversary celebrations, although only working demonstration trains, operation of CR passenger services not then having been approved.

CR No. 7 visited Talyllyn Railway in October 2011 and ex-Corris No. 3 *Sir Haydn* visited the revived Corris line, in 2003 accompanied by carriage No. 17.

Replica locos progressing at North Bay engineering

THE boiler for 1863 Mountaineer Locomotive Ltd's replica Ffestiniog Railway George England 0-4-0TT *Mountaineer* is ready for an official hydraulic test following completion by North Bay Railway Engineering Services (NBRES).

At the beginning of July half the £8,250 needed to finance the wheels and axles had been raised.

NBRES has also fitted an Adams radial axle and axle boxes to the frames of replica 3ft-gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* being constructed for Southwold Railway Trust.

The installation includes Cartazzi self-centring bearing surfaces to resolve issues encountered with the original locomotive.

Modern production methods, plus the installation of Cartazzi self-centring bearing surfaces, will allow this loco to work perfectly and iron out the issues in the original, which needed additional springs to force it back to centre.

The Cartazzi uses the weight of the loco to push on the in-built contra bearing surfaces to bring movement back to a central point, while the Adams system allows the wheels to move to help pull the front of the loco around a bend in the track.



As narrow-gauge steam returns to action, Exmoor 0-4-0TT *St. Egwin* hauls an Evesham Vale Light Railway train on July 5. ALISTAIR GRIEVE

Back to action across the UK

THE Romney, Hythe & Dymchurch Railway's Davey Paxman 4-6-2 No. 2 *Northern Chief* and 4-8-2 No. 5 *Hercules* symbolically hauled the first trains on July 4 when the railway reopened following Covid-19 enforced closure in March.

The pair were those used on the day the 15in-gauge line, opened in 1927.

Other lines reopening in England on July 4 included the Cleethorpes Coast Light Railway, Perrygrove Railway, Heatherslaw Light Railway, Evesham Vale Light Railway, North Bay Heritage Railway and the 2ft-gauge Fen Line at Bressingham.

The Isle of Man's Great Laxey Mine Railway also returned to operation on July 4 and the Groudle Glen Railway followed suit on July 5.

See a separate report in Headline News for the most up-to-date situation available concerning further reopenings.

Colossus appeal

THE Gigantic Locomotive Company has launched an appeal to finance construction of the frames for a replica of one-time Ravenglass & Eskdale Railway (R&ER) Bassett-Lowke Class 60 4-6-2 No. 2 *Colossus*.

The project is looking for 60 supporters to donate £60 each.

Supporters will have their name permanently stamped on the frames; receive a certificate, a Jonathan Clay print of *Colossus*, and a regular newsletter; and be invited to the first running days of the new engine.

The project was first mooted in 2015 and was subsequently formalised (*RM* Feb 2018).

Constructing the frames will mark the formal start of the new-build 15in-gauge locomotive.

News concerning the boiler is anticipated shortly.

For more information email colossuslocomotive@outlook.com or call 07773185342.

Further rebuild delay for Douglas Horse Tramway line

THE Manx Government is postponing reinstallation of the Douglas Bay Horse Tramway from Harris Promenade along Loch Promenade to the Sea Terminal to avoid the impact of construction works during the 2021 tourism season.

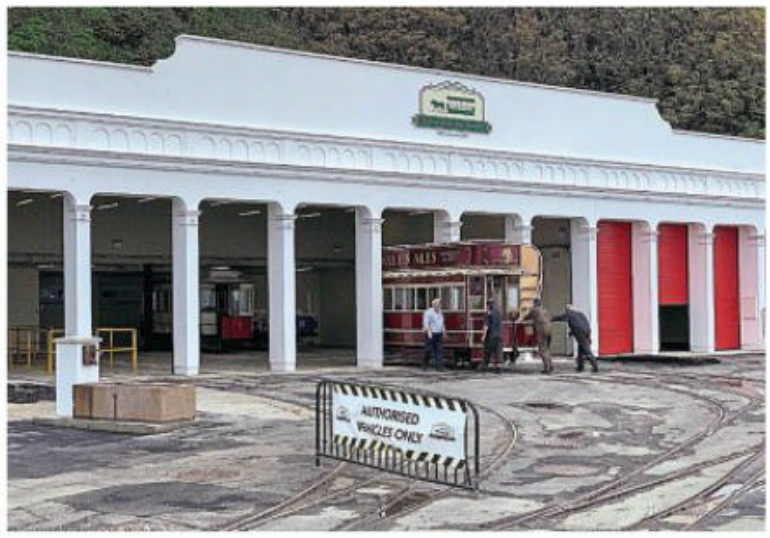
The corridor for the tramway along this section will be 'soft-landscaped', with reinstatement of the tramway through to the Sea Terminal expected to be completed during winter 2021/22.

The future of the tramway amid the extensive redevelopment of the Douglas Promenades was apparently secured when Tynwald (Manx Parliament) decided in January 2017 it would be retained over its full length between Derby Castle and the Sea Terminal (*RM*, March 2017).

The confirmed scheme retained the historic double-track route in the centre of the road between Derby Castle and the War Memorial, with the line then to become single-track along the seaward side of the Promenades over the remaining length to the Sea Terminal.

Inevitably, fears have been raised that postponing construction of this single-track section could result in this element of the scheme being dropped permanently.

Reconstruction of the northern section of the tramway is expected to reach at least Broadway as a temporary southern terminus by March 2021 and possibly as far as the War Memorial plaza if the work can be completed by that date.



The new Strathallan Depot for the Douglas Bay Horse Tramway has been completed. This picture on June 17 shows the frontage with all doors fitted, a period-style street water fountain and trough for the horses in position, and the trams being moved inside. DAVID LLOYD-JONES

Threlkeld extension work resumes – but no July gala

THRELKELD Quarry and Mining Museum staff restarted work on the line's extension following the easing of lockdown restrictions.

The project team are primarily focusing on the new horseshoe curve.

Threlkeld hoped to start a 'soft' reopening to visitors from July 15 with a diesel service but its traditional late July steam gala has been cancelled.



Right: Bagnall 0-4-0ST *Sir Tom* delivers material to the railhead of Threlkeld's extension on June 11, where the vintage Ruston-Bucyrus 22-RB is being used to prepare the trackbed for the horseshoe curve. This has required laying 1,800 tons of material to produce the trackbed. THRELKELD QUARRY AND MINING MUSEUM

Talyllyn reaches £150k target

THE Talyllyn Railway has raised its Covid-19 appeal target to £150,000.

The original £75,000 target, based on covering costs of £25,000 a month to see the railway through three months without income, was reached in May.

However, it became apparent the coronavirus crisis was not going to allow reopening in June, hence the extended target aims to cover a further three months of fixed costs. The TR was expected to reopen on August 1.

The appeal takes the form of a 'Virtual Visit Appeal', asking people to donate what they would have spent had they been able to visit Tywyn and ride on the railway.

The TR is also pushing its 'Heart of Gold' group donation scheme whereby people, who do not have to be Talyllyn members, commit to regular donations by standing order.

The name derives from the well-known TR film Railway With A Heart Of Gold, made by Carson Davidson in 1953.

Peat loco trio join Moseley RT collection

MOSELEY Railway Trust (MRT) has recovered three locomotives, four wagons and a quantity of track from the railway operated by Croghan Peat on Lindow Moss, near Wilmslow.

The operation undertaken over June 24-25, following appropriate Covid-19 guidance, cleared all remaining railway equipment from Great Britain's last peat works railway.

Two of the locomotives, one a Lister and the other built by Alan Keef, were returned to operation within hours of arriving at MRT's Apedale Valley Light Railway.

Major components are missing from the third loco, also a Lister.

MRT is building a new 85ftx30ft four-road storage shed to provide cover for its steadily growing collection. Tracks for 2ft-, 2ft 6in- and 3ft-gauges will be incorporated. With planning permission secured and a contractor about to be appointed an appeal to raise the £85,000 required for construction has been launched. Donations can be made through the Trust's website at: www.avlr.org.uk.



The three locomotives recovered from Lindow Moss pictured in late-June following arrival at the Apedale Valley Light Railway. The Lister (right, with crude wooden bodywork) and Alan Keef (centre) are operational. The other Lister (left, on a wagon) plainly requires extensive restoration, with elements including the engine and wheelsets missing. MOSELEY RAILWAY TRUST

SINGLE LINES

■ RICHMOND Light Railway's August 17 charity steam fair has been cancelled since social distancing would be difficult at the confined private site, combined with the limited passenger stock. New boiler tubes for Hunslet 0-4-0ST *Elin* have been delivered, with the railway anticipating the 2021 steam fair will centre on a celebration of *Elin* returning to steam.

■ THE boiler of Keith Nicholls' West Lancashire Light Railway-based O&K 0-4-0WTT *Montalban* has returned to Hesketh Bank following repairs at Johnsons of Banks and is ready to be returned to the frames. *Montalban* last steamed in 2015.

■ STEAM was raised in the Kirklees Light Railway's Taylor 2-6-2T *Fox* for the first time in more than five years on June 29. *Fox* was withdrawn on Christmas Eve 2014 for an overhaul, which has taken much longer than anticipated.

■ THE bogies, built in-house by the Corris Railway, have been fitted under the body of the line's new carriage No. 23. The carriage could be ready to enter service when public running starts again.

■ ISLE of Man Post Office is marking this year's 125th anniversary of the Snaefell Mountain Railway with the issue of six stamps illustrating the 3ft 6in-gauge line.

■ THE wheelsets and coupling rods were added to the restored frames of Martyn Ashworth's Avonside 0-4-0T *Ogwen* on June 30.

■ WORK on the replica Pickering brake carriage being constructed for Welsh Highland Heritage Railway at Boston Lodge has restarted. The internal cladding is sufficiently complete to enable installation of electric wiring, and design work on the bogies has been undertaken pending the start of construction.

■ LISTER Type R Rail Truck 40407/1954 will be reverted to 2ft gauge following its acquisition by Richmond Light Railway earlier this year. The loco was 15in gauge when bought from Perrygrove Railway, where it had been resident since 2011, and was named *Pylon*. Perrygrove is applying the sale proceeds to construction of a new diesel, based on a 1994 Jenbach-built donor loco.

Fencing set on fire as vandals hit Sittingbourne & Kemsley Viaduct station

SITTINGBOURNE & Kemsley Light Railway's (SKLR) Viaduct station was hit by vandals in mid-June. Wood fencing was set on fire and an attempt made to remove the roof of the platform shelter. Frustratingly, SKLR had been installing reclaimed palisade fencing along the perimeter following previous break-ins, but the work had been halted amid the Covid-19 crisis.

SKLR's Covid-19 appeal has added significance since the railway is facing a likely £20,000 bill for the two-yearly maintenance of Milton Regis Viaduct, which becomes due next winter.



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Buxton limestone to Crawley

GB RAILFREIGHT and CEMEX introduced a new flow of aggregates from Dove Holes Quarry, near Buxton, to Crawley on April 18.

Former coal hopper wagons 'cut-and-shut' by W H Davis for construction traffic are being used.

The 22-wagon train loads to more than 1,675 tonnes, an increase of 350 tonnes compared to previous services to the West Sussex terminal.

The train is expected to run weekly once the construction industry returns to normal working after the Covid-19 lockdown.

Bescot sleeper factory scrapped

PLANS by Network Rail to build a new concrete sleeper plant on land at Bescot Yard has been scrapped after Sandwell Council refused planning permission.

Network Rail has decided not to appeal the decision, and will find an alternative site to produce 600,000 sleepers per year.

The factory was to be located on railway land, but residents of nearby houses objected to NR's original and revised plans for the site.

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More board products by rail from Inverness?

CANADIAN company Norbord is considering proposals to distribute more products by rail from its board plant near Inverness.

Norbord is the world's largest producer of oriented strand board (OSB), used in construction and furniture manufacturing as a replacement for plywood.

It recently received planning approval for a £125million expansion of its Morayhill plant on the Moray Firth, near the Highland capital, securing 130 jobs plus a further 300 in the forestry supply chain.

However, the improvements will lead to a 10% increase in daily HGV movements around the plant, and both Norbord and local politicians have expressed a desire to switch more traffic to rail.

Norbord already moves some products by rail, using Highland Main Line intermodal services, which would otherwise run largely empty on their southbound leg.

Loaded containers are currently moved by road to Milburn Yard in Inverness for onward movement by rail to Mossend and beyond.

Norbord is reported to be in discussions with Network Rail about a possible rail connection from the Inverness to Aberdeen line to its plant and a series of trials has been undertaken to support the concept.



Businesses and politicians in Scotland are increasingly looking to rail as a more sustainable way of moving freight, both for inbound supplies and the distribution of finished products from Scottish factories. After a hiatus caused by the Covid-19 lockdown, construction work has now restarted on the new Highland Spring mineral water sidings at Blackford, on the Highland Main Line, near Gleneagles. ARRAN AIRD

A spokesman for Norbord said: "We would support the development of the rail infrastructure in Inverness."

A Network Rail spokesman added: "We are committed to encouraging more businesses to transport their products by rail and we are working with Norbord and the rail freight industry to explore options at this location."

Transfesa introduces Spain-UK food service

DEUTSCHE Bahn's Spanish logistics subsidiary Transfesa has introduced a new rail flow linking the UK and Spain.

Four services will run from Britain to Spain and six in the opposite direction as part of an initial 12-month contract with Kellogg's to move cereals and Pringles crisps products.

Transfesa is also replacing the 45ft containers used on its long-standing Valencia to Dagenham trains.

The new containers will have open tops or sliding and lifting ceilings enabling a wider range of products to be transported.

GBRf unveils new sidings

GB RAILFREIGHT has opened new sidings at Peterborough for its intermodal traffic.

It is the first of four phases of works to be completed on this site, with GBRf looking to develop it further by completing alterations to current sidings and install additional infrastructure to provide improved access to the East Coast Main Line.

A purpose-built wagon maintenance facility is also planned, along with expansion of current office accommodation.

DB Cargo extends Drax biomass deal

DB CARGO UK has signed a five-year extension to its deal with Drax for the delivery of imported biomass to the Yorkshire power station.

The 'hook-and-haul' contract will see DBC continue to operate up to 60 trains a week between Immingham and Drax, near Selby, each loaded to around 1,650 tonnes.

Drax uses its own fleet of custom-built biomass hoppers, with DBC providing traction and crews to power the trains.

The facility now supplies 12% of the UK's renewable electricity. Burning biomass material rather than coal to power its steam turbines has reduced emissions by more than 80% over the last few years.

DBC is also hoping to resume regular services carrying aggregates to Tarmac's Hothfield site near Ashford, Kent.

A recent delivery of 1,350 tonnes of sea-dredged aggregates, carried in HRA hopper wagons and hauled by No. 66113, was the first for some time.



DB Cargo UK has extended its deal to haul biomass trains for Drax power station. No. 66120 passes Crowle in Lincolnshire with a train of specialist hoppers loaded with imported biomass. NETWORK RAIL

DIRFT work continues at ex-radio station site

CONSTRUCTION of the third phase of Daventry International Rail Freight Terminal (DIRFT) is taking place on the site of the former Rugby radio station.

The 7.5m sq ft extension will be rail connected with an embankment (near top right) and internal bridge already in place.

Further embankments, bridge abutments and the bridge over the A5 road will be added before the extension opens.

FM IMAGES





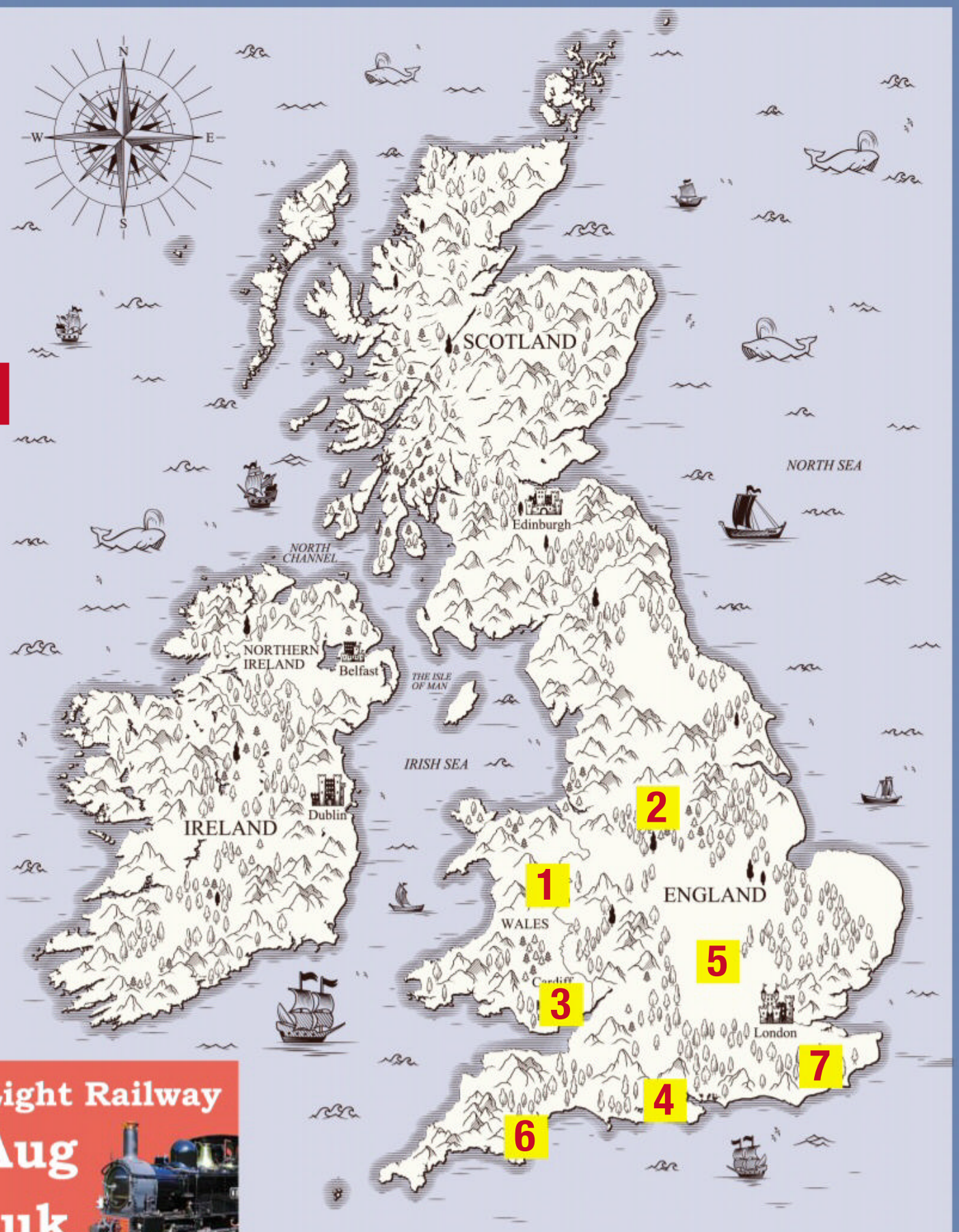
'CATS' TAKE OVER HIGHLAND TESCO TRAINS: Direct Rail Services is now using Class 68s to power its Mossend to Inverness intermodal trains for Tesco. No. 68005 *Defiant* spent two weeks in the Highland capital for driver training in June. No. 68016 *Fearless* hauled the train in place of the previous Class 66 on June 15, seen here passing Dunblane with the 13.07 Inverness-Mossend on June 16. IAN LOTHIAN

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Major upgrades for York to Newcastle?

NETWORK Rail is considering plans for a series of major upgrades on the York to Newcastle section of the East Coast Main Line.

The project would prepare the route for the arrival of HS2 and High Speed North (HSN) trains in the 2030s.

Proposals include an ambitious and potentially costly rebuild of the station and junctions at Northallerton, additional platforms at York and Darlington, and studies into the possible reopening of the Leamside line.

Longer west-facing bay platforms are also being considered at Newcastle, as well as new through platforms for Sunderland and Hartlepool on the Durham Coast route.

Northallerton could gain two replacement platforms and a flyover for Teesside-bound trains to reduce conflicting moves and increase capacity. Platforms and flat junctions would be replaced, although the freight lines avoiding the station could be retained to maintain flexibility.



An artist's impression of the planned Neville Street entrance to Newcastle station – one of two new access points for the city's main station. NETWORK RAIL

Long-distance

York could gain four additional platforms and Darlington three as NR looks to create additional capacity for HSN and long-distance trains running through from HS2 Phase 2b – planned to connect to the network near Church Fenton, south of York – to the north-east of England and Scotland.

York's former bay platforms 1 and 2 (removed by BR in the 1980s) could be reinstated as platforms A and 0 for local trains, with additional through platforms 12 and 13 envisaged on the western side of the station.

A third track is also likely to be added between York and Skelton Junction, where the Harrogate line diverges.

Transport Secretary Grant Shapps unveiled £8.7million funding on June 29 to develop proposals for three new platforms at Darlington and a further £2.45m to extend platform 2 at Middlesbrough.

The enhancements at Darlington look likely to include the construction of a new bay platform and link line for local trains to/from Teesside and two new through platforms, one of which could become the main southbound platform for long-distance trains.

These would be situated on the eastern side of the station outside the train shed, reducing the number of conflicting moves where local trains have to cross the ECML.

Work is already underway to improve the 25kV AC power supply north of Doncaster, allowing more electric trains to operate over the coming years.

Currently, some TransPennine Express Class 802 bi-mode units have to work in diesel mode north of Newcastle because of power supply issues.

The southern end of the ECML is receiving £1.2billion of investment, both in civil engineering upgrades, such as the new Werrington Junction diveunder north of Peterborough, and the installation of European Train Control System (ETCS) digital signalling and traffic management systems between London King's Cross and Stoke Tunnel, near Grantham.

'Digital'

The south end of the ECML is set to become the UK's first 'digital' main line after the Government confirmed a £350m contribution towards replacing life-expired conventional signals with ETCS in-cab signalling (*RM* July).

The scheme will take advantage of the recent introduction of new ETCS-ready train fleets and the need to replace lineside signals dating from the original GN suburban electrification of the mid-to-late-1970s.

Siemens has been awarded a framework contract valued at up to £900m to design, build and maintain the ETCS equipment and infrastructure.

Operation with in-cab signalling is due to start with a pilot scheme on the Moorgate branch from December 2021 using Siemens-built Class 717s.

November 2023 is currently the planned date for the introduction of ETCS operation on the main line.

■ Planning permission has been granted for alterations that will create two new entrances at Grade I-listed Newcastle Central and open up original features that have been hidden for decades.

The 170-year-old station will gain a new concourse and western access to Central Parkway and a second entrance at the front of the station, replacing a car-hire retail unit.

Approval has also been given to a redevelopment of the Forth Yards area south-west of the station, which could see the construction of a new multi-storey car park, offices and up to 2,500 homes.

SIDELINES

Council backs down in Radlett terminal battle

ST ALBANS City & District Council has ended its long battle to prevent the construction of a major new rail freight terminal on the former Radlett Aerodrome.

The decision paves the way for the site to be redeveloped for freight rather than housing.

Planning permission for the terminal was given by the Government in 2014.

c2c launches new travel app

ESSEX Thameside operator c2c has launched its new travel app for smartphones, allowing passengers to buy tickets online.

The app is compatible with c2c's Smartcard and allows users to buy tickets for any UK rail journey.

GWR paint job for Cardiff Central

TRANSPORT for Wales is in the process of redecorating Cardiff's Central station to improve its appearance.

Work started on platform 0 before moving to platform 8, and will include the redecoration of all painted surfaces, doors, windowframes, lamp posts, signage, barriers, and handrails in traditional Great Western Railway colours.

Air repairs for Sough Tunnel

REPAIRS to two ventilation shafts above Sough Tunnel in Lancashire were unusually carried out by helicopter last month.

NR engineers were unable to gain overland access to the site on the hills above Darwen so opted to deliver five tonnes of bricks and materials by air to enable the installation of a new 2.6m diameter metallic grille on top of the shafts.

Renovation work for Oxted Viaduct

OXTED Viaduct in Surrey will undergo a major refurbishment over the next six months.

The 1881-built structure carries the South Croydon to Uckfield line over the A25 road and River Eden.

Work will include blast cleaning, repainting and extensive repairs to the steelwork, and is expected to be completed in February.

Earth embankment repairs in Cumbria

TWO earth embankments on the West Coast Main Line in Cumbria are being repaired and secured in a £3.5million project to prevent landslips.

The embankments, near Oxenholme and just south of Carlisle, date from the opening of the route.

They are constructed from a mix of ash and material excavated from nearby cuttings, predominantly glacial deposits known as Devensian Till.

The land is being regraded at both sites to lessen the gradient of the slope, with the ground being secured to reduce the possibility of landslips.

The site north of Oxenholme was completed in July, almost five years after being damaged by Storm Desmond in December 2015.



An aerial view of the embankment north of Oxenholme, repairs to which were recently completed – one of two structures on the West Coast Main Line in Cumbria to receive attention from NR engineers. NETWORK RAIL

Eridge LBSC wooden footbridge removed

THE wooden footbridge at Eridge in Sussex was removed over the weekend of July 4-5 because of its age and condition.

The London, Brighton & South Coast Railway-built structure, dating from 1880, is being replaced by a new bridge and passenger lift to the Up platform, used by Southern's Uckfield line trains.

Contractors are also renovating the Up side platform canopy.

Work is due to be completed in September.

PHIL BARNES



Temple Meads roof renovation underway

NETWORK Rail has embarked on a three-year, £24million refurbishmentof the famous Victorian roof at Bristol Temple Meads.

Around 75 staff are expected to be employed on the project at the peak of renovation work, which will involve extensive metal and woodwork repairs and the complete re-glazing of the roof and canopies.

This is the first major refurbishment of the station roof in more than 25 years and is due for completion in 2023.

Lead contractor Taziker has extensive experience of working on complex restoration schemes, with previous contracts including Brunel's Clifton Suspension Bridge, in Bristol, and Devon/Cornwall's Royal Albert Bridge.

The restoration is part of a wider programme of railway upgrades in the Bristol area to improve reliability, capacity and facilities for passengers.

This includes the remodelling of a crucial junction just outside the station; a complete rewire of the station's electrical system; and the creation of a new eastern station entrance, providing access to a new University of Bristol campus and the east of the city.



The Gospel Oak to Barking line in north London will be closed for engineering work over 10 consecutive weekends between August 22 and October 25. On August 5, 2019, Barking-bound London Overground 'Aventra' No. 710267 slows to call at Leyton Midland Road. BEN JONES

Weekend closure for GOBLIN

THE Gospel Oak to Barking line in north London will be closed for 10 successive weekends between August 22 and October 25.

Network Rail is closing the important London orbital line to undertake track improvements and bridge strengthening work despite the long-delayed electrification and modernisation work of recent years, .

Two miles of track will be replaced between Harringay Green Lanes and Upper Holloway, and four bridges – two between Leyton Midland Road and Walthamstow Queens Road and two between Woodgrange Park and Wanstead Park – will be repaired.

Buses will replace London Overground trains between Gospel Oak and Seven Sisters and between Walthamstow Central and Barking.



Construction work has started on the South Wales Metro network, in preparation for the introduction of a fleet of Stadler Class 398 tram-trains. TRANSPORT FOR WALES

South Wales Metro preparations underway

TRANSPORT for Wales (TfW) began the task of transforming the Valley Lines rail into the planned South Wales Metro system on August 3.

The development follows TfW taking over responsibility for the network in March.

The £750million scheme, supported by £164m of European Regional Development Fund (ERDF) grants, will eventually create a 170km vertically integrated, electrified network served by a new fleet of bi-mode and tri-mode units and Stadler Class 398 tram-trains.

As well as electrification, the project will involve station and signalling upgrades and the construction of at least five new stations.

A new depot and control centre at Taffs Well is already under construction, and the Metro Infrastructure Hub at Treforest opened at the beginning of the year.

James Price, TfW chief executive, said: "This is a once-in-a-generation project, and through building the South Wales Metro we hope to help regenerate the economy in Wales.

"We now have significant physical infrastructure work to do to overhaul our rail network and get it ready for our new faster, greener and more frequent train service."

Transformation work is expected to take three years, with an ambition to create 'turn-up-and-go' rail services with quicker journeys and better connections between different transport modes.

NR rolls out Anglia reliability improvements

NETWORK Rail has announced a major package of improvement work across the Anglia Region.

The work is intended to increase reliability and reduce delays caused by signal failures, track and overhead wire faults, and will take place over the next six months at numerous locations in east London, Essex and Suffolk.

Improvements will include track renewal and resignalling on the Clacton branch during the autumn; track replacement at Somerleyton on the Norwich to Lowestoft line, between Colchester and Needham Market, on the Norwich-London main line; and almost four miles of track is currently being replaced around Elmswell, near Stowmarket, during weekend closures of the Ipswich to Bury St Edmunds line.

Overhead wires will be replaced at Stratford over the Christmas holidays to reduce delays caused by the equipment expanding and sagging in hot weather, following similar work undertaken on the GEML at Maryland, Ilford and on the Shenfield to Southend Victoria branch in recent months.

Upgrades

Transport for London (TfL) will begin work simultaneously to lengthen platforms 16 and 17 at Liverpool Street to accommodate nine-car Class 345 EMUs. Crossrail preparation works will also continue, with station upgrades taking place at Ilford and Romford this autumn.

Greater Anglia is investing a further £3million to improve passenger and staff facilities at Ipswich station.

Work is underway to relocate the ticket office and toilets, creating space for a new shop, refurbished toilets and improved staff facilities.

The station will also be rewired and fitted with more energy efficient electrical equipment.

■ Traffic enforcement cameras are being installed at 13 high-risk level crossings in East Anglia.

The cameras identify vehicles that fail to stop at crossings when the warning lights are flashing red and capture this evidence to support legal action.

Offenders are then automatically notified, with punishments ranging from a driver's awareness course to court action and prosecution depending on the severity of the incident.

Cambridge South location selected

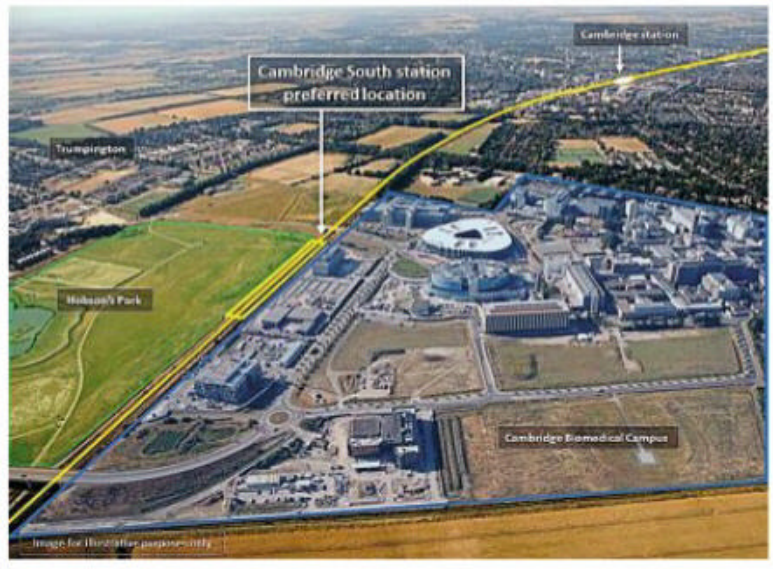
THE preferred location of the proposed Cambridge South station has been identified by Network Rail.

The chosen site is south of the city centre, near Trumpington, next to Cambridge Biomedical Campus, which is a major employer and traffic generator.

It is also close to the city's guided busway route, providing new interchange opportunities across the area.

Of those who responded to the consultation, more than 55% opted for this location.

Network Rail will now proceed with further design development work, working closely with stakeholders and funders, including the Department for Transport, Cambridgeshire and Peterborough Combined Authority, the Greater Cambridge Partnership, and pharmaceuticals giant AstraZeneca.



Network Track Record

SIDELINES

Go-ahead for new Soham station

EAST Cambridgeshire District Council has given its official backing to the planned new station at Soham on the Ely to Bury St Edmunds line.

Network Rail and its contractors are expected to begin enabling works this autumn, with the main construction taking place in 2021, and opening planned for spring 2022.

The station will have a single 99-metre platform, footbridge, waiting shelters, lighting, information screens, public address system and a 50-space car park.

£1m for Peckham Rye project work

THE Department for Transport has contributed £1million towards the development of designs to increase capacity and improve access for all passengers at Peckham Rye.

The south London station is currently the busiest in the country without step free access to platforms or accessible facilities for passengers.

NR plans to install new lifts to make all platforms fully accessible and provide accessible toilets, as well as increasing space on the elevated platforms, concourse and gateline.

Horden station open for business

A NEW £10.55million station at Horden in County Durham opened to passengers on June 29.

The project was supported by a £4.4m contribution from the Department for Transport's New Stations Fund.

The two-platform station is situated on the Durham Coast route, near Peterlee, and is served by Northern's hourly Newcastle-Hartlepool-Middlesbrough trains.

Horden's previous station closed in 1964, and the reopening is expected to benefit up to 70,000 local residents whose access to rail services was previously limited.

The New Stations Fund was launched in 2013 to help give communities improved access to rail services in England and Wales and has so far helped to fund 10 new stations.

A third round of funding will invest £20 million in new stations, with a decision on the successful bids due in the autumn.



Horden station, between Seaham and Hartlepool in County Durham, opened to passengers on June 29, replacing the area's original station, which closed in 1964. ALFIE GASCOIGNE



Stratford gleams after £1.5m renovation

PASSENGERS at Stratford-upon-Avon station can now enjoy improved waiting facilities and seating following the completion of a £1.5million refurbishment.

A former goods office has been renovated and glazed to create a new waiting room and seating area, improved shops, accessible toilets and new cycle storage racks. FRASER PITHIE

Metro Track Record



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Dudley stop name change

THE West Midlands Metro has announced its Dudley town centre stop will be named after local landmark Dudley Castle rather than the originally planned Station Drive.

The stop is on the seven-mile Line 2 extension from Wednesbury to Brierley Hill, much of which will use the trackbed of the disused South Staffordshire heavy rail line.

The £450million scheme should be completed in 2023, providing much-needed rail links to towns in the Black Country via 17 new stops.

Preliminary works are already underway along the route, including the removal of a disused railway bridge in Tipton during August.

Howdon depot nears completion

THE new Tyne & Wear Metro depot at Howdon, North Tyneside, is almost ready to accept its first trains, and should be officially opened this summer.

The depot is built on a former landfill site and will be used to service and maintain up to a quarter of the 89-strong Metrocar fleet while the main depot at South Gosforth is rebuilt in stages for the new fleet of 46 five-car sets on order with Stadler.

New tracks and overhead lines are in place and the 1,500V DC power supply has been switched on.

The upgrade work at Gosforth is planned to take five years, but in the meantime Howdon will also be used to help commission the new trains, which are due to start arriving from the end of 2021/early-2022.

T&W owner Nexus received a Government grant of £337million towards the projected £362m cost of designing and building the new train fleet and depot.

A 35-year maintenance contract with Stadler takes the total budget to about £500 million.



An aerial view of the new T&W Metro depot at Howdon. NEXUS

Siemens gets Edinburgh contract

SIEMENS Mobility has been awarded a contract by Edinburgh Council to supply electrification, SCADA (supervisory control and data acquisition), telecoms and signalling for the city's three-mile tram route extension to Newhaven.

The work will be carried out in partnership with the main contractor, a joint venture between Sacryr, Farrans and Neopul.

It is scheduled for completion in 2023, when there will be eight new stops on the double-track route.

Siemens provided similar infrastructure and systems for the line from the airport to the city.

The signalling work includes installing new and modified traffic signals at 30 road intersections along the route, which will be linked to the city's traffic and tram control centres to give priority to trams at junctions.

Emergency funds to help crisis-hit Scottish metros

THE Scottish Government is giving £9million to Edinburgh Trams and the Glasgow Subway to help them cope with the impact on businesses of Covid-19.

This follows the UK Government's decision in May to give £30million of support to the tram and light rail systems in England.

The money will support the metros in Scotland's two largest cities from July to September, which have been struggling with reduced income as fewer passengers have been travelling during the pandemic.

The Scottish Government's Cabinet Secretary for Transport, Infrastructure and Connectivity Michael Matheson said: "Any restrictions on these services could have placed unsustainable demands on other modes, especially bus, and so this funding will assist capacity across all public transport."

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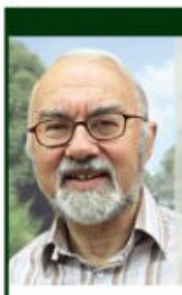
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SIDELINES

Final Class 37 moved to Severn Valley Railway

UNSERVICEABLE Class 37 No. 37308 was transferred by road from the Dean Forest Railway to the Severn Valley Railway on July 12.

It was the last of the class delivered to BR (WR), on November 9, 1965.

'Choppers' leave heritage railways

CLASS 20 No. 20069 left its long-time home on the Mid-Norfolk Railway on July 3, travelling by road to HNRC, Worksop.

Similarly, Nos. 20087 and 20110 were taken from the East Lancashire Railway to Worksop on July 7 and 6, respectively.

Swanage reopens with a diesel service



For one weekend only: All four return trains from Swanage on July 11 and 12 were worked by main line-certificated Class 33 No. D6515 *Lt Jenny Lewis RN*. It is seen between Corfe Castle and Norden, on the midday departure on Saturday 11th. PETER NICHOLSON

THE Swanage Railway ran its first post-lockdown public trains on July 11, with many restrictions in force.

The five-coach fundraising trains, hauled by a Class 33, ran non-stop from Swanage to Norden.

After loco run-round, the train returned to Swanage, completing a 45-minute journey.

Accommodation was reduced to 40% of the usual seating.

Departures from Swanage were at 10.30, 12.00, 13.30 and 15.00.

The operations followed a full risk-assessment using Government guidance and the award of a Good to Go certificate.

Train interiors were cleaned after every journey and surfaces wiped with sanitiser. Face masks for staff and passengers were mandatory.

Non-public test trains were run from July 4 to 10. This service was set to operate every day until July 31.

Swanage Railway Trust chairman Gavin Johns said the weekend was a "soft approach to re-starting services to help gain familiarity with safe Covid-19 compliant operation", and was considered satisfactory.

A number of lessons were learned, which were to be applied when running trains subsequently, with Norden station expected to be brought into use in August.

Intermediate stations are likely to remain closed because of the difficulty of reconciling the need to manage passenger numbers and bookings, while ensuring social distancing on trains.

It was decided steam haulage would begin the following weekend, July 18 and 19, after a week of diesel haulage.

Class 56 Group aims to resume work on 'Grid' restoration

SMALL volunteer parties at East Lancashire Railway (ELR) are hoping to resume work on Class 56 No. 56006 as the lockdown eases, carrying out checks on the electrical and braking systems.

The locomotive is in generally good condition, but has suffered reliability issues as a result of a winter period with little use.

The Romanian 'Grid' has good batteries and the engine should turn over easier than it would have done in the depths of winter.

The contract to stay at the ELR has been renewed, which is very welcome news, given the reliability issues.

C56G's other loco – main line-registered No. 56301 – has been out of traffic since March when it returned from a period on hire to GBRf at Peak Forest.

The only fault with the former No. 56045 is its tyres are worn to near minimum, and it awaits fitting of a replacement set.

These replacements are part of the payment for the hire period, together with a set of bogies from No. 56007 at Longport.

It is hoped both No. 56006 and 56301 will be fully operational again by the autumn, with the latter returned to main line revenue-earning service.

More Class 56 Group details and information can be found at: www.class56group.co.uk.

Appeal for DMU funds launched by West Somerset

THE West Somerset Railway Association (WSRA) is facilitating an appeal on behalf of the WSR to undertake some minor repairs to its Class 115 three-car DMU, normally in regular use on the railway.

This is believed to be the only example of the class currently in service on a heritage railway.

The class was built at Derby in 1960 as four-car suburban sets, but the WSRA DMU now runs with one rather than two centre-trailer cars.

A number of the door handles, locks and other ancillary equipment are due for overhaul or replacement as part of the on-going planned maintenance schedule for the unit.

This involves acquisition of replacement components as well as expenditure for generally overhauling door handles off-site, for which funding is required.

A target of £5,000 has been set to allow the work to be completed, any surplus being put towards other essential items that are required to keep the unit running.



The West Somerset Railway's operational Class 115 DMU departs Norton Fitzwarren station on a shuttle service from Bishops Lydeard for the Steam and Vintage Rally on August 4, 2019. It is formed of DMBS No. W51859, TCL No. W59678 and DMBS No. W51880. PETER NICHOLSON

This includes overhaul of injector pumps, compressors and vacuum exhausters.

Work on the unit is carried out by a small number of volunteers with diverse skills, often under quite trying conditions.

Over the winter of 2019/20 some significant progress was made, which included replacement of a gearbox with a reconditioned unit, changing a vacuum brake cylinder, and a 'top-end' overhaul of one of the engines, all on power car No. W51859.

■ Contributions can be made to: https://justgiving.com/campaign/dmu

New Birmingham RC&W museum appeal

THE Birmingham Railway Carriage & Wagon Company Ltd (BRC&W) has launched a JustGiving crowdfunding appeal to raise money to help secure the former loco test house.

The building still stands on the original company's works site in Smethwick.

BRC&W was due to receive a grant in early April but this has been delayed until early next year at best. It may be cancelled altogether, so every possible funding alternative is being followed up.

The owner of the building has been most understanding, but was only able to hold it until the end of July.

After that it is hoped enough money can be raised before the building is leased to someone else. It is considered to be very important as it means BRC&W could return to its original home.



A recent view of the old Birmingham Railway Carriage & Wagon Company Ltd test house, used to check all the locos before delivery to customers. If acquired, the 200ft x 75ft building will be set up as a museum and workshop. One of the first projects is the construction of a wooden mock-up 'Blue Pullman' cab. It will be mounted on a road trailer and taken to events as a publicity item. SIMON ALTHAM

Museum

Once secure, the building would house a museum dedicated to the original company and its products.

A large amount of archive material was saved when the works closed in 1963, and is currently in store.

A workshop will be established for volunteer projects which would benefit local charities working with disabled and disadvantaged school leavers.

This would provide experience in museum work, restoration, and new-build railway projects.

It is planned to create a memorial to BRC&W workers who left the company to join the armed forces during both World Wars, and who paid the ultimate price.

BRC&W was active between 1854 and 1963, producing high-quality coaches, wagons, multiple units and locomotives for use around the world.

It was reformed in 2014 as a not-for-profit company with three main aims: to establish a museum covering the 110-year history of the original company, establish an extensive reference library covering diesel and electric rolling stock production in the UK, and to build replicas of lost classes and prototype locomotives missing from the nation's heritage fleets.

After six years of research and networking, the company is now able to take projects from the drawing board and start the task of turning them into reality.

Once fully established it is hoped to be able to work with the owners of preserved BRC&W vehicles to provide support for restoration and operation.

For more information contact Simon Altham either by email at simon@brcw.co or telephone 07798 531722.

A raffle is being held during August with several worthwhile prizes including unique mystery one. See website: www.brcw.co.

To donate to the former test house appeal go to: https://tinyurl.com/yxoomw46

On the move: Keeping pace with 'Pacers' in preservation

MANY 'Pacer' railcar sets are still being disposed of for scrap and for future operation on heritage railways – despite a number being kept in operation for a few more months yet by main line operators, GWR, TfW and Northern.

Class 142 Nos. 142011 (DMS 55552 and DMSL No. 55602) and 142013 (DMS No. 55554 and DMSL No. 55604) are now at the Midland Railway-Butterley, arriving by rail from Gascoigne Wood on June 22. They join the long-preserved two-car Class 141 No. 141113.

The Pacer Rail Group has acquired No. 142055 (DMS No. 55705 and DMSL No. 55751) from Angel Trains. It is being transferred from Gascoigne Wood Sidings to the Foxfield Railway.

Class 142 No. 142038 (DMS No. 55579 and DMSL No. 55629) was delivered from storage at Gascoigne Wood Sidings to the Mid-Norfolk Railway on February 29.

Class 144 No. 144011 (DMS No. 55811 and DMSL No. 55834) was handed over to the Keighley & Worth Valley Railway after a final run around local lines on June 26, with three other 'Pacers' stored at Keighley (*RM* May, p6).



Former Northern Class No. 144013 is at the Telford Steam Railway. They were delivered on July 2 and 3. Nearest the camera on July 5 is DMS No. 55813, with DMSL No. 55836 behind. MIKE RICHARDES



Class 37 No. D6732 sets back into Bridge Road carriage sidings on June 27 while forming up a train of compartment stock in preparation for resumption of passenger trains on the North Norfolk Railway from July 8. STEVE SQUIRES

North Norfolk opens up

THE North Norfolk Railway has been able to undertake a partial return to operations following an easing of lockdown regulations.

The service is initially with a one-train, steam-only service.

Class 37 No. D6732 was engaged in some test runs and made up a train of compartment stock in preparation for reopening to the public on July 8.

The Type 3 ran from Weybourne to Holt with a brakevan on June 11.

A test run with the carriage stock was made from Sheringham to Holt and return on June 27.

The operations were carried out to ensure all the infrastructure was working correctly and to check revised operating procedures were in order to comply with Government guidelines.

■ Our thank to contributors: Simon Altham (BRC&W); Alistair Barham (Weybourne Traction Group); Josh Brinsford; Keith Bulmer (C56G); Peter Dickinson; Paul Fleet (WSR DMU Co-ordinator); Gavin Johns (Swanage Railway); Andy Marrison and Ian Smith (Middleton Railway).

Middleton prepares for the future and remembers a special day 60 years ago

ONE of the Middleton Railway's (MR) test trains prior to reopening after lockdown re-created the heritage railway's first train of 60 years ago.

The MR ran the first standard-gauge train to be operated by unpaid volunteers on Monday, June 20, 1960. It left Moor Road, Leeds, at 4.45pm, hauled by ex-LMS 0-6-0 diesel loco No. 7051 (Hunslet 1697/1932).

Precisely 60 years later, on Saturday, June 20, this same loco worked a commemorative goods train from Moor Road, departing at the same time, running to Middleton Park and return.

It was ceremonially waved away by Matthew Youell, the son of the railway's charismatic founder, Dr R F (Fred) Youell.

Safeguarding

The Middleton – as with the other heritage railways that have been opened over the past six decades – is feeling the pinch from the lockdown when unable to operate.

To help get through this difficult time a GoFundMe appeal is open, with details of how to contribute to the Safeguarding the Future appeal on website: www.middletonrailway.org.uk



Former LMS 0-6-0DM No. 7051 rounds GN Curve with the Middleton Railway's 60th anniversary special on June 20. The train was driven by Richard Pike and guarded by Middleton Railway Trust vice-chairman Ian Smith, and is at about the place where the first heritage railway trains terminated, near the bridge that carried the Great Northern Railway across the MR. The loco is carrying its *John Alcock* nameplates for the first time in 30 years. It was named after its Hunslet Engine Co designer in 1961. JANET AUCKLAND

The line had remained closed from March, and with a view to reopening on August 2, there was a need to run a number of trains to reassess train crews.

The anniversary special was one of those trains, specially prepared and timed to mark the occasion, in lieu of the Diamond Jubilee gala, currently postponed until October.

The Middleton Railway was built in 1758 and was the first railway authorised by an Act of Parliament, the first to use commercially successful steam locos in June 1812, and became the first standard-gauge preserved railway in the UK to run trains.

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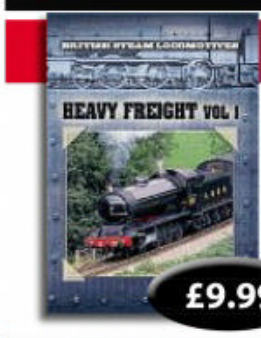
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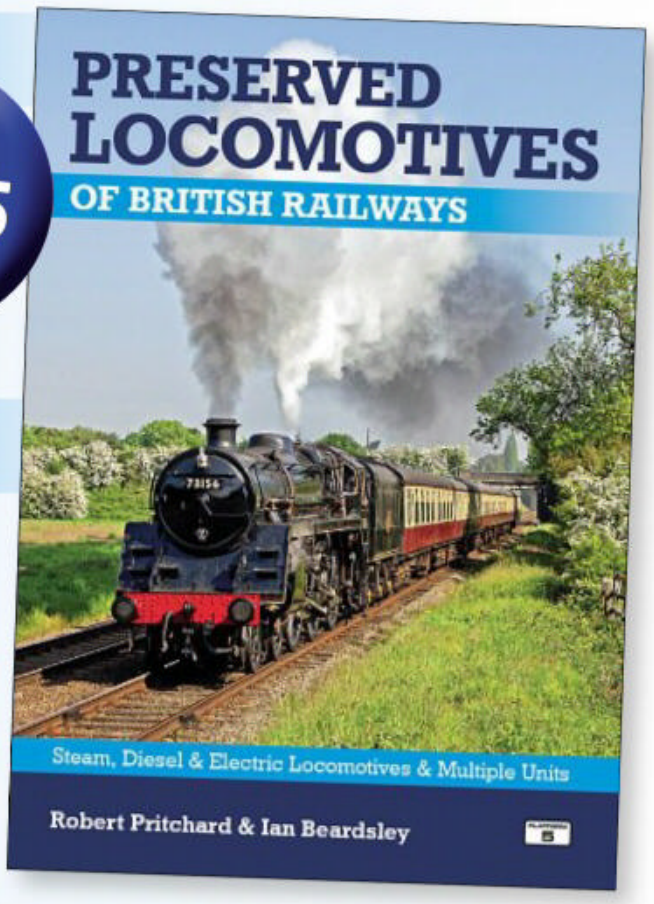
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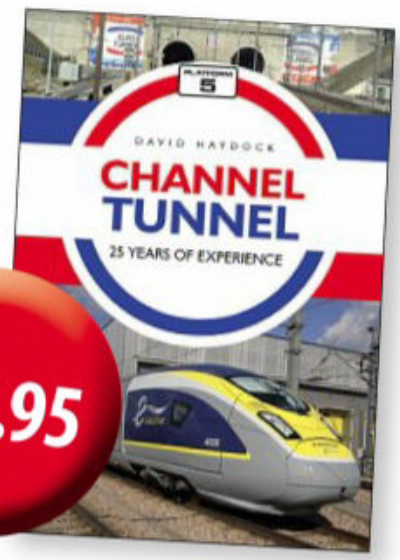
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Tornado to salvage last few tours of Scotland season

THE A1 Steam Locomotive Trust is hoping to salvage what it can from a planned summer season in Scotland with two Edinburgh to Aberdeen runs and an Edinburgh to York sprint during September.

Nine Scottish tours booked for Peppercorn 'A1' No. 60163 *Tornado* in July and August have been cancelled as a result of the coronavirus, including specials for the Scottish Railway Preservation Society, but the two 'Aberdonian' runs on September 3 and 10 are still expected to take place.

These will take the Apple Green Pacific from Edinburgh to Aberdeen and back via the Forth Bridge, Dundee and Montrose.

Tornado will bid farewell to Scotland on September 12 when it works the southbound 'Queen of Scots' from Stirling to York.

The tour will leave York at 08.30 that morning and run diesel-hauled to Stirling, picking up at Darlington, Durham and Newcastle.

No. 60163 takes over the train at Stirling for the start of almost 250 miles of steam haulage along the ECML back to York.

This positions the 'A1' ready for the 'Ticket to Ride' excursion on September 19, which leaves Darlington North Road at around 08.20 and calls at Darlington Bank Top, Thirsk and York, before making a final pick-up at Wakefield Kirkgate.

The 'A1' will proceed via Hebden Bridge and Copy Pit to Blackburn, then join the WCML south of Preston for a fast run to Wigan, then on to St Helens and the day's ultimate destination – Liverpool Lime Street.

Into October and the 'A1' is booked to haul the Railway Touring Company's 'Easterling' from King's Cross to Norwich and Lowestoft on October 3.

The outward leg will include a run over the ECML as far as Cambridge, while the return journey will include the 49-mile long scenic East Suffolk line through Beccles, Saxmundham and Woodbridge.

For more information on bookings visit the A1 Steam Locomotive Trust website at: www.a1steam.com

Double-headed 'B1s' off to Cornwall in Steam Dreams' 'Mayflower' special

DOUBLE-HEADED 4-6-0s were a familiar sight in Cornwall during GWR and BR days, and this September such a spectacle is expected to be seen again, albeit with a distinctly Eastern Region twist.

Steam Dreams' 'Mayflower 400' excursion on September 14 is a commemorative tour to celebrate the 400th anniversary of the sailing of the *Mayflower* in September 1620, which took the founding fathers from Plymouth to the Americas.

Appropriately, the train will be hauled throughout by Thompson 'B1' No. 61306 *Mayflower* (owned by Steam Dreams boss, David Buck), which will be joined by LNER-built classmate No. 1264, courtesy of the Thompson B1 Locomotive Trust.

The Eastern duo are expected to depart from Paddington at 09.00 and follow the Great Western Main Line out to Reading for a pick-up, then proceed onward to Devon for the next stop at Newton Abbot at around 17.00.

Passengers have the option to join or leave the train here, and after an extended layover the 'B1s' will continue through Devon to Plymouth, arriving at 19.00. From here they will cross Brunel's Royal Albert Bridge into Cornwall, and reach journey's end at Penzance sometime around 21.30.

The two 4-6-0s are expected to spend the next two days in the South West before heading the return leg of the 'Mayflower 400' back to Paddington on September 17.

Return tickets for the train are priced at £325 in Premium Standard, £649 in Premier Dining and £849 in Pullman Dining. Prices do not include accommodation.

Steam Dreams has every intention of pairing the two 'B1s' for the tour, but if No. 1264 is unavailable LMS Pacifics Nos. 6233 *Duchess of Sutherland* or 6201 *Princess Elizabeth* may deputise.

For further information and booking details: www.steamdreams.co.uk



'B1s' Nos. 61306 *Mayflower* and (6)1264 have never met on the main line, but the pair did work together at Barrow Hill Roundhouse during an LNER gathering in later 2007. Here, the duo come face-to-face on November 9 that year. SYDNEY HANCOCK

■ Steam Dreams' summer excursion programme has fallen victim to the ongoing coronavirus restrictions, with all of its planned tours for August being postponed until a later date.

Its first post-lockdown tour will now be a King's Cross to York run on September 3, featuring 'Black Five' haulage one way, and 'B1' power on the return. See the Steam Dreams website for details.



STEAM HEADS NORTH FOR 'JACOBITE' 2020: West Coast Railways transferred in mid-July the two locomotives that will work its 'Jacobite' season from Carnforth to Fort William. Hauling a uniform rake of maroon carriages, NELPG's Peppercorn 'K1' 2-6-0 No. 62005 and Ian Riley's 'Black Five' No. 45407 *The Lancashire Fusilier* tackle Shap during the first leg to Carlisle on July 11, ahead of the delayed start of the 'Jacobite' on July 15. PETER AINSWORTH

Pathfinder postpones Mazey Day 'Hoovers' until spring 2021

PATHFINDER Tours' decision to postpone its entire 2020 railtour programme until next year owing to Covid-19 precautions has resulted in its planned Class 50s run to Cornwall being held over until next spring.

The rescheduled 'Non-Mazey Day Cornishman' will now run on April 24 from Birmingham New Street through to Penzance, making numerous stops along the way.

The tour had originally been booked to run in connection with the Covid-cancelled Mazey Day festival on June 27, but was rescheduled for September 5.

An early start will see the train leave Birmingham at 06.00 with a GB Railfreight Class 66 in charge.

Pick-ups will be made at Northfield, Bromsgrove, Worcester Parkway and Cheltenham Spa before arriving at Gloucester, where the '66' is replaced by a pair of Class 50s, courtesy of the Class 50 Alliance.

Fast run

Further stops will be made at Cam & Dursley, Bristol Parkway and Bristol Temple Meads, with the 'Hoovers' expected to leave there at 08.45 for a fast run through Somerset and Devon.

Once into Cornwall the '50s' will continue as far as Par, where passengers may leave the train for optional excursions to the Eden project or the Lost Gardens of Heligan.

After Par the train continues to Truro for those wishing to explore the city or take a trip on the Falmouth branch.

Half an hour later the 'Cornishman' will stop at St Erth (for the branch to St Ives), and finally roll into Penzance at 13.05 for a three-hour break.

The two Class 50s will depart Penzance with the return leg at 16.05, stopping at St Erth, Truro and Par to collect those who left the train earlier in the day.

The next booked stop is at Temple Meads, to drop-off passengers, and after a 20.50 departure the 'Hoovers' will carry on to Gloucester, setting-down along the way.

Here, the Class 50s hand the train back to a GBRf '66', which will complete the final leg of the journey, with an expected arrival in Birmingham at 23.35.

Full day

Tickets for this full day out start at £95 for adults in Standard Class, £155 in First Class, £175 in First Class Plus and £275 for Premier Dining.

Junior fares and tickets for groups of four are also available.

For more details : www.pathfindertours.co.uk/events/the-mazey-day-cornishman-2020/

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
NB – Northern Belle
0844 8404525
PT – Pathfinder Tours
01453 835414
RTC – Railway Touring Company
01553 661500
RCS – Rail Charter Services
railcharterservices.co.uk
SR – Statesman Rail
0345 3102458
SD – Steam Dreams
01483 209888
ST – Saphos Trains
saphostrains.com
TR – Tornado Railtours
01325 488215
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 July. However, the on-going uncertainty over Covid-19 may result in some or all trains being postponed or cancelled. Please check with the individual operators.

'Blue Boys Merrymixer' for January

PATHFINDER Tours will be hoping for a case of 'third time lucky' on January 30 next year when it gets to run its twice-postponed 'Blue Boys Merrymixer'.

The tour, which makes use of various DRS motive power between Hampshire and the Midlands, had been due to run on March 21 this year, but was one of the earliest casualties of the Covid-19 crisis. It was then rescheduled for August 15, but was again postponed.

An 05.55 departure from Eastleigh sees a Class 68 head north with the train of Mk1 stock bound for Birmingham New Street. The '68' then hands over to a pair of Class 37s for a tour of the Midlands' lines, including the Burton to Leicester line and the North Chord at Nuneaton.

On reaching Crewe, a Class 66 will head the tour back through the West Midlands to Rugby, with a number of freight loops traversed, including Gresty Green Up Loop, Shrewsbury Crewe Bank, Cosford Up Goods Loop and Oxley Up Goods Loop.

A Class 88 will take over at Rugby for the run back to Birmingham International, which will be relieved by Class 57s for final leg back to Eastleigh.

AUGUST/SEPTEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
August				
5-31	Jacobite	Fort William-Mallaig x 2	45407/62005	WCRC
5	Welsh Borders Express	(Exeter)-Bristol-Shrewsbury	46100/70000/34046	ST
6	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC
8	Cumbrian Mountain Express	(Euston)-Carnforth-Carlisle	35018/46115/45699/45690	RTC
9	English Riviera Express	Bristol-Kingswear	46100/70000/34046	ST
11	Dalesman	Chester-Carlisle	35018/46115/45699/45690	WCRC
12	Devonian Express	Cardiff-Plymouth	46100/70000/34046	ST
13	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC
15	Lakelander	(Wolverhampton)-Crewe-Carlisle	70000	ST
16	Waverley	York-Carlisle	TBA	RTC
18	Dalesman	York-Carlisle	35018/46115/45699/45690	WCRC
19	Fellsman	Crewe-Carlisle	46100/70000/34046	ST
20	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC
22	Cotswold Venturer	Paddington-Worcester	6233	RTC
22	White Rose	(Wolverhampton)-Crewe-York	46100/70000/34046	ST
23	Waverley	York-Carlisle	60103	RTC
25	Dalesman	Chester-Carlisle	35018/46115/45699/45690	WCRC
26	Fellsman	Crewe-Carlisle	46100/70000/34046	ST
27	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC
29	Cumbrian Mountain Express	Crewe-Carlisle	35018/46115/45699/45690	RTC
29	Lakelander	(Dorridge)-Crewe-Carlisle	46100/70000/34046	ST
29	Northern Belle	Preston circular	6201	NB
30	Royal Duchy	Bristol-Par	6233	RTC
September				
1	Dalesman	York-Carlisle	35018/46115/45699/45690	WCRC
2	Fellsman	Crewe-Carlisle	46100/70000/34046	ST
3	Dorset Coast Express	Victoria-Weymouth	6233	RTC
3	Aberdonian	Edinburgh-Aberdeen	60163	TR
3	Steam Dreams Excursion	King's Cross-York	TBA	SD
3	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC
5	Welsh Marches Express	(Liverpool Lime St)-Crewe-Cardiff	46100/70000/34046	ST
5	Steam Dreams Excursion	(Euston)-Carnforth-Carlisle	35018/46115/45699/45690	SD
5	Cheshireman	Norwich-Chester	6233	RTC
6	Waverley	York-Carlisle	60103	RTC
8	Dalesman	Chester-Carlisle	35018/46115/45699/45690	WCRC
10	Swanage Belle	Victoria-Swanage	6233	RTC
10	Aberdonian	Edinburgh-Aberdeen	60163	TR
10	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC
10	Sussex Belle	Victoria-Eastbourne	34046	ST
12	Cotswold Express	Paddington-Worcester	46100/70000/34046	ST
12	Queen of Scots	Stirling-York	60163	TR
13	Weymouth Seaside Express	Bristol-Weymouth	6233	RTC
14	Mayflower 400	Paddington-Penzance	61306+1264	SD
15	Dalesman	York-Carlisle	35018/46115/45699/45690	WCRC
17	Mayflower 400	Penzance-Paddington	61306+61264	SD
17	Scarborough Spa Express	Carnforth-Scarborough	35018/46115/45699/45690	WCRC

AUGUST/SEPTEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
August				
5-8	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
7	Northern Belle	Man Vic-Edinburgh	WCRC Class 47/57	NB
8	Northern Belle	Liverpool Lime St-Edinburgh	WCRC Class 47/57	NB
10-15	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
15	Sussex Coast Statesman	Shrewsbury-Eastbourne	TBA	SR
17-22	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
21	Northern Belle	Aberdeen-Auchinleck	WCRC Class 47/57	NB
22	British Pullman	Victoria circular	DBC Class 67 x2	BEL
22	Northern Belle	Edinburgh-Arrochar & Tarbet	WCRC Class 47/57	NB
24-29	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
28	Dartmouth Statesman	Rugby-Kingswear	LSL Class 47s	SR
31	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
September				
1-5	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
5	British Pullman	Victoria circular	DBC Class 67 x2	BEL
5	Northern Belle	Swansea-Torquay	WCRC Class 47/57	NB
5	Northern Belle	Birmingham-Torquay	WCRC Class 47/57	NB
7-12	Settle & Carlisle Excursion	Skipton-Carlisle x 3	LSL Class 47s	RCS
8	Cumbrian Coast Statesman	Derby-Ravenglass	LSL Class 47s	SR
11	Snowdonia Statesman	Swindon-Blaenau-Ffestiniog	LSL Class 47s	SR
16	Conwy Valley Explorer	Dumfries-Blaenau Ffestiniog	WCRC Class 47/57	WCRC
16	Dorset Coast Statesman	Crewe-Weymouth	LSL Class 47s	SR
18	British Pullman	Victoria circular	DBC Class 67 x2	BEL
18	Northern Belle	Birmingham-York	WCRC Class 47/57	NB
19	British Pullman	Victoria circular	DBC Class 67 x2	BEL
19	Beamish & Durham Statesman	Shrewsbury-Durham	LSL Class 47s	SR



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EM2 proudly on display at Dutch Railway Museum

NS CLASS 1500 No. 1501 – the only loco of the type preserved in the country – has been put on display at the Dutch National Rail museum in Utrecht to commemorate 50 years since the former BR EM2 class electric locos entered service in the Netherlands as NS Class 1500.

The loco was formerly No. E27003 *Diana* and was moved to Utrecht from Blerick (Venlo), where it has been stored since 2007.

The loco was originally supposed to be on display by June 12 as that was the actual anniversary, however the combined impact of the coronavirus pandemic and the fact cosmetic restoration took longer than planned (not helped by coronavirus restrictions) meant 1501 was not moved to the museum until July 1.

The movement by rail was undertaken by 1953 vintage Alsthom-built electric loco No. 1304.

NS bought all seven of the EM2 class locos, built at Gorton Works in 1953/54, which became redundant because of the closure of the Woodhead route to passengers.

The EM2s were all withdrawn in September 1968, but weren't sold to NS until the following year.

NS used six of the locos – Nos. 1501-1506 from 1970 – until 1986, primarily on the Den Haag to Venlo route. The seventh loco (E27005 *Minerva*) was used as a source of parts, and scrapped by NS in late-1969



Above: NS 1501 is pushed into the museum at Utrecht Maliebaan by preserved NS 'Sik' two-axle shunter No. 345 on July 1. VASCO DE COCQ



Right: No. 1501 (along with UK-based EM2 Loco Society 1502/E27000) worked special trains in the Netherlands in the years after withdrawal, but none have operated for more than a decade. It is seen at Amsterdam Sloterdijk on October 5, 1991, with the 'DC Tribute' railtour. In 1996, No. 1501 was repainted as E27003 for the 'Dark Side of the Moon' tour, which attracted a lot of interest from British enthusiasts. KEITH FENDER

Three locos are preserved: 1501 (E27003) in the Netherlands by Werkgroep 1501, 1502 (E27000 *Electra*) by the EM2 Loco Society at Butterley, and 1505 (E27001 *Ariadne*) at the Manchester Museum of Science and Industry.

The other three were scrapped in 1985/86 in the Netherlands.

No. 1501 will be on display at the museum until January.

Pre-booking tickets is required to enter the museum because of coronavirus social distancing.

For more information and details see website: www.spoorwegmuseum.nl

London-based investment firm buys Hector Rail

EUROPEAN open access operator Hector Rail has been bought by investment company Ancala Partners, which is based in London.

Hector Rail (HR) was founded in 2004 and owned by a Swedish investment company from 2014.

HR owned UK operator GB Railfreight between November 2016 and September 2019 before selling it to Infracapital, a subsidiary of M&G Prudential.

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First passenger outing for XR Class in Australia

AUSTRALIAN preservation group 707 Operations achieved a new first – running the first passenger train to use an XR Class diesel – just before the coronavirus pandemic led to lockdowns.

The nine Class XR locos were originally built between 1966/70 as EMD model G16CA/G26C 'X Class' locos for Victorian Railways.

They were rebuilt as Class XR with turbo-charged EMD 16-645 engines from 2002/04.

The triple-headed train was hauled by locos XR 555+S 306+H 5 and worked 'The Grainlander, Sunset over the Harvest' tour from Manangatang to Melbourne Southern Cross on March 15.

Several of the XR Class diesels owned by freight operator Pacific National are currently in secure storage at 707 Operations Newport depot.

The second loco in the triple header – 1957-built EMD A7 S Class S306 – has been recently reactivated by 707 Operations for use on heritage trains under a custodial agreement with Pacific National.

The March tour was S306's second outing with 707 Operations. Currently, it is unable to be the lead loco working heritage trains until the necessary radio equipment is sourced. Once fitted, it is expected the locomotive will lead on several 707 Operations heritage train services in 2021.



The triple-headed train comprising locos XR 555+S 306+H 5 is seen near Ultima, on the Manangatang to Korong Vale line, on March 15. DARREN WOOD

Standard-gauge line opens on Peloponnese peninsular

A NEW 68km-long standard-gauge line from Kiato to Aigio on the north coast of the Peloponnese peninsular in Greece opened on June 22.

The line replaces the former metre-gauge line, which closed in 2010, and in some places uses the old alignment, providing connections to Greece's only rack railway at Diakopto.

The new line has been built for future 200kph electric operation (not yet electrified), and will eventually be extended another 34km to Patras.

Plans for Alaska rail connection

THE currently isolated Alaska Railroad could be connected to the rest of the North American rail network.

Private company the Alaska to Alberta Railroad Development Corporation plans to construct a $9.5billion, 2,414km railway between Fort McMurray, Alberta, and Fairbanks, Alaska.

The line would be designed for freight transport with gentle gradients and wide curves.

Aerial surveying of the proposed route, which is east of the Rockies, started this summer.

Multiple projects to connect Alaska with the Canadian rail system have been discussed since the 19th century, but the idea has received political support in both Alaska and Alberta in recent years.

It is not clear when construction might start.

VIA Rail hit hard by Covid-19

CANADIAN national passenger operator Via Rail suspended most services in March because of the coronavirus pandemic, and only slowly started reinstating services a few months later.

The iconic Vancouver to Toronto 'Canadian' and Halifax to Montréal 'Ocean' services will remain suspended until November.

Via Rail announced in July it would temporarily lay off around a third of its 3,200 employees until services resumed.

When the pandemic shut down normal operations Via Rail moved large numbers of coaches from Vancouver to Toronto in two empty stock movements.

For the next three months the opportunity was taken at Via's Toronto depots to inspect and overhaul the coaches.

The vehicles were moved back to the west coast in late June in a train, with five locos hauling 27 coaches at one point.

Two coaches were delivered to Winnipeg en route and two locos and five coaches were left in Jasper to enable the 'Skeena' service to Prince Rupert to restart on July 5 after a three-month gap caused by the route's owner Canadian National undertaking infrastructure repairs during the coronavirus shut down.

■ *Our thanks to Dave Woods for information in this item.*



The Toronto to Vancouver empty stock move ran as VIA train 11, departing Toronto on June 17. Three days later it is seen approaching Windy Point, beside the Athabasca River, east of Jasper, with five F40PH-2d locos (6442+6441+6454+6449+6455) hauling it, by now running as 25 coaches. The train included no fewer than five dome cars, four of which can be seen in the picture. DAVE WOODS

DB in €1bn order for 'Velaro-MS' trains

GERMAN rail operator DB announced in mid-July an order worth €1billion for 30 Siemens 'Velaro-MS' (multi system) ICE3 trains to be delivered from December 2022 and 2026.

The contract includes options for up to 60 further trains.

The eight-car 320kph trains are based on the DB Class 407 ('Velaro-D') design Siemens built between 2010/12.

The new trains are intended to increase high-speed services between the Ruhr region and Munich using the Rhein Main high-speed line between Cologne and Frankfurt and for services to both Paris and Brussels.

DB's disappearing six-axle electrics

GERMAN operator DB Cargo's remaining Co-Co electric locos used for heavy freight may be withdrawn during 2020.

The company used to have an extensive fleet of these loco types, but most are now withdrawn.

The two classes of locos both date from the 1970s: Class 151 was built in the former West Germany, where 170 locos were delivered between 1972 and 1978, while Class 155 was built in the former East Germany, originally as Deutsche Reichsbahn Class 250.

Between 1974/84, 273 locos were built, but renumbered to Class 155 after the re-unification.

The run down of both classes started more than a decade ago, with DB selling the remaining 130 operational Class 151/155 locos in 2017, plus 70 stored examples, to a consortium including Toshiba, but led by leasing company Railpool.

As part of the deal, DB leased back 100 of them. However, over the following years, increased deliveries of new 'Traxx' and 'Vectron' locos to DB means it no longer needs the older six-axle locos.

The main traffic operated by Class 151 in 2020 is iron ore from Hamburg Docks to steelworks in several locations in Germany, with pairs of locos equipped with special couplings, although pairs of new Class 193 'Vectron' locos may also be used for some traffic.

Several private freight operators use small numbers of both Class 151 and 155 locos.



Nos. 151 110 and 151 095 arriving in the Hamburg Docks complex with train 60602, conveying empty iron ore hoppers for reloading at the Hansaport from Beddingen steel works in Salzgitter on June 18. NICK PATON

Japanese diesels in Thailand

TWO former Japanese Railways (JNR) diesel locos are in use in Thailand working engineering trains.

The locomotives were bought by Thai company A S Associated Engineering Co in 2018 and re-gauged to metre gauge after a previous plan to export them to Myanmar (formerly Burma) failed to materialise, despite at least six other Class DD51 locos having been sold to Myanmar.

Associated Engineering bought the locos for use on contracts it had won to double track Thai Railways lines.

In total, 649 Class DD51 diesel-hydraulic locos with the unusual B-2-B wheel arrangement were built between 1962/78 for JNR, which used them for both freight and passenger work.

The two in Thailand ended their days with JR Hokkaido after privatisation of JNR, hauling the 'Hokutosei' sleeper train on the island of Hokkaido until it ceased operation in 2015.

Japanese rail enthusiasts started a crowd-funding appeal in 2019 to help the Thai operator of the locos receive expert assistance to run the locos.

They had been sold to the Thai company, complete with documentation only in Japanese, which the Thai rail staff driving and maintaining the locos couldn't read.

Locos DD51 1137 and DD51 1142 seen on February 11 at Nong Pladuk Junction, which is where the Thai Southern line (towards Malaysia) diverges with the Bangkok to Nam Tok 'Death Railway' (of Bridge on the River Kwai fame). D LANGHAM





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LNER train formations added to Real Time Trains

LONG-DISTANCE operator LNER is the latest train operator to participate in the Know Your Train service feature of the website Real Time Trains (RTT).

Know Your Train gives more information about the rolling stock actually operating on each service, such as what it will look like and what the facilities are on board.

RTT uses information from the operator and is also able to relate what orientation the train is in and where each coach is on the service.

The additional information will identify whether the service is formed of a Class 91 and Mk4 set or a five- or nine-car 'Azuma', or even two five-car sets.

However, RTT says while it provides set or loco numbers for ScotRail, and GB Railfreight workings, it will not display such information for LNER's Class 91s.

This move was aimed at preventing non-essential travel by enthusiast, but as virus and travel restrictions are lifted, this may be reviewed.

■ Real Time Trains (www.realtimetrains.co.uk) is a website that shows accurate running information for all UK train operators, and contains a variety of filtering options for an individual operator or freight and by time.

Avanti West Coast embarks on 'Voyager' fleet refresh

AVANTI West Coast has embarked on a refresh of its 20-strong Class 221 'Voyager' fleet despite the fact they are due to be replaced in 2022.

Set No. 221101 was moved to Bombardier at Ilford in July for the start of the work.

New Standard Class seats covers and carpets will be included as part of the revised look as well as a revamped toilet area. All lighting will also be replaced with LEDs.

The interior bodyside and ceiling panels in Standard Class saloons, vestibules, as well as toilets, will also be repainted.

Andy Barnes, Avanti West Coast executive director, Projects, explained: "We know that ultimately our 'Voyagers' will be retired from the West Coast Main Line, but with two years on the rails, we wanted to improve them and not leave them as they are.

"All the improvements should enhance the customer experience and will leave them looking very smart."

Externally, there are no plans to give them an Avanti West Coast 'wrap', but external logos are likely to be applied.

The refresh of all sets are due to be completed by December, with work progressing at the rate of around one unit per week.





An artist's impression of how Standard Class (left) and First Class saloons will look on completion of the refresh. AVANTI WEST COAST

Great Western says 'thank you' to key workers in 116 languages



Thank you tributes in 116 languages on the side of the driving car of set No. 802020 as it passes Standish, near Gloucester, on July 3. JACK BOSKETT

GREAT Western Railway (GWR) has unveiled a special livery thanking key workers for their incredible efforts during the COVID-19 pandemic.

With a theme of 'The nation says thank you', the special design features words of gratitude in 116 different languages used by those living across the GWR network.

The project was inspired by the company's design a train competition.

The livery carried by Class 802 IET No. 802020 incorporates the ideas of three teenagers who entered a competition on GWR's social media channels to design a train livery.

Sam Smith, 13, from Gloucestershire, suggested the words 'The nation says thank you'; Sam Moorey, 15, from Newton Abbot, proposed saying 'thank you' in different languages; while Ned Thompson, 16, of Guildford, crafted the overall design.

GWR worked with local authorities and NHS trusts to ensure the diversity of communities across its network was represented.

The livery features 109 speech bubbles, using 116 languages from at least 166 countries.

The 'design a special train livery' competition was judged by railway historian and broadcaster Tim Dunn.

He said: "Everyone is incredibly grateful to those key workers, including the railway family, who have worked tirelessly through the pandemic.

"We wanted the design to represent the thoughts and thanks of those living across the network.

"We believe the inclusion of these different languages is the perfect way to illustrate everyone's gratitude.

"Hats off to the two Sams and Ned for coming up with such original concepts."

The special livery has been funded by rolling stock leasing company Eversholt Rail, and Intercity Express Train manufacturer Hitachi Rail.

Private charter for LSL Class 90 and 87 locos

TWO of Locomotive Services Limited's fleet of four ex-WCML AC electric locomotives were used on July 14 for a private charter for LSL owner Jeremy Hosking.

Four carriages from 'The Statesman' luxury train, along with Mk3 sleeper No. 10520, in carmine & cream, were hauled by No. 87002 *Royal Sovereign* from Crewe holding sidings to London Euston, where Mr Hosking and guests travelled back to LSL's Crewe depot behind No. 90002, which had been named *Wolf of Badenoch* and sported the BR's InterCity livery.

On return to Crewe, the train became the first to run directly into LSL's depot.

LSL's other AC electric locos are No. 86101 and 90001, and several Mk3 carriages have been repainted to run behind the electric locos under LSL's railtour arm.

With the on-going coronavirus situation, no launch date has been announced.



Above: No. 90002 *Wolf of Badenoch* passes under the Metropolitan and Jubilee lines as it approaches Kenton station with an LSL special from Euston to Crewe on July 14. FRASER HAY





Left: Old and new contrast at Euston with No. 87002 alongside 'Pendolino' No. 390020 in platforms 13 and 14. BRAD JOYCE

Far Left: No. 87002 passes Mancetter with an empty stock working from Crewe to London Euston. CHRIS MILNER

New Grand Central Mk4 stock gets an outing



Looking impressive in black and orange livery, No. 90029 leads DVT No. 82200 and two rakes of refreshed Mk4 carriages on a working from Crewe to Wembley Yard on June 26 through Atherstone. At the rear of the train is No. 90026. CHRIS MILNER

TWO of Grand Central's (GC) Mk4 carriage sets were released from Alstom's Technology Centre, Widnes, on June 26 following external repainting and an internal refresh.

The units will be used on GC's Blackpool North to London Euston open access operation.

The sets ran double headed to Crewe behind Class 90 Nos. 90026 and 90029, where 90026 was moved to the rear of the formation. No. 90029 then worked both sets as part of a stock transfer move, including DVT Nos. 82200 and 82227, onward to Wembley yard.

GC managing director Richard McClean has been looking for the right moment to start the new five return trains per day service from Blackpool.

He told *The RM*: "We're still working up a mobilisation plan. There are extra complications around training so at the moment we don't have a plan that works to restart the project, and so it remains on pause.

"We were nine weeks away from actually starting operations, but now we've got a lot of work to re-do, and all the time we've been sitting on our hands has been wasted.

"We're looking at how we're able to restart training in the most cost-effective way possible, as quickly as possible."

As this plan is developed Mr McClean confirmed the take up of seats on GC services from Sunderland and Bradford to London, which restarted on July 26 would be monitored carefully.

Bodyshells for Avanti's new West Coast Main Line fleet arrive

THE first nine bodyshells for 23 Hitachi trains that will form the new Class 805 fleet for Avanti West Coast have arrived in the UK.

The bodyshells arrived at Southampton and were moved by road to the North East in preparation of Hitachi staff at Newton Aycliffe starting work on them later this year.

Initial bare body shells of the bi-mode fleet will be sent from Kasdo, Japan, with the Avanti order marking an important change in Hitachi's train building approach.

Final assembly in the UK will now include welding tasks previously undertaken in Japan, together with bodyshell painting, following an £8.5million investment to make the plant 'a full-scope manufacturing facility'.

The investment means the site could produce other types of train, such as trams and metro vehicles.

The order with Hitachi is for 13 five-car Class 805 bi-mode trains and 10 seven-car Class 807 electric trains.

The first nine vehicles comprise the full set for set No. 805001 and four from 805002.



One of the driving cars for the first Class 805 set is moved under a tarpaulin by road from Southampton to the Hitachi's Newton Aycliffe factory.

Greater Anglia '720s' put through their paces on WCML

TESTING of Greater Anglia Class 720 EMUs on the West Coast Main Line started during July.

Paths have appeared in the working timetable for testing between Wolverton and Crewe as part of an increase in a regime to get the units into traffic as soon as possible.

Sister Class 345 units were also tested over the WCML ahead of delivery to Transport for London.

The first of these tests took place on July 14, after the previous day's test run was cancelled.

Scheduled paths are for a morning run from Wolverton via Northampton to Crewe, returning to Rugby. Then after a 30-minute layover, a second run to Crewe takes place before returning to Wolverton.

The testing is part of the commissioning process, and has been organised by Bombardier Transportation.



It has partnered with Gemini Rail Group at Wolverton, which will provide pitted workshop space, commissioning technicians as well as external storage for up to six trains for an initial period of six months.

Driving of the test trains is being carried out by GB Railfreight.

Bombardier at Derby 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.

Pictured are set Nos. 720538 and 720537, passing Mancetter, near Atherstone, on July 14, with the second test run on their initial day, working back from Crewe to Wolverton. PICTURE: CHRIS MILNER

SIDELINES

Option for extra South Western 'Aventras'

THE contract for the South Western Railway Class 701 'Aventra' project now includes an option for SWR to order an additional five 10-car units through leasing company Rock Rail. The order deadline is September 30.

Bluebell acquires Mk3 sleeper... with pantry

FORMER Caledonian Railway Mk3 sleeper with pantry (SLEP) was delivered from storage at Long Marston by road to the Bluebell Railway, Sheffield Park, on July 14. No. 10526 joins Nos. 10690 and 10693, and will replace Mk1 SLC No. M2442, former Queen of Scots service car No. 2, which is up for sale.

GBRf and DB strike deal over Class 60 repairs

FREIGHT company DB Cargo UK will continue the maintenance of 10 GB Railfreight Class 60 locomotives as well as providing technical in-field support.

GB bought 10 Class 60s from Colas Rail in July 2018 and has tended to focus their workings on biomass trains to either Drax or Lynemouth power stations.

Under the new agreement, GBRf's engineering team will work closely with DB Cargo to drive up locomotive performance and provide professional engineering support.

The GB fleet consists of Nos. 60002/021/026/047/056/076/085/087/095 and 096.

Northern Rail electrics move to Greater Anglia



A NUMBER of Northern Rail Class 321 and 322 EMUs have moved to the Greater Anglia franchise as a result of new Class 331s accepted by Northern.

Here, set Nos. 321902/901 is seen at Shenfield on July 7 with the 07.05 Clacton-Liverpool St.

In the cab window of 321901 is a notice which states it must only be coupled to 321902.

Also arriving in the area are Nos. 321903 and former Stansted Express unit No. 322484, the pair moving on July 13 from Doncaster Belmont Yard to Clacton depot.

The sets will supplement services during the coronavirus outbreak, and will be eventually be replaced by Class 720 sets. Picture: DR IAIN C SCOTCHMAN



Class 37 No. D6817 leads power car No. 43046 – Mk3 No. 10416 – with No. 43055 at the rear, through Atherstone as 5Z36, the 07.14 Crewe-Arlington Eastleigh. DEREK CARRUTHERS

Locomotive Services HST power cars sent for repaint

TWO HST power recently acquired by Locomotive Services Limited were moved to Arlington Fleet Services, Eastleigh, for repainting on July 15.

Power car Nos. 43046 and 43055 were hauled dead by Class 37 No. D6817 (37521), along with MK3 coach No. 10416, for brake force, routed from Crewe via the WCML, Acton Wells Jct and Reading to Eastleigh Works.

LSL also has a third power car – No. 43083 – along with a rake of mainly First C Mk3 carriages.

The RM understands there are plans for new luxury Blue Pullman charter train to be prepared for a launch next year.

New driving desks for SWR Class 442s

SOUTH Western Railway's fleet of 18 Class 442 EMUs will receive new driving desks.

SWR has signed a contract with DB ESG to supply, install and test 36 new desk panels for the units, which work from London Waterloo to Portsmouth.

New panels are required following the re-tractioning of the Class 442s, which will result in considerable alterations to the in-cab controls, including the removal of the brake-system pressure gauge.

The customer decided these modifications warranted a new modern and clean layout.

ESG will create a prototype desk to ensure wiring and design changes are suitable, but also evaluate the design from a drivers' perspective.

Installation will take place at Bournemouth depot, with some work being contracted to Swiss specialist EAO.

More ex-Hull 180s move to Derby

FORMER Hull Trains Class 180 Nos. 180109 and 180113, which form the 5Z90 Crofton-Derby Etches Park e.c.s. move, are seen on delivery to East Midlands Railway on July 10. Here, they are just a few miles from their new home at Milford between Belper and Duffield. STEVE BELL



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WAGON REPORT by S F Lappage

BRITAIN'S restricted structure gauge has required the deployment of a wide variety of low-deck container flats.

Most successful and ubiquitous have been the IKA 'Megafret' twinsets.

They were originally owned by German private railway Ahaus Alstatter Eisenbahn(AAE) and are now part of the VTG fleet. They were built by Arbel Fauvet and introduced in 1998/99, with around 350 sets currently registered to work in the UK.

The loading deck is just 825mm above the rails and they can carry both 9ft 6in-high and 45ft-long hi-cube containers with a maximum payload of 89 tonnes per twinset.

Tare weight is 39 tonnes and overall length 36.44 metres. A top speed of 75mph is permitted fully laden, with the European wagon code being Sffggmrrss.

Direct Rail Services(DRS) is a major hirer of the wagons, which carry Tesco swapbodies and containers from Daventry to terminals, including Aberdeen, Inverness, Mossend, Tees Dock and Wentloog.

They have also been employed for experimental 'Minimodal' trials and the movement of containerised nuclear waste from Dounreay to Sellafield.

Maintenance of the DRS intermodal fleet, which also includes IDA 'Lowliner' sets, was initially carried out at Haverton Hill, and is now based at Motherwell TMD.

Other companies using the DRS services include Malcolm, Russell and Stobart.

Refrigerated or 'reefer' containers are commonly shipped carrying supermarket produce.

These boxes carry Thermo King SL 400e diesel generator sets, which can be configured for the transport of either chilled or frozen produce.

Another facet of DRS operations is the transportation of irradiated nuclear fuel imported from Japan.

This travels from Barrow Ramsden Dock to the THORP facility at Sellafield, employing the largest wagons currently in mainline use, KXA flask transporters Nos. BNFL 96901-906.

They are owned by the Nuclear Decommissioning Authority, and were built in 2007-09 by W H Davis at Langwith Junction workshops, to design code KX053A.

Tare weight is 57 tonnes and maximum capacity 116 tonnes.

A further pair of KUA multi-axle flask carriers – Nos. MODA 95770-771, built by Bombardier Prorail at Horbury in 1997 to design code KU001A – also see irregular use.

They primarily transport spent nuclear submarine fuel rods from Devonport Dockyard, together with additional workings from Dounreay.

A rake of six Rail Adventure IGB brake force runners and IWA translator ferry vans were spotted running past the site of Washwood Heath yard on June 28.

They are employed to deliver new Stadler Class 777 trains to Merseyrail at Kirkdale.

Arrivals at Arlington Fleet Services' workshops at Eastleigh for overhaul have been Tiphook TDA petroleum tanks Nos. TIPH 78220/226/ 260 and KFA container flats Nos. TIPH 93323/357/ 370/379/382/ 425/446/449/ 477/488/489.

Notable private owner disposals have been JHA aggregate hoppers Nos. ELC 17501/503/ 505/507/509/ 511-514/516-520.

They were built in 1970/71 by Charles Roberts, Wakefield for the Equipment Leasing Company and have spent 50 years carrying sand from Cliffe, Kent, to terminals in the Greater London area, including Acton, Purley and St Pancras.



IKA Megafret flat No. 3368 4909 3867 seen passing through Besot station on June 30, carrying Tesco 45 containers. S F LAPPAGE

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LSL's Class 08 No. D3948 (08780) has been repainted into Brunswick green and named *Zippy,* a character from the children's TV series Rainbow. No. 08483 has been named *Bungle,* also a character from Rainbow. The immaculate shunter is seen outside LSL's carriage shed on July 10. CHRIS MILNER



DTSO [A] 77378 – part of bi-mode unit No. 769445 – arrives at Cardiff Canton by road from Brush Loughborough on July 11. Ahead, on another low loader, is vehicle 71816 from the same set. The other two vehicles of the unit were delivered on July 8, with this being the seventh Class 769 'Flex' set to have arrived at Canton for Transport for Wales. MARTIN TURNER

LOCOMOTIVES

Allocations
37240 BREL-COFS
43044 NL/EMPC-HQ/SBXL
43046 NL/EMPC-HQ/SBXL
43055 NL/EMPC-HQ/SBXL
43083 NL/EMPC-HQ/SBXL
43208 EC/IECP-NL/EMPC
43239 EC/IECP-NL/EMPC
43300 Off registration
50050 BREL-COFS
60079 WQAB-WQBA
66005 WQ/WFMS-TO/WBAE
66066 WQ/WFMS-TO/WBAR
66068 WQ/WFMS-TO/WBAR
66079 TO/WBAR-WQ/WFMS
66096TO/WBAR-WQ/WFMS
66138 WQAB-WQBA
66145 WQAB-WQBA
66156 TO/WBAE-HQ/WQBA
66174 TO/WBAE-HQ/WFMS
66207 TO/WBAE-HQ/WFMS-TO/WBAE
66230 WQAB-WQBA
66502 FD/DHLT-LD/DFIM
66514 FD/DHLT-LD/DFIM
66536 FD/DHLT-LD/DFIM
66562 FD/DHLT-LD/DFIM
66602 FD/DHLT-LD/DFHH
66617 FD/DHLT-LD/DFHH
67003 WQAA-WQBA
67004 WQAA-WQAB
67005 WQ/WFMS-CE/WAAC
67018 WQAA-WQBA
67021 CE/WAAC-WQ/WFMS
67022 WQAA-WQBA
67029 WQAA-WQAB
67030 WQAA-WQBA
70016 FD/DHLT-LD/DFGI
70017 FD/DHLT-LD/DFGI
86612 CG/DFNC-FE/DHLT
86628 CG/DFNC-FE/DHLT
90001 NC/IANA-CD/LSLO
90002 NC/IANA-CD/LSLO
90018 WQAA-WQAB
90019 CE/WEDC-WQ/WFMS-CE/WEDC
90028 CE/WEDC-WQ/WFMS
90029 WQ/WFMS-CE/WEDC
90034 CE/WEDC-WQ/WFMS-CE/WEDC
91102 BN/IECA-HQ/SAXL
91112 BN/IECA-HQ/SAXL
91113 BN/IECA-HQ/SAXL
91116 BN/IECA-HQ/SAXL
91118 BN/IECA-HQ/SAXL
91121 BN/IECA-HQ/SAXL
91126 BN/IECA-HQ/SAXL
91129 BN/IECA-HQ/SAXL
91131 BN/IECA-HQ/SAXL
92032 GBST-GBCT
92044 GBST-GBCT

Liveries
BR green: 08780
Colas: 37057
GBRf: 66790
Great Western Railway green: 43088, 43156/60/62
InterCity: 89001
ScotRail branding removed: 68006/07
Transrail: 37240
+Facemask: 43021, 43129/45/81

Named
08780 *Zippy*
66175 *Rail Riders Express*
87002 *Wolf of Badenoch*

Names removed
43055 *The Sheffield Star 125 Years*
43172 *Harry Patch*
43238 *National Railway Museum*
90014 *The Norfolk and Norwich Festival*
90020 *Collingwood*

Sold
Locomotive Services Ltd: 43046/55

Returned from France: 66211/47

Stored/stopped locations
Bo'ness: 57311
Crewe Basford Hall: 86612/28
Crewe ETD: 67021, 90028
Doncaster Belmont: 91121/26
Eastleigh Works: 43046/55
Long Marston: 43064/82
Toton: 66079/96, 66156/74
Worksop: 20069/87, 20110

Operational
43309/17, 56090, 66005/66/68, 66502/14/36/62, 66602/17, 66721/28/70/73/78/90/91, 67005, 70016/17, 73213, 90029

MULTIPLE UNITS

Allocations
142005/09/15/21/22/26/31/34/37/39/40/42/44/46/48/49/50/52-54/57/62-64/67/88/92/93
off registration - scrapped
142011/35/36/41/43/45/51/55/61 NH/EDHQ-HQ/SCXH
142013 HT/EDHQ-HQ/SCXH
230006 newly delivered CF/HLHQ
315817/36 IL/EKHQ-HQ/SAXU
315824/30 EXHQ-EKHQ
321448 IL/EBHQ-HQ/SAXU
321903 HQ/SAXU-IL/EBHQ
322484 HQ/SAXU-IL/EBHQ
331004/23/27 HQ-AN
331031 newly delivered HQ/EDHQ
701004/05 newly delivered HQ/HYHQ
701501 newly delivered HQ/HYHQ
710109/28 HQ-WN
720516/34/37/38/39 newly delivered HQ/EBHQ
745101/03/04/09 HQ-NC
755403 HQ-NC
769002 HQ/SBXH-CF/HLHQ
777005/06/09 newly delivered HQ/HEHQ
801204/06/08/30 newly delivered HQ/HBHQ
801204/06 HQ-DR

Liveries
Avanti (driving cars only): 390008/43/44/45/47/49, 390104/17/ 21/23/25/28/30/34/37/41/52
LNWR: 350101/02/04/23
Northern: 150225, 156461, 158796, 158816/50/59, 323233/35
Orion Freight: 769373
SWT: 444017/38
TfW: 153303/53, 158819
Thank You Key Workers: 802020

Names removed
315817 *Transport for London*

Formations
165027: 58871+58856
165029: 58877+55404+58823
317661: 77212+62859+71746+77232
317662: 77213+62856+71747+72233

Now in seven-car formation
345063/64

Now in passenger traffic
142004/58/68/71/87/90
143611/20
153308
321901/02
331004/23/27
507007/10/11/15
508103/04/08/12/14/20/24/31/36/37/39
710109/28
745101/03/04/09
755403
801204/06

Preserved
K&WVR: 144011
Midland Railway Centre: 142011/13
Telford Steam Railway: 144013

Stored/stopped locations
Ely: 153302/18/68/ 72/74/82, 317662, 317888
Heaton: 153373/80
Northampton: 315806/27
Oxford CS: 387131/36/38
Tyseley: 170417
Wimbledon: 455847, 456017, 458533
Worksop: 720509

Operational
142085

Disposals
Raxstar at Eastleigh Works: Cut dates: July 7: 64590 (314204); July 20: 64589 (314204)
Sims Metals, Newport: Arrival dates: June 22: 142051; July 3: 315817/36

HAULED COACHING STOCK

Allocations
1220 PO/ESHQ-WO/ERSO
5945/55/71/95 ML-KM
6001/08/27/46/64 ML-KM
6117/22/73 ML-KM
6700/02/03/06 PO/ESHQ-WO/ERSO
9488 ML-KM
9527/39 ML-KM
9800/04/06/07/09 PO/ESHQ-WO/ERSO
10302/03/07/08/ 10/20/23 BN/HBHQ-HQ/SAXH
10317/19/29 ECHQ-SAHQ
10402 off registration – scrapped
10699 PO/ESHQ-WO/ERSO
10722 off registration - preserved
11277/78/80/83/98/99 BN/HBHQ-HQ/SAXH
11301-04/07/11/28 BN/HBHQ-HQ/SAXH
11327/29/30 ECHQ-SAHQ
11401-04/07/11 BN/HBHQ-HQ/SAXH
12005/13/16/24/37/ 40/42/60/62/66/82/99 off registration – scrapped
12103/09/20/41/43/53/70 off registration – scrapped
12201-03/07/18/31/32 BN/HBHQ-HQ/SAXH
12204/16/27 ECHQ-SAHQ
12301/02/07/15/20/27/29 BN/HBHQ-HQ/SAXH
12317/21/31 ECHQ-SAHQ
12401/02/05/11/14/ 15/17/21/36/37/48/50/59/ 78/80/84/89 BN/HBHQ-HQ/SAXH
12449/62/71 ECHQ-HAHQ
12518 BN/HBHQ-HQ/SAXH
40805 off registration – scrapped
41062/68 off registration – scrapped
41111/12/54 off registration – scrapped
41126/40 IS/HAHQ-HQ/SCXH
42069/76 IS/HAHQ-HQ/SCXH
42092 off registration – scrapped
42105/08/15/ 17/23/25/35-37/63/66/78/94 off registration – scrapped
42118 IS/HAHQ-HQ/SCXH
42225/27/33/94 off registration – scrapped
42261/63/87/89 IS/HAHQ-HQ/SCXH
42303/06/08/21/ 35/39/64/81/83 off registration – scrapped
42344 IS/HAHQ-HQ/SCXH
42502 IS/HAHQ-HQ/SCXH
42503 SCEC-SCXH
42518-20 off registration – scrapped
42572 IS/HAHQ-HQ/SCXH
44004/24/29/32/35/43/66/86 IS/HAHQ-HQ/SCXH
44020 IS/HAHQ-HQ/SCEC
44023/30/37 IS/HAHQ-HQ/SCXH
44027 off registration – scrapped
46010 IS/HAHQ-HQ/SCXH
82102/03/05/32/52 off registration – scrapped
82107 SAXH-MBCS
82121 off registration - preserved
82202/04/07/09/17-19 BN/HBHQ-HQ/SAXH
82203/28/31 ECHQ-SAHQ

Liveries
Carmine & Cream: 3045, 10520
Grand Central: 10321/30, 11320/21, 12222/24, 12323/26, 12461/77, 82200/27
InterCity: 10416, 82127
Rail Charter Services: 11075/76/77/91

Sold
Locomotive Services Ltd: 41183
Scottish Fire Services College, Cambuslang: 42205
Scottish Fire Services College, Portlethen, Aberdeen: 42210

Preserved
Bluebell Railway: 10526, 10605
Wensleydale Railway: 10522

Stored/stopped locations
Bo'ness: 9710
Castle Donington: 10249, 12176-85
Doncaster Wabtec: 42009/29/32/35/47/56, 42144/73/95, 42209/17, 42310/53, 44042
Eastleigh Works: 10416
E G Steels, Hamilton: 94199
Worksop: 10320/23/ 26/31, 11219/77/ 80/82, 11303/05/07/10, 11403/05/07/10, 12200/01/09/31, 12300/01/05, 12401/05/11/19/43/59/78/ 86/88/89, 12520/22, 82204/10/19/24

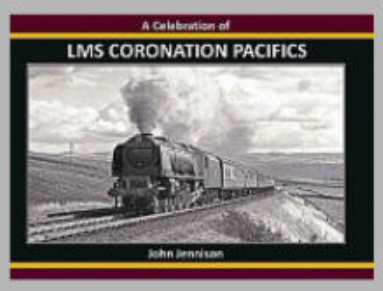
Disposals
C F Booth, Rotherham: Arrival dates: June 23: 40118, 40803/09, 40901/03, 41183; June 29: 42229, 44073, July 22: 42076, 42572. Departed: July 1: 41183. Cut dates: June 23: 42263; June 24: 12148; July 1: 12081; July 3: 12166; July 7: 12051; July 13: 12057, 12139; July 16: 46011
Raxstar at Eastleigh Works: Cut dates: June 8: 41128; June 10: 44022; June 17: 42516; June 23: 41008; June 25: 40231; June 30: 40710
Sims Metals, Hull: Arrival dates: July 23: 10310, 11328; July 24: 12320, 82217.

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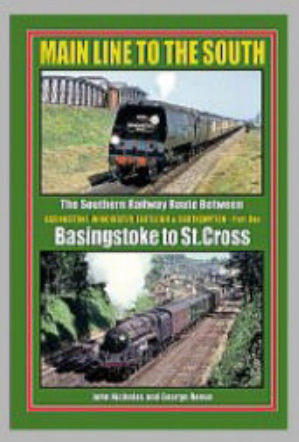
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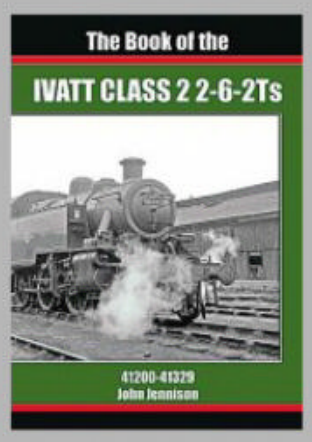
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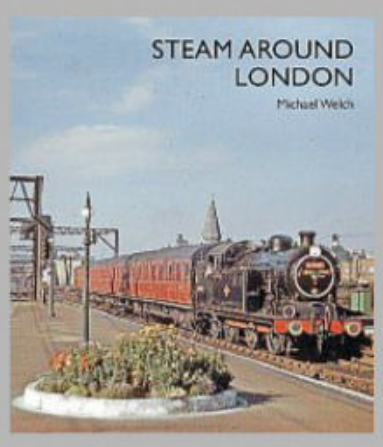
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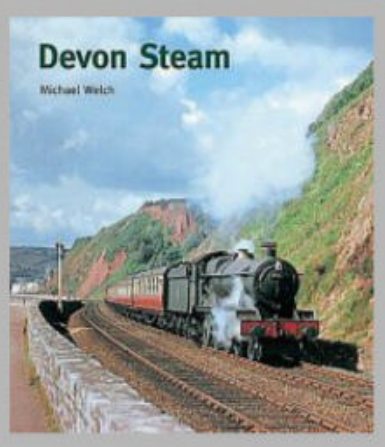
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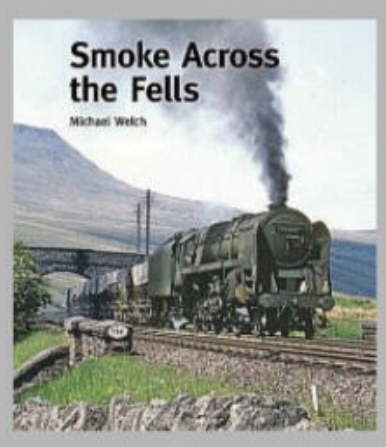
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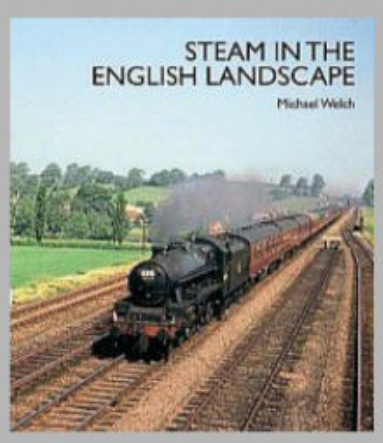
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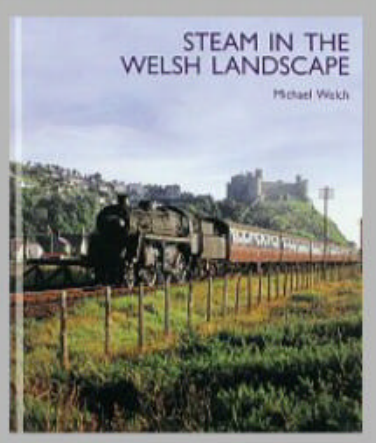
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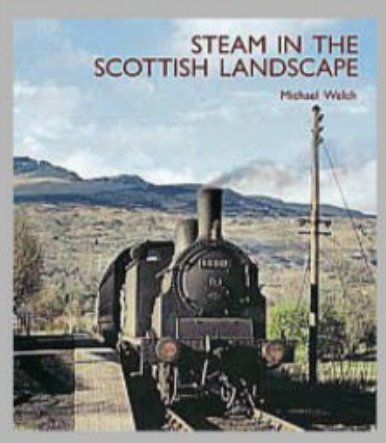
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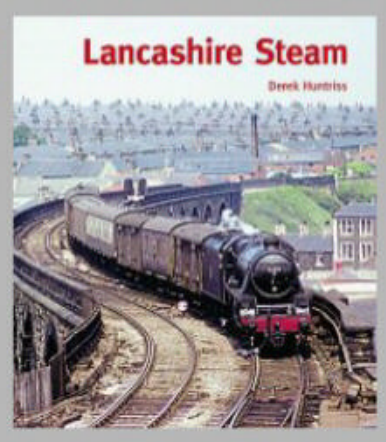


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Operations Track Record



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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.



LNER is reducing its Class 91 fleet to 10 locos for six Mk4 carriage sets as more services become 'Azuma' formed. On June 19, No. 91115 *Blaydon Races* leads DVT No. 82204 and set BN07 on 1E12, the 11.00 Edinburgh-King's Cross. After this working, BN07 set was due to go off lease. ANDREW JEFFREY

AVANTI WEST COAST

TWO Class 390s – Nos. 390004 and 390122 – were given large yellow facemask embellishments on the driving vehicles, being noted on June 15. It is part of a move to encourage passengers to wear face coverings as specified by the Government.

The 11.10 London Euston to Glasgow Central and the 16.37 Glasgow Central-London Euston were worked by No. 390122 in its new livery, comprising of a face mask, and Travel Safe – Wear a Face Covering logo.

AVANTI is now making progress reliverying its 'Pendolino' fleet at Oxley, with the driving cars being treated first, the work taking three days. By early July, 10 sets had been processed.

LNER

FURTHER sets of Mk4 coaches have been going to store at Worksop.

On June 27, Class 66 No. 66767 moved Nos. 91121+91126+12231+12411+12405+12489+12329+10323+11280+11307+11407+82204 north from Bounds Green, with the Class 91s being dropped off at Doncaster before the coaches were taken through to Worksop on June 29.

A further move from Bounds Green on July 4 found No. 66717 haul Nos. 12209+12486+12520+12522+12300+10326+11219+11305+1405+82210, followed on July 11 when No. 66713 moved Nos. 12200+12419+12488+12443+12305+10331+11282+11310+11410+82224.

TWO former LNER Mk3 coaches – Nos. 42229+44073 – were taken from store at Tyne Yard to C F Booths on June 29 by Class 66 No. 66712.

THE future for the two Mk3 coaches stopped at Craigentinney for quite some time has now been resolved. It was initially reported both were destined for use by the Scottish Fire and Rescue Service at Cambuslang, but on July 8 they were moved by Class 66 No. 66718 to Bo'ness, from where No. 42205 was taken by road on July 9, with No. 42210 to be taken by road to the Scottish Fire Services College at Aberdeen

greateranglia

CLASS 321 No. 321448 went off lease and was stored at Long Marston at the end of May.

CLASS 360 units are being modified by Siemens at Northampton King's Heath depot in preparation for their transfer to East Midlands Railway later this year. The first to arrive was No. 360105, hauled from Ilford by Class 47 Nos. 47727 and 47749 on June 7, returning to Ilford on June 20. Two days later it was on a test to Witham, followed by a further run on June 25, along with Nos. 360107+360118, and was back in traffic on June 28.

No. 360107 was taken to Northampton on June 27, returning on July 4, with No. 360102 going to Northampton on July 5. This was returned on July 11.

ROG Class 37 No. 37884 pulled Class 317 No. 317339 to Brodies Kilmarnock from Ilford on June 8. The following day the Class 37 returned No. 317348 to Ilford. The next move followed on June 19 when Class 37 No. 37800 took No. 317886 to Kilmarnock, returning No. 317340 to Ilford the following day. No. 317339 was returned to Ilford by No. 37800 on June 29.

DELIVERIES of new Class 720 units saw No. 720517 top-and-tailed by Class 47 Nos. 47749+47727 from Litchurch Lane to Ilford on June 11. The same pair of Class 47s moved No. 720519 from Worksop back to Litchurch Lane. A further move on June 18 involved Class 47 Nos. 47749+47739 taking No. 720536 from Litchurch Lane to Ilford. A further unit to move off Litchurch Lane was No. 720537 taken by Nos. 47739+47749 to Wolverton Works. The next delivery was No. 720538, also to Wolverton Works, moved by Nos. 47727+47749 on July 10.

DVT No. 82107 was taken from store on the Mid-Norfolk Railway to Leicester on June 15 by Class 37 No. 37611 for further use by Electric Traction Ltd. Its departure leaves just three Mk3 coaches – Nos. 12030, 12129, and 12130 – at either Crown Point or the Mid-Norfolk Railway awaiting new homes.

STADLER Class 745/0 No. 745001 was noted parked in Harwich Parkeston Quay yard on June 14.

Ten days later, on June 24, Nos. 745103 and 745104 were also noted in Harwich Parkeston Quay yard. Also parked in the yard were three Class 321s – Nos. 321340, 321347, and 321306.

Also noted in Harwich International were Nos. 321318+321311 in bay three waiting to become the boat train service to Liverpool Street later in the day.

TESTING of the new Class 720 units saw Nos. 720517+720536 on a run from Shenfield to Southend Victoria on June 22.

ScotRail

THE latest rake of converted HST stock – HA07 – moved north from Doncaster Wabtec to Haymarket on June 22 by power cars Nos. 43183+43176.

ROG Class 57 No. 57312 was noted on June 22 between Jordanhill and Scotstounhill, towing EMU No. 320302 en route to Yoker CS from Brodies Kilmarnock.

EXCEPTIONALLY high winds affected much of Scotland on Sunday, July 5. With the trees in full leaf there were a number of reported incidents, including Class 158 No. 158709 striking a fallen tree at Dairsie, between Leuchars and Cupar Stations, reportedly while working the the 2L56/07.24 Dundee-Edinburgh Waverley service.



Seldom pictured in *The RM* is Dewsbury, where Northern Class 153 No. 153330 passes with a second unit on an e.c.s working from Huddersfield to Neville Hill depot on June 23. NIGEL COCKBURN



CrossCountry 'Voyager' No. 220031 and classmate form the late-running 1S41 Bristol Temple Meads to Edinburgh. The service had been held between Burton and Stenson Junction for quite some time, resulting in some services being cancelled and diverted. STEVE BELL

TEAL blue-liveried Class 92 No. 92023 ran light on June 10 from Wembley to Edinburgh, passing through Lancaster at 14.07.

CLASS 185 No. 185111 *Key Worker* was noted on the 13.07 Windermere-Manchester Airport service on June 18.

A CONVOY of four Class 142 units – Nos. 142087+142065+ 142068+142071 – passed through Lancaster on June 22, heading from Heaton to Newton Heath.

TWO new Class 777 units – Nos. 777005+777009 – were moved from Dollands Moor to Kirkdale on July 8, being taken north to Crewe by Class 66 No. 66730. For the run through to Liverpool No. 66769 was added to the end of the consist.

CLASS 350s continue to move from Northampton to Long Marston for corrosion repairs, with No. 350112 being taken on June 20 and No. 350122 returned on the same day. The next reported move, on July 11, found No. 350130 being moved from Northampton by Class 37 No. 37601, which failed at Worcester Parkway, being rescued by Class 47 No. 47815. It is understood No. 350112 was returned to Northampton by the Class 37+47 on July 14.

EMR Class 153/3s Nos. 153374+ 153383 were sighted passing through Woodsmoor Station while working the 1L14 Liverpool Lime Street to Norwich service on June 8.

A NUMBER of Class 153s have been stopped and stored at Ely. Nos. 153302+153318 last worked on March 21, stored at Barrow Hill from March 22 until moving back to Derby on June 13.

No. 153368 last worked on June 11, while No. 153374 last worked on June 12, with both stopped at Derby. Nos. 153372 and 153382 moved from Barrow Hill to Derby on June 13, and all six went to Ely on July 1.

RECENTLY arrived from ScotRail, Class 170 No. 170420 went from Barrow Hill to Derby June 30, and No. 170417 was used for training at Leicester on June 24, before moving from Derby to Tyseley for store on June 30.

FURTHER moves of Class 710 units reported include No. 710274 being top-and-tailed by Nos. 47813+57312 from Litchurch Lane to Old Dalby on June 15. The following day the locomotives took No. 710116 from Old Dalby to Willesden.

On June 17, No. 710275 was taken from Litchurch Lane to Old Dalby by Nos. 37800+57312. A further move on July 8 saw Class 37 Nos. 37884+37800 top-and-tail No. 710112 from Worksop to Old Dalby, and then take No. 710104 from Old Dalby to Willesden.

THERE were more workings of the Gatwick Express Class 387 EMUs at Hastings on June 17, with No. 387221 working the 13.35 Ore-Brighton service and No. 387211 on the 13.01 Brighton-Ore.

THE four-car variant of the Class 171 DMU continues to work the Marshlink services between Ashford International and Eastbourne, transferred from the Uckfield line.

It is understood the reason for this is to allow for better social distancing (versus the usual two-car Class 171), while providing a corridor connection throughout the train, which is necessary to allow passengers to disembark at stations with short platforms, particularly Three Oaks.

The Uckfield line is using the two-car units in multiple (2+2), which maintains the capacity, but doesn't have any short platforms on the route so a corridor connection is not a necessity.

On June 17, Class 171 No. 171805 was seen on the 13.25 Ashford International-Eastbourne service. On June 19, four-car Class 171 No. 171802 was seen leaving Hastings forming the 10.25 Ashford International-Eastbourne service, and Gatwick Express Class 387 No. 387283 arriving at Hastings, forming the 10.01 Brighton-Ore service.

THE morning of June 29 saw services for Southern/Thameslink have a number of problems.

Class 313 No. 313213 failed with a serious fault at Bognor Regis, leaving No. 313216 to continue the diagram working with the 10.05 service to Littlehampton.

The 06.59 Littlehampton-Bedford, formed of No. 700127, terminated at Hove together with the 07.13 Littlehampton-London Victoria, formed of Nos. 377446+377133+37716, being diverted to Brighton, all because of a points failure at Preston Park.

Southbound, the 07.15 London Victoria-Littlehampton, formed of Nos. 377206+377455, was diverted into Brighton.

More problems ensued, this time at Littlehampton, when Nos. 377110+377142 failed prior to departure on the 07.51 service to London Victoria.

The units eventually recovered, only causing a delay of 25 minutes, and then ran the service non-stop to Three Bridges via the Arun Valley, where arrival was only five minutes behind schedule.

THE first of the new Class 701 units for SWR – No. 701002 – was top-and-tailed from Litchurch Lane to Eastleigh Works on June 10 by Class 66 Nos. 66740+66745.

A further delivery followed on June 30, when Class 66 Nos. 66775+66745 top-and-tailed No. 701004 from Derby to Wimbledon.

OBSERVATIONS at Waterloo on the morning of June 15, the first day all passengers were required to wear face coverings, was very quiet, with very few commuters present. Even the first main line arrivals were lightly loaded, with the 06.58 Windsor only having four people in the rear vehicle. The 07.14 off Putney, formed of a 10-car Class 458, had about 30 people on the whole train. When it rolled in there was only three people on the platform waiting to join the service when it is normally packed out.



Right: East Midlands Railway power car No. 43059 passes Melton station signalbox with the diverted 10.01 Nottingham-St Pancras working on July 5. The line was closed at Leicester, where new track was being installed.
ROBIN STEWART-SMITH

Below: Rail Operations Group's No. 37601 failed at Norton Junction on July 11 while moving a Class 350 to Long Marston for refurbishment. It took around four hours to effect a rescue, using No. 47815, and necessitated single-line working between Worcester Shrub Hill and Norton Junction. A GWR IET set passes the failed train working wrong line.
JACK BOSKETT



Operations Track Record

DB Cargo

DB CADMIUM red-liveried Class 90 No. 90019 *Multimodal* and blue-liveried No. 90034 were in charge of the 08.23 Mossend-Daventry container train on June 5. Later, Nos. 90019 and 90034 worked the 18.39 Daventry-Mossend container train.

DB Class 66 No. 66037 was observed pulling a train of short sections of track and sleepers from Carlisle to Crewe through Lancaster at 16.55 on June 8.

CLASS 60 No. 60074 was sighted while passing by the former site of the old Cheadle Heath station on June 19 with loaded stone from Peak Forest to Warrington Dallam. Class 60 No. 60010 was also sighted while passing by the former site of the old Cheadle Heath station with the loaded BM Hoppers from Tunstead to Lostock Works.

MARITIME blue-liveried Class 66 No. 66109 was noted at the head of the 08.35 Lindsey Oil Refinery-Neville Hill Depot loaded Petroleum wagons on June 17. The same service was seen again on June 24 when No. 66120 was in charge, while on July 8 No. 66128 was at the helm.

CLASS 66 DB red-liveried No. 66134 was seen between South Greenford and Castle Bar Park at the head of a train from Park Royal Marcon to Angerstein Wharf on Tuesday, June 23.

DB-liveried Class 66 No. 66021 was observed heading south at 18.57 on June 27 with a Grangemouth to Daventry freight train, made up of Malcolm Logistics containers.

Freightliner

a Genesee & Wyoming Company

THE 7O02 from Acton Terminal Complex to Tolworth Sidings was seen between Raynes Park and Motspur Park on June 1, hauled by Class 59 No. 59101 *Village of Whatley* in Hanson livery.

At the same vantage point on June 17 the train was again observed, hauled by No. 59104 *Village of Great Elm*, also in Hanson livery. Prior to June, whenever the Acton Terminal Complex to Tolworth Sidings train has been seen it was behind a Class 66, so the use of Class 59/1 was a welcome change. However, on Wednesday, June 24, things were back to normal, again between Raynes Park and Motspur Park, the train being seen headed by green-liveried Class 66 No. 66512.

CLASS 66 No. 66619 was sighted while passing through Davenport station on June 1 with a train of empty stone boxes from Guide Bridge to Tunstead Quarry. Oddly enough there was one larger FHH stone white hopper right behind No. 66619, which was also being tripped from Guide Bridge to Tunstead Sidings.

A PAIR of Class 90s – Nos. 90016 (green) and 90048 (grey) – were observed on the 17.45 Coatbridge-Crewe on June 3. The following day, consecutively numbered Class 90s Nos. 90042 and 90043 (both in green livery) were on the same container working.

THREE aggregate consists arrived in Harwich Parkeston Quay yard from Whitemoor yard for the Parkeston Aggregate sidings during w/c June 8 – firstly, Class 66 No. 66506 *Crewe Regeneration,* followed by Nos. 66517 and 66597 *Viridor* on June 10, and finally No. 66517, returning solo on June 12.

Classmate No. 66553 was also been in the Harwich Parkeston Quay yard on Network Rail shunting duties during the week.

CLASS 66 No. 66620 was observed on the Hardendale (Shap) to Tunstead mineral train on June 18.

CLASS 66 No. 66504 was noted at Harwich Parkeston Quay yard on June 15 bringing in a consist of empty container flats. With two such consists from Doncaster iPort already in the yard it looks like some of the NR reconditioned sidings are now going to be used to accommodate these excess container flats from nearby Felixstowe.

CLASS 92 Nos. 92011, 92019, 92032, 92036 and 92041 were noted at Dollands Moor on June 20.

CLASS 66 No. 66597 *Viridor* visited Harwich Parkeston Quay on June 22 and 24 with consignments of aggregate for the Parkeston sidings.

CONSECUTIVELY numbered Freightliner Class 90s Nos. 90046 and 90047 headed a very lightly loaded Coatbridge to Crewe container service on June 24, passing through Lancaster at 21.26.

CLASS 66 Nos. 66516+66559 were seen at Woodlesford on June 24 running light engine from Leeds Midland Road to High Marnham on the 10.24 service, 24 minutes early.

'OUR' Class 66 No. 66503 *The Railway Magazine* headed north on a well-loaded Southampton to Lawley Street freightliner on the morning of July 7, being noted through Oxford a couple of minutes early at 10.52.

Direct Rail Services

THROUGH trains were reinstated on schedule on May 31 on the Cumbrian Coast line following the replacement of an overbridge at Parton damaged by sea storms on March 12.

During this period all nuclear flask traffic to Sellafield was re-routed from the south via Carnforth, and exclusively hauled by pairs of Class 68 or Class 68/88 combinations.

DRS Class 68s Nos. 68002 *Intrepid*+68004 *Rapid* pulled a single flask payload from Sellafield (dep 08.50) to Crewe on the morning of June 6.

The Torness power station to Kingmoor was observed passing Thankerton on June 16 with 68029 (mentioned again) and 68018 working top-and-tailed, 137 minutes early.

GB Railfreight

REGULAR observations at Harwich Parkeston Quay produced Class 66 No. 66761 *Wensleydale Railway Association 25 years 1990-2015,* arriving on June 1 for the weekly roster on the Harwich Refinery to North Walsham condensate tanks run.

However, on its return trip from North Walsham on June 2 it suffered a suspected fuel leak approaching Ipswich and was held in the East Suffolk yard.

Rescue was afforded by an unknown Freightliner 66 from the Ipswich depot, which hauled No. 66761 and its consist from Ipswich into Harwich Parkeston Quay yard three hours late.

It was not until the following day that Felixstowe GBRf was able to send a replacement locomotive, No. 66748 *West Burton 50*, to move the loaded tanks from Harwich Parkeston Quay yard into the Refinery complex, while No. 66761 remained in a field siding to await the arrival of a maintenance engineer.

Any planned empty tank run back to North Walsham on June 3 was cancelled.

The maintenance engineer turned out on June 4 to be No. 66780 *The Cemex Express,* dispatched from Whitemoor mid-morning.

It arrived at Harwich Parkeston Quay yard around 13.30 to collect the strickened No. 66781 and haul it to Peterborough MPD about an hour later.

This left No. 66748 to pick up the North Walsham roster for the rest of the week, with a departure on June 4 scheduled at 10.30, but managing to leave about 40 minutes late.

Class 66 No. 66701 was noted on June 8 bringing in 6A32 North Walsham-Harwich



Merseyrail Class 508 No. 508111 *The Beatles* leads an unidentified unit into Southport on June 24. This service would normally consist of a single set, but to help with social distancing all services were formed of two units. PHIL WALLIS



Loco workings on the Knaresborough to York line are rare, but on June 28, No. 66050 comes off the single-line section at Poppleton with a ballast train, returning to Doncaster from engineering work at Harrogate. RICHARD LILLIE



The lighter summer mornings provide opportunities to photograph the sleeper trains, and leading a rake of Mk5 sleeping cars, No. 92038 passes Grendon between Tamworth and Nuneaton with working 1M16, the Inverness to London Euston 'Highlander'. ANDY MASON

Refinery consist at 16.00.

Two further aggregate consists arrived on June 17 and 19 from Whitemoor, bound for the Parkeston Aggregate sidings in the hands of Nos. 66725 and 66723, respectively.

No. 66751 *Inspiration Delivered - Hitachi Rail Europe* arrived in Harwich Parkeston Quay yard on June 17 from Peterborough MPD rostered to the Harwich Refinery to North Walsham condensate tank run and made the one run returning on June 18.

Normally, any locomotive rostered to the Harwich Refinery to North Walsham condensate tanks diagram stays until the deliveries have been completed. However, on the w/c June 22, Class 66 No. 66712 *Peterborough Power Signalbox* duly took the empties to North Walsham on that day, returning to Ipswich GBRf in the late afternoon.

On the following afternoon it was noted back in Harwich Parkeston Quay yard, and by June 24 was round at Felixstowe Docks before taking an intermodal to Trafford Park.

As the Parkeston yard had empty container flats in its sidings it may well be No. 66712 took some of these.

That left the full tanks for delivery from North Walsham to the Harwich Refinery for June 25. No. 66780 *The Cemex Express* obliged, making the trip from Felixstowe Docks to the pick-up point and then bringing the consist into the Harwich Refinery.

Class 66 No. 66750 *Bristol Panel Signal Box* arrived in Harwich Parkeston Quay yard on June 29 for the North Walsham tanks diagram.

It completed the trip twice, bringing loaded tanks back on June 30 and July 2.

No. 66739 *Bluebell Railway* was noted in the yard on July 5, with the first weekend stopover intermodal for several weeks having arrived on 4Z81 from Masborough.

It left in the early hours of July with 4R26 to Felixstowe.

A visit to the yard on July 6 also noted No. 66740 *Sarah,* which had arrived with No. 66775 *HMS Argyll* overnight, with the latter working the North Walsham empty tanks on 6P40 at 04.30.



GB Railfreight's No. 60026 passes Overton, north of York, on June 24 with a loaded biomass train from Tyne Dock to Drax power station. **RICHARD LILLIE**

No. 66740 *Sarah* finally left Harwich Parkeston Quay yard late on the evening of July 6 with 4R07 to Felixstowe.

Presumably this was to take round the container flats that had resided in the yard for the last month as intermodal use seems to be now gathering pace across the network as businesses come out of the Covid-19 lockdown.

GBRf Class 66 No. 66739 *Bluebell Railway* ran light from Carlisle to Kineton on June 3.

CLASS 66 No. 66782 has become a regular on stone trains through Woodlesford. On June 4, it was in charge of the 09.26 Hexthorpe Yard-Arcow Quarry empties.

GBRF-liveried Class 73 Nos. 73963+73961 were seen on the evening of June 7 at Hazel Grove station while working 1Q18 Derby RTC-Crewe CS Network Rail test train via Hazel Grove and Stockport to Wrexham and back.

CLASS 92 No. 92020 was observed running light engine through Lancaster on June 8 en route from Edinburgh to Crewe.

THE 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard on June 15 was seen passing over Richmond Bridge triple-headed by Class 66 Nos. 66729 *Derby County*, 66078 and 66712 *Peterborough Power Signalbox*, the bright red DB Cargo livery of No. 66078 sharply contrasting with the blue and yellow of the GBRf locomotives.

On Monday, June 22, No. 66718 *Sir Peter Hendy CBE*, in multi-coloured LT Museum livery, was seen on Richmond Bridge at the head of 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard.

On Thursday, June 25, the same service was formed of just two empty wagons, seen approaching Richmond station headed by No. 66784 *Keighley & Worth Valley Railway*.

THE 22.04 Bardon Hill-Angerstein, hauled by Class 66 No. 66715, was declared a failure with loss of power at Nunhead on June 16. The train was rescued by the 04.41 Hoo Up yard-Eastleigh, which had to run via Shortlands to get to the train, which eventually departed some three hours late.

IT IS reported the 6M79 from Angerstein Wharf to Bardon Hill on Tuesday, June 16, was double headed by Class 66 Nos. 66729 and 66715 after No. 66715 failed at Nunhead on train 6O59 Bardon Hill to Angerstein Wharf.

CLASS 66 No. 66752 was in charge of the 00.28 Hexthorpe Yard-Arcow Quarry aggregates empty wagons through Woodlesford on June 16.

THE Liverpool to Drax power station Biomass train was noted passing through Wakefield Kirkgate station at 13.15 on Friday, June 19, top-and-tailed by Class 66 Nos. 66761 and 66765.

CLASS 66 No. 66761 was seen top-and-tailed with No. 66765 while working 6E09 Liverpool Biomass Terminal-Drax Biomass on June 19.

THE first coal train out of Killoch Colliery since January ran on June 22 when Class 66 No. 66782 worked from Doncaster to Killoch and on to Port Talbot.

CLASS 66 No. 66715 was observed at Woodlesford on June 24 heading the 09.27 Hexthorpe Yard-Arcow Quarry empty aggregates wagons.

ROYAL Scotsman-liveried Class 66 No. 66743 was the regular traction with the Blyth-Fort William alumina tanks throughout June.

AN MoD train hauled by Class 66 No. 66771 ran from Marchwood to Kineton and through to Longtown on July 6.

A PAIR of Class 73s – Nos. 73961+73965 – passed light engine through Cheltenham on July 7 en route from Derby RTC to Eastleigh Works.

CLASS 66 No. 66775 *HMS Argyll* left the North Walsham loading point on July 7 with 6A32, but with only nine of the normal 18 loaded condensate tanks because of siding access issues there, according to the GBRf driver. The locomotive was left parked outside the Harwich Refinery gates overnight and left again for the return trip in the early hours.

COLAS RAIL

COLAS Class 56 No. 56049 *Robin*



SWR Class 444 'Desiro' EMU No. 444042 departs Dorchester South on July 1 working the 2W09 10.24 Bournemouth-Weymouth service, truncated because of Covid-19. Now rebranded into full SWR livery it is interesting to note 042 has adopted the revised and simplified version first seen on the company's Class 159s without the blue/grey diagonal stripes on the body sides. **STEPHEN GINN**



GBRf's No. 60056 – in former owner Colas colours – passes Marcheys House, with the 05.00 Tyne Coal Terminal-Lynemouth power station biomass on June 25. **STEVE SIENKIEWICZ.**

Operations Track Record



This view of DC Rail Class 60 No. 60046 *William Wilberforce* taken with a drone on the approach to Shotlock Hill tunnel, north of Garsdale, gives a whole new meaning to railways in the landscape. The working is empty box wagons from Boston to Carlisle, running 160 minutes early. TOM PICKLES

of Templecombe towed 'dead' Class 70 No. 70814 north though Berwick-upon-Tweed on June 1 on a light engine move.

CLASS 70 No. 70809 ran light engine on June 5 from Carlisle to Toton, returning light to Carlisle on June 8.

COLAS Rail's Class 56s Nos. 56094+56113 were seen passing through Adswood Road Junction (Outside Stockport) on June 7 on a light engine move with the 0Z56 Doncaster-Crewe Basford Hall.

AN ADDITIONAL light engine move ran on June 15 when the 0Z34/15.49 Carlisle New Yard-Grangemouth was operated by Class 70 No. 70815.

CLASS 37/6 No. 37610 (owned by Harry Needle Railroad Company and on loan to Colas) made several route learning trips around the South East in June. On Friday, June 19, No. 37610 was seen at Hastings working from St Leonards Depot to Tonbridge West Yard.

A RAKE of short wheel-based ballast wagons was hauled by Class 70 No. 70813 on July 2 from Mountsorrel Siding to Carlisle.

CLASS 37 No. 37610 in BR blue was observed running light engine south through Berwick-upon-Tweed on July 2, making a great sound as it climbed Spittal Bank!

CLASS 56 No. 56078 ran light engine from Nottingham to Cardiff on July 8, returning later in the day with Nos. 56087+56090 back to Nottingham Eastcroft.

DC Rail

CLASS 60 No. 60055 *Thomas Barnado* was noted passing Skipton on June 6 with the 6Z20 Chaddesdon Sidings to Carlisle Kingmoor at 15.05. Class 60s are rare visitors to Skipton nowadays.

The same locomotive was reported again three days later pulling a train of blue-liveried VTG aggregates rolling stock from Leicester Humberstone Road to Carlisle.

This freight train was held at platform 3 in Lancaster at 20.30 to allow three Class 325 to overtake on the Down through line with the Willesden to Shieldmuir mail train.

DC Rail Class 60 No. 60046 was observed working through Lancaster at 19.25 on June 21 with a set of blue-liveried VTG aggregate wagons, again en route from Leicester Humberston Road to Carlisle.

H+H

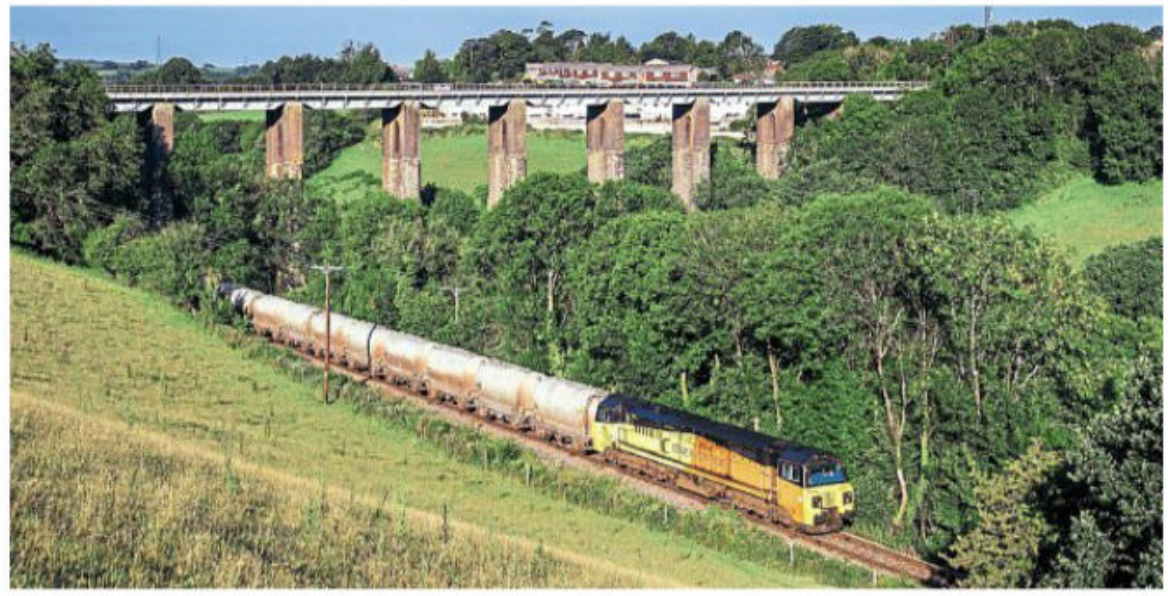
CLASS 315 Nos. 315833+315859 left Northampton on Monday, June 15, for Ilford and a return to service.

Locomotive Services Ltd

CLASS 87 No. 87002 was in action on June 8 on a Crewe to Preston and return training run.

Derby RTC & Network Rail

COLAS Rail Class 37 No. 37254 was seen while pushing an UTU test train over the Hazel Grove freight-only line towards Northenden Junction while working 1Q41 from Derby RTC to Crewe CS via Altrincham and the mid-Cheshire line on June 8.



Colas Rail Class 70 No. 70809 is just north of Coombe Junction Halt on the Looe branch as it heads under Liskeard Viaduct with the 6C36 07.17 Moorswater-Aberthaw cement works train on June 25. JENNY WESTWATER

DRS Class 37s Nos. 37218 and blue-liveried large logo No. 37407 *Blackpool Tower* top-and-tailed a Derby to Carlisle via Whitehaven train of yellow Network Rail coaching stock on June 9.

CLASS 97 Nos. 97302+97303 moved a crane from Basford Hall to Guide Bridge on June 11.

CLASS 37 No. 37219 was sighted while working 3Q92 Crewe CS-Derby RTC daylight structure-gauging Network Rail test train on June 19.

TWO Class 37-hauled test trains were noted running to/through Ashford, Kent on June 20.

Blue-liveried No. 37610, with full yellow ends and cab sides, top-and-tailed a Tonbridge to South Croydon run with Colas-liveried No. 37175. They ran along the boat train route to Ashford with No. 37610 leading, where reversal saw No. 37175 lead back to South Croydon.

The service continued on via Surrey Hills, London suburbs and on to Derby NR.

Colas-liveried Class 37 No. 37254 was noted at Dollands Moor on another test train on the same day. The consist departed shortly after midday, about one hour after booked time, working from Dollands Moor to Derby NR.

BR BLUE-liveried Class 37 No. 37612 was seen approaching Richmond station working light engine as train 0F86 from Reading Triangle Sidings to Orpington on Thursday, June 22.

CLASS 37 Nos. 37175 and 37219 *Jonty Jarvis 8-12-1998 to 18-3-2005* were noted at 15.17 on June 24 top-and-tailing the monthly engineers' train at Wrabness on its way to the Harwich Town terminus on Ferme Park to Cambridge TRSMD before returning an hour later.

Our thanks

THE Railway Magazine's thanks for information go to: John Bibey, Bill Brochie, Gene Collins, Mike Cooper, Blair Duncan, Andrew Garland, Stuart Hicks, Christopher Hinch, Malcolm Hutcheson, Barry Knock, Sean Morris, Richard Moxon, Tony Page, Mark Reynolds, Terry Smart, Eric Southward, Dave Watts, Craig Wellum, and Chris West.

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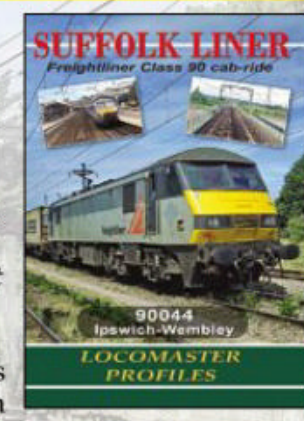
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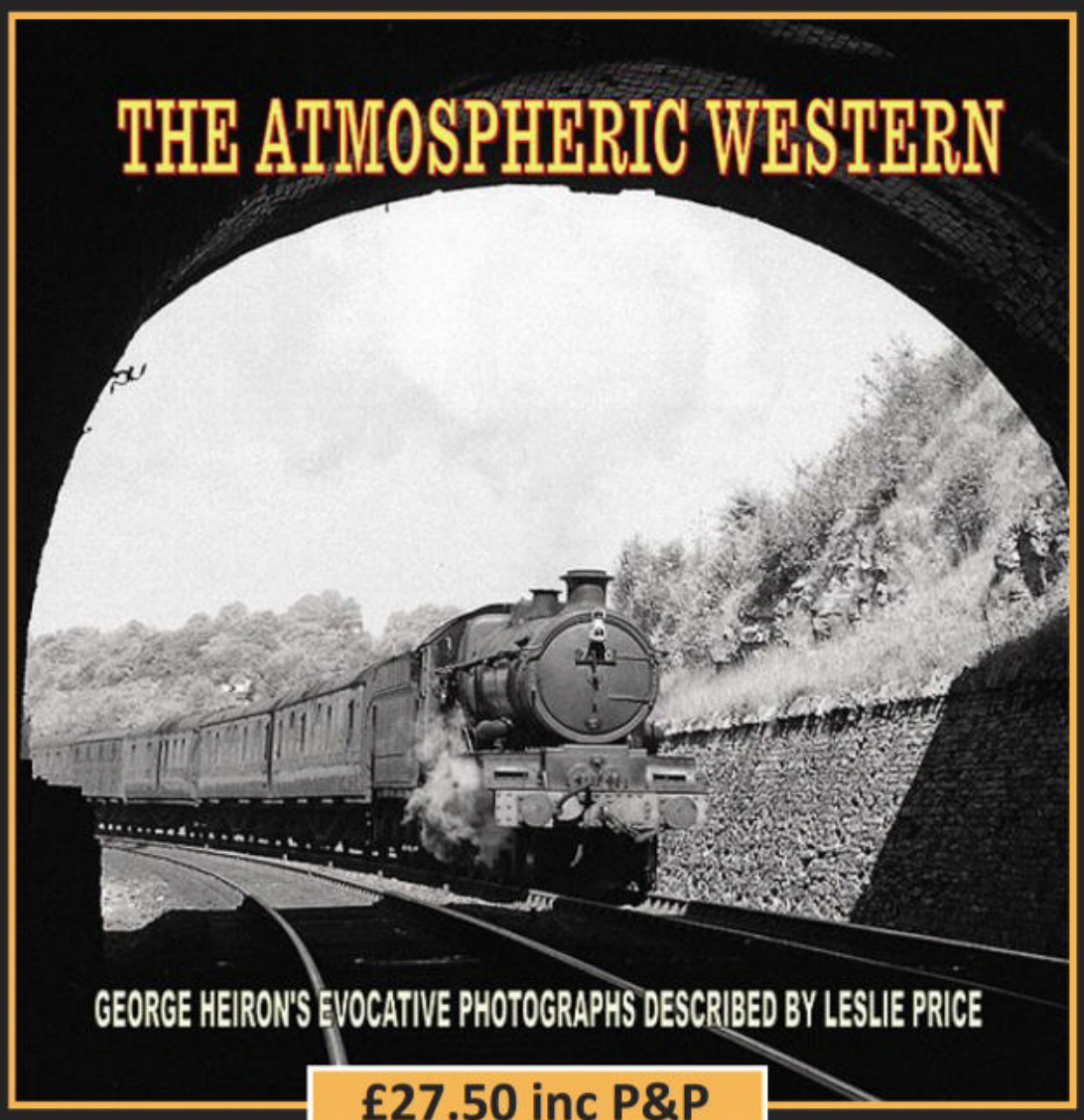
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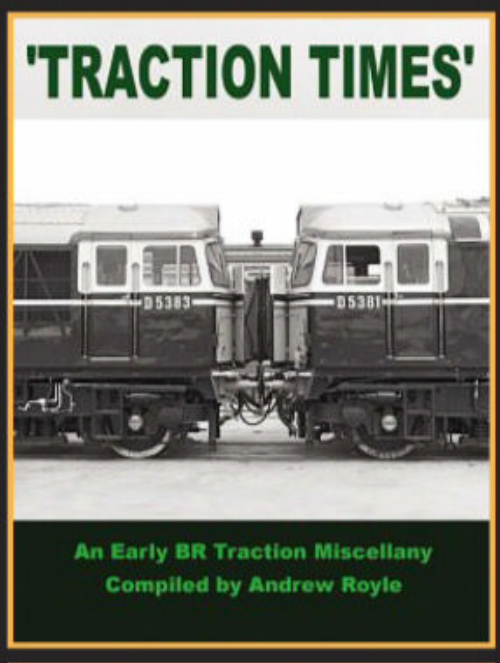


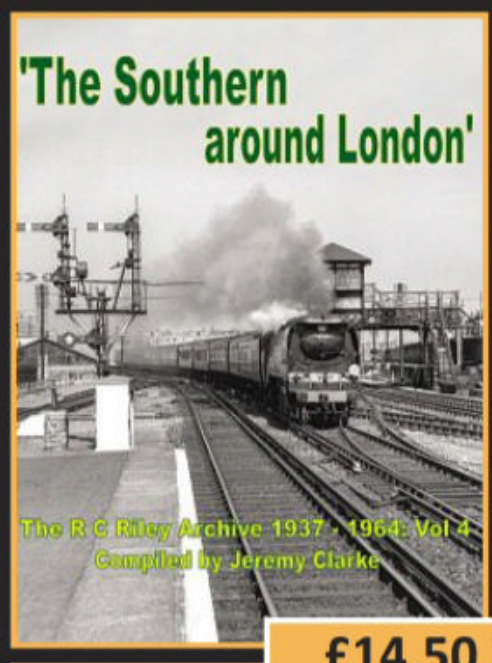
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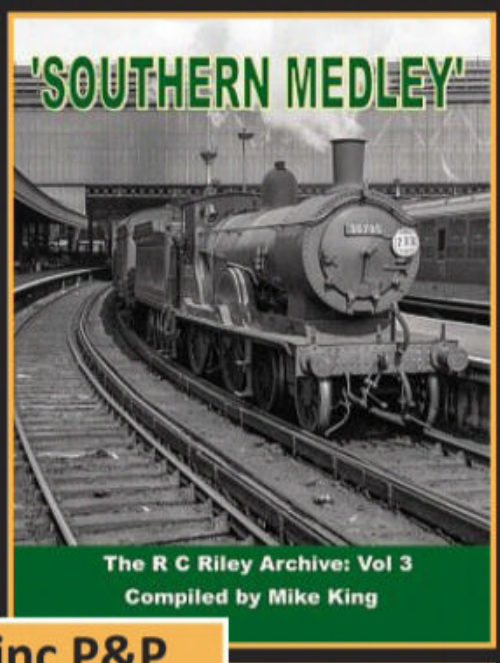
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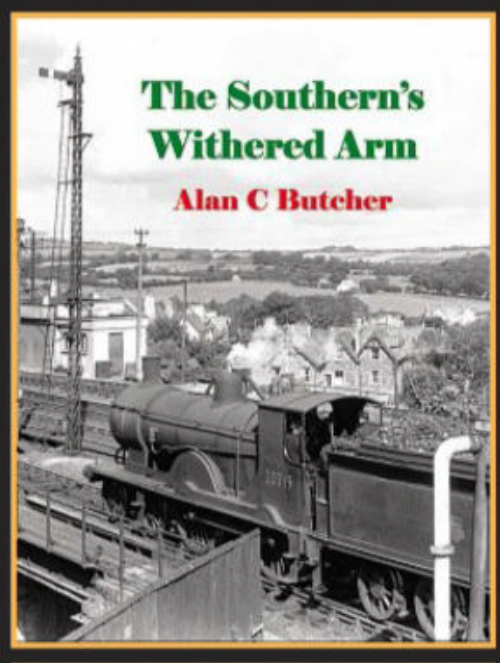
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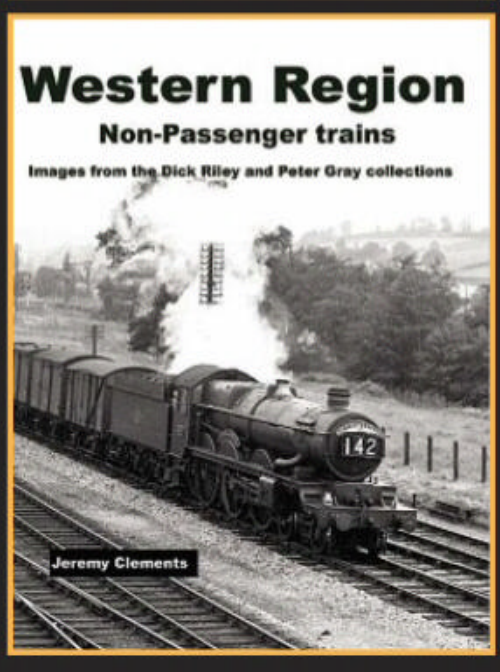


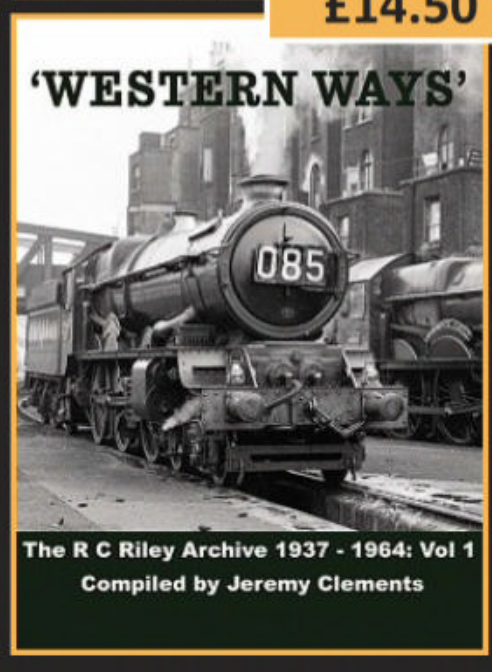


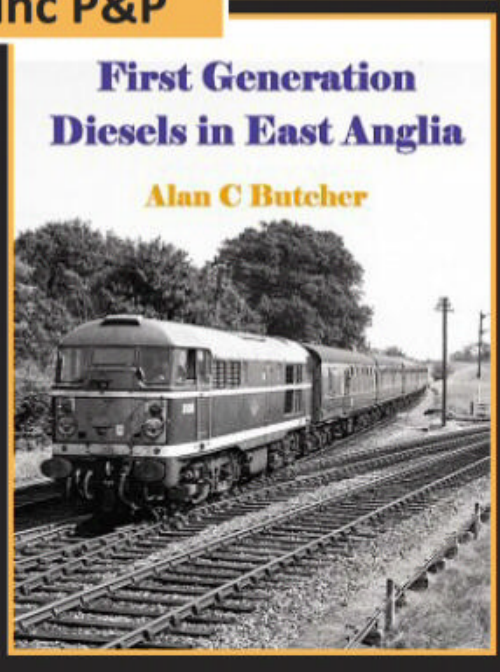


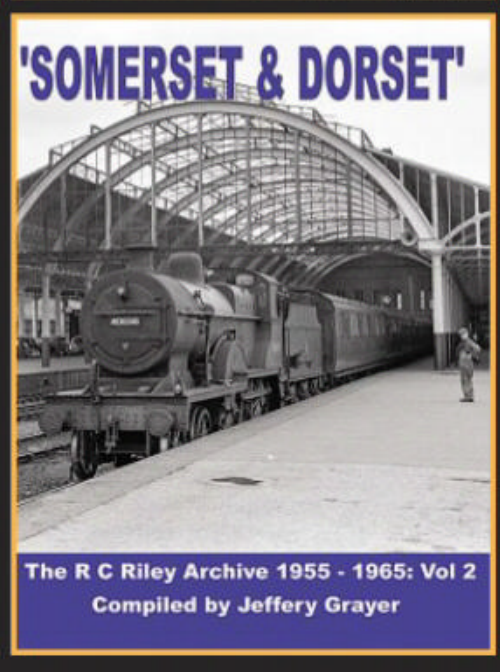


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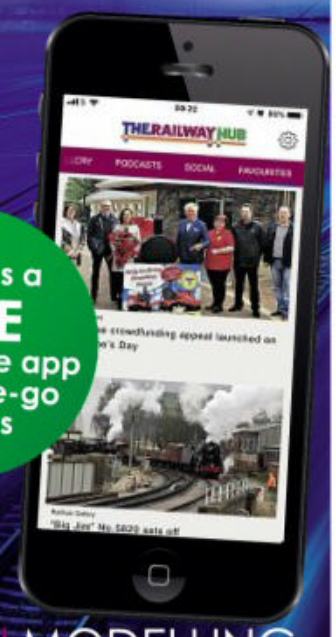
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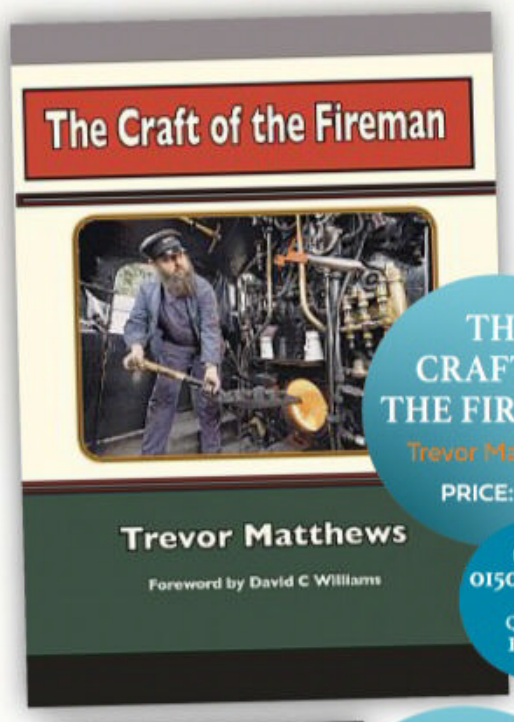
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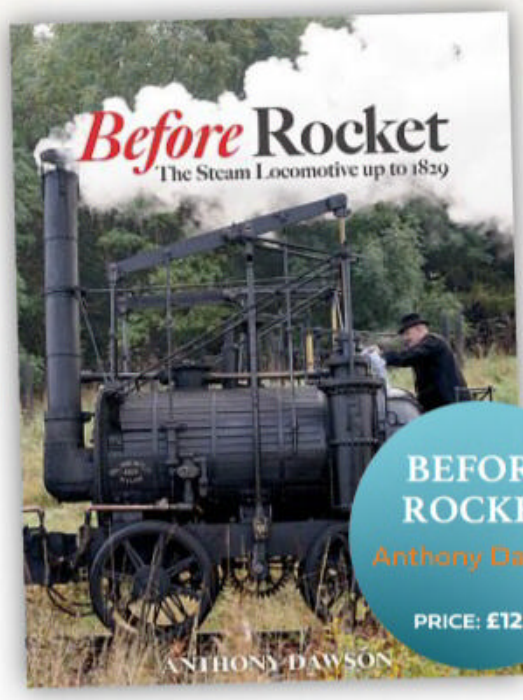
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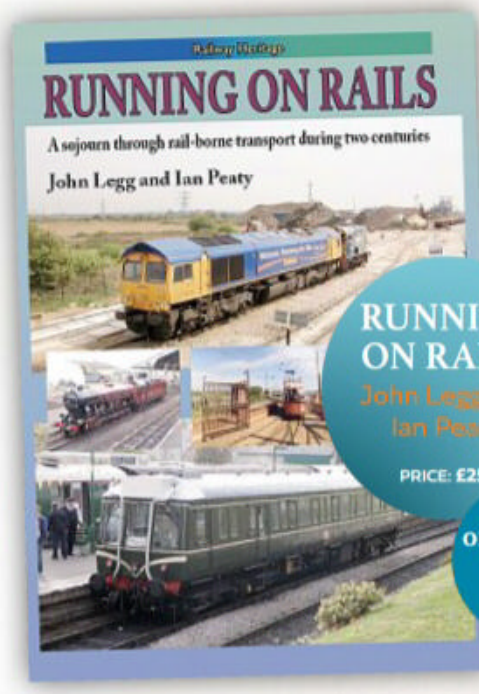
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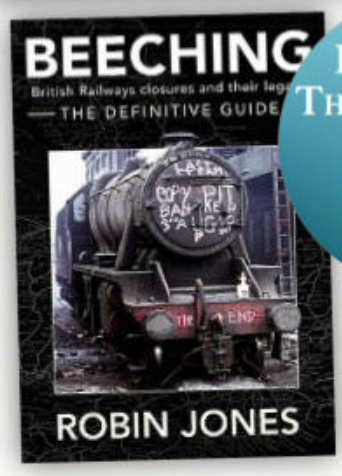
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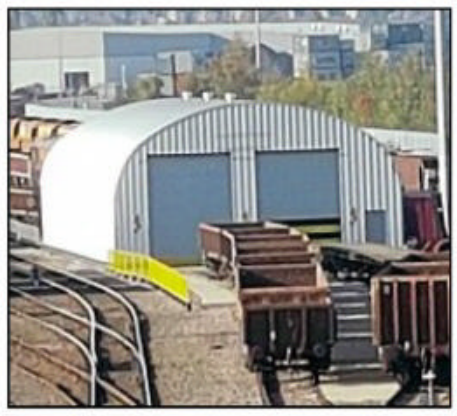
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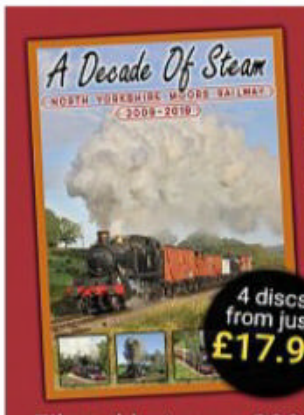
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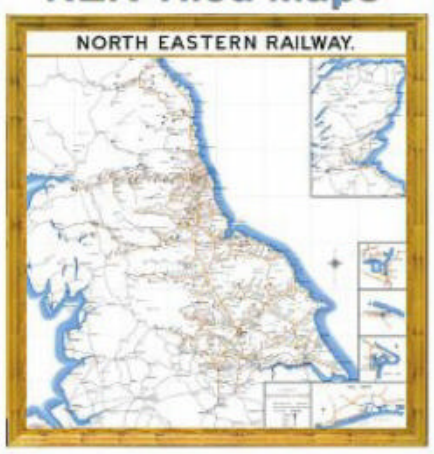
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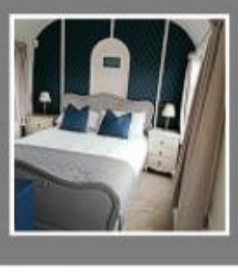
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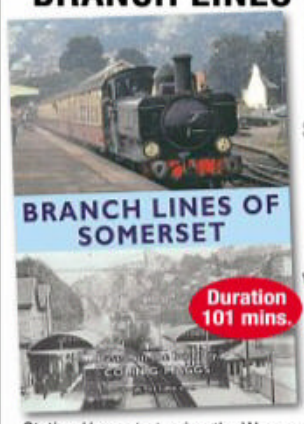
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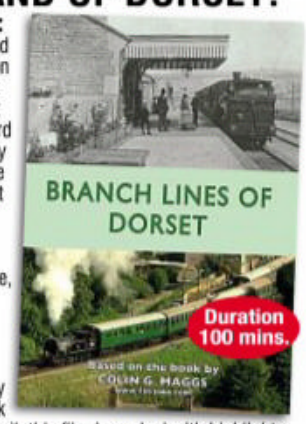
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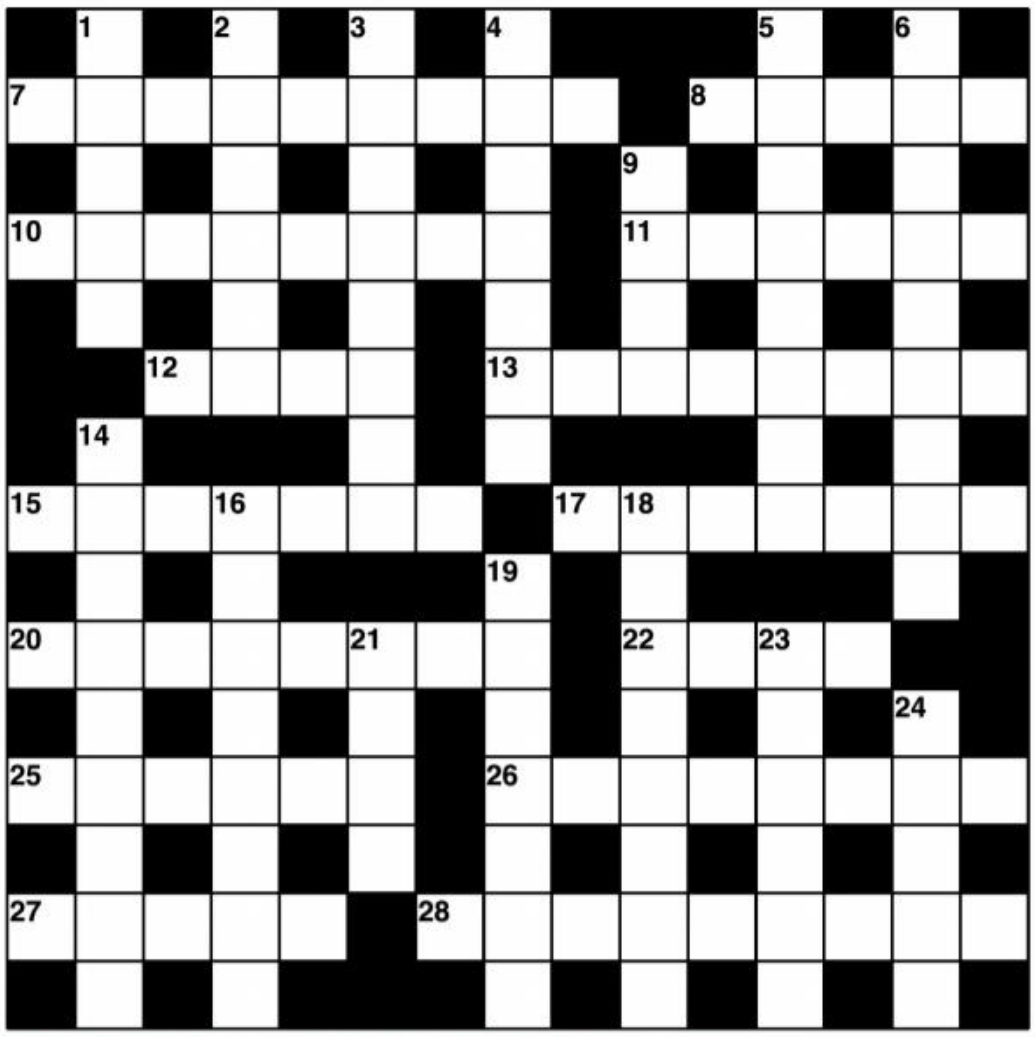
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■ **Puzzle compiled by WILL ADAMS**



Across

7 Preserved No. 70000 (9)
8 Goods vehicle (5)
10 *Sherwood* ___, preserved No. D100/45060 (8)
11 Southern terminus of the Dean Forest Railway (6)
12 '___ Bogies', nickname of Highland Railway 4-4-0s of 1882 (4)
13 Esk Valley Line station west of Whitby (8)
15 Former Settle & Carlisle line station south of Appleby (7)
17 Great Western works (7)
20 and 6 down British Transport Commission chairman commemorated by 'Warship' No. D800 (3,5,9)
22 First G&SWR station west of Gretna Green (4)
25 'King Arthur' No. 30751, or BR Standard No. 73114 (6)
26 Sir Ralph ___, Chief Officer of the LNER, 1923-39 (8)
27 Strait spanned by Robert Stephenson's 7 across Bridge (5)
28 *Selby* ___, Class 56 No. 56080 (9)

Down

1 Junction at the western end of the Stratford-upon-Avon & Midland Junction Railway (5)
2 Spotters' nickname for a streamlined 'A4' (6)
3 Garstang & ___ Railway (5,3)
4 ___-shire, 'D49' No. 62718, and a North British junction station (7)
5 ___ *Castle*, No. 4087 (8)
6 See 20 across
9 ___ *Funnel*, 'Merchant Navy' No. 35013 (4)
14 Essex terminus of a branch from Witham (9)
16 Nottingham ___ Railway, 1889 line south from Daybrook (8)
18 Surname of locomotive engineer brothers Wilson and Thomas (8)
19 ___ Mountain Railway, the UK's only rack-and-pinion line (7)
21 St ___, Cambridgeshire guided busway station or Cornwall terminus (4)
23 *Sir* ___, 'King Arthur' No. 30764 (6)
24 *Pretty* ___, 'A3' No. 60061 (5)

August crossword entry form

Name .....

Address .....

.....

Postcode .....

Tel Email .....

Send completed form (photocopies are accepted) to: August 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 October 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.
DATA: Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the June issue.

Across: 1 Northampton 9 River Mite 10 Green 11 Oulton 12 Goat Fell 13 Kelham 15 Anglesey 18 Ben Nevis 19 Argyll 21 Culgaith 23 Bodiam 26 Tudor 27 Great Glen 28 Wildebeeste
Down: 1 Norfolk 2 Ravel 3 Harrogate 4 Mail 5 The Mound 6 Night 7 Langley 8 Pevensey 14 Linslade 16 Lord of the 17 Tintagel 18 Back Tor 20 Lyminge 22 Arrow 24 Isles 25 Nene
June winner: E Evans, Hampshire
Runners-up: Mr G Hancock, Dorset; Mr Peter Rowland, Stratford-upon-Avon

The closing date for this month's crossword is Friday, September 4, 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

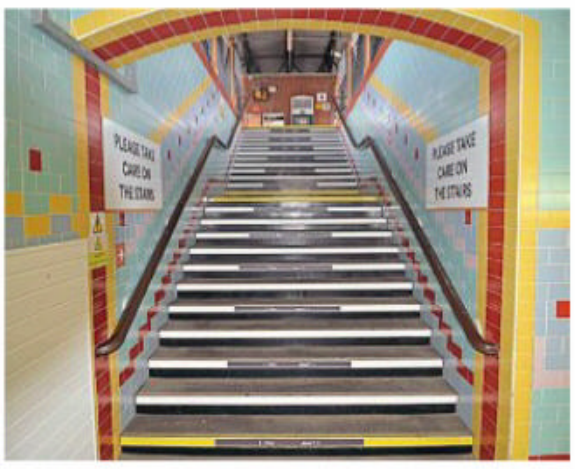


LAST month's mystery image (right), courtesy of Steve Burdett, showed the colourful subway and staircase at Stourbridge Junction, which leads to the island platform.

From the island platform, West Midlands Trains services serve Birmingham Snow Hill and as far as Stratford-upon-Avon, while the Class 139 people mover operates a frequent shuttle service to Stourbridge Town station, just under a mile away.

For this month's picture (left), can you identify the station this railbus has called at?

Answer next month.



Next month The September issue will be on sale on September 2, 2020. Thank you for choosing *The Railway Magazine*

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Driver's eye view



For the first time ever, a Driver's eye view of the unique Darjeeling Himalayan Railway.

India's world famous 2 foot gauge line runs for 55 miles from New Jalpaiguri to Darjeeling in the foothills of the Himalayas. We travel on board a classic 'B' class 0-4-0 steam engine, hauling a charter train in March 2020, just before the pandemic.

The film begins on the charter train's second day, roughly half way up the UNESCO - listed hill railway at Tindharia.

Filmed in glorious weather with state of the art cameras, the footage has to be seen to be believed. Riding aboard number *782 Mountaineer* we see the famous hill railway, opened in 1881, as never before. Our train climbs relentlessly through zig zag reverses and loops surrounded by the magnificent mountain scenery over gradients as steep as 1 in 18!

At Kurseong, loco No *804 Queen of the Hills* takes over, continuing the climb through the hills, streets and towns of West Bengal to the summit of the line at Ghum, 7,407 feet above sea level. At last, with the strenuous climb over, we undertake the final part of the journey taking us around the famous Batasia loop down into the terminus at Darjeeling, the former hilltop haven for the Raj and of course famous for the myriad of tea plantations in the area.

Produced with the generous cooperation of the Darjeeling Himalayan Railway Society DHRS.org

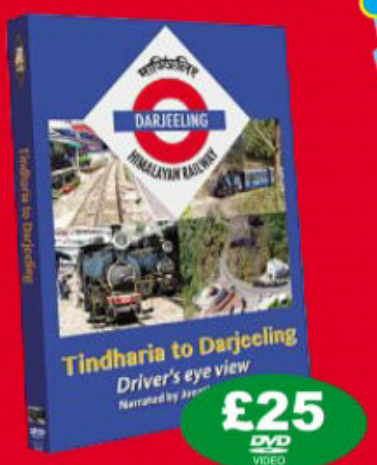
Narration is by Jonathan Kydd (on/off option)
Written and produced by Peter Middleton
Edited running time is 2 hours 24 minutes.

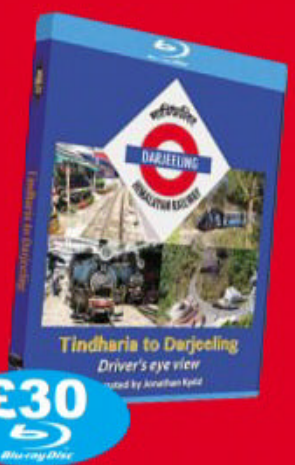
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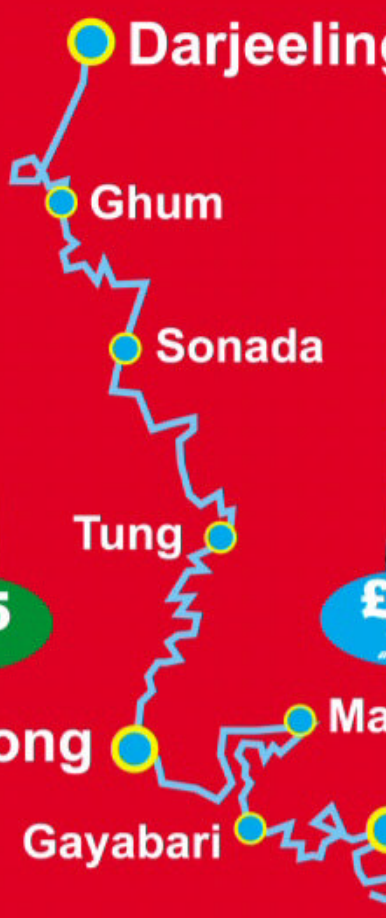
Tindharia to Darjeeling DEV 090 is available to Download now for £17, on DVD for £25 and in HD on Blu-ray disc for £30 (both including UK postage).

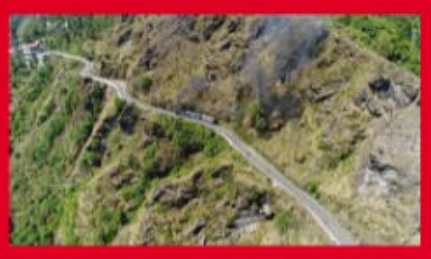
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