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- *Tornado* back in BR green
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- Coal cost fear for heritage lines



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A shortage of rolling stock has been impacting passengers using Island Line services on the Isle of Wight. There was little chance of social distancing on this busy lunchtime service between Ryde Pier Head and Shanklin on September 19, but at least there's 100% face covering compliance. Island Line services will cease at the end of the year to permit an upgrade, with new Class 484 Vivarail trains from Spring 2021. PAUL MIDDLETON

Time for innovation in the rail tour market?

THE tremendous success of the 'Staycation Express', a six-day-a-week, three-times-a-day charter operation spanning eight weeks and running over the most scenic sections of the Settle-Carlisle line, has highlighted a number of positive factors, which could bring changes to the railtour market.

These trains have proved, with the right route and traction, demand is there for a short operation, meaning customers are not cocooned inside a carriage for hours on end. Had it not been for Covid-19 and the need to break lockdown boredom, this operation might not have been conceived.

While I am not suggesting the appetite for these 'mega' railtours of 16-18 hours duration are past their sell-by date, having myself been involved in several charity railtours, a repeat operation over the same route several times per day could actually be more cost effective, simply because of where break even points sit.

There is an untapped market for short trips consisting of family groups, the retired, day trippers, holidaymakers and foreign tourists, who will be sure to return post-virus.

These are potential passengers who want to enjoy scenic travel by train, but don't have time to spend all day on the train – in other words, people who are time poor and cash rich; a few hours is all they want.

Shorter operations, over lines like the S&C with a variety of traction, also open themselves to different markets and catchment areas, and appeal to non-enthusiasts, too.

For some time the railtour market has needed new stimulation and innovation to provide an alternative from the staple diet of long days out. The 'Staycation' trains prove there are new markets waiting to be exploited.

Food for thought: the success of the 'Staycation' would have been even greater had the social distancing requirements not been in force, and more passengers had been able to travel.

I recall back in 1989, Hertfordshire Rail Tours ran an 'Inter City diesel day' with trains from London to Leicester using six different classes of locomotive. The trains were packed.

With the variety of preserved locos passed for main line running, along with the right support, right sponsorship and right promotion, something similar should be eminently possible today.



TRAIN OF THOUGHT
Editor's Comment

End of the franchising era - tough times ahead for TOCs

SO, AFTER 24 years, franchising has finally ended.

Train operators will now have to work under tough new contracts known as Emergency Recovery Measures Agreements or can go down the road of negotiating their exit from the rail market.

Since Covid-19 took hold, life for everyone, including how we undertake the simplest tasks, has changed – possibly forever.

Under the proposals in the Williams report, the preference was a move to concession, where a fixed fee is paid. However, the new emergency agreements come with far tougher terms and penalties for late or dirty trains. Such agreements give the operator far less latitude than hitherto enjoyed, and raises a question as to how many current companies plan to stay in railways for a measly maximum of 1.5% of the cost base of the franchise before the pandemic began?

The Treasury is calling the shots because so much financial support is still needed. One TOC managing director has said the future is going to be 'bruising' for some operators as there will be many more hoops to jump through.

I wouldn't be at all surprised if a few more operators say 'enough is enough', decide to walk away from railways and hand the keys back, knowing concessions may not be lucrative enough to keep shareholders happy.

CHRIS MILNER, Editor

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Grand Central Class 90s Nos. 90026 and 90020 pass Cheddington with two GC Mk4s sets from Alstom Widnes to Wembley Inter City Depot on August 7. KEN BRUNT

Emergency Government reforms end franchising after 24 years, concerns over coal prices after UK mine application is refused, S&C 'Staycation Express' deemed a huge success, Conwy Valley line reopens, redundancy fears at Ffestiniog Railway, Grand Central abandons Blackpool plans.

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The Crowle Peatland Railway's two Schöma-built diesels are framed in the light of the shed during the evening of September 19. ALISTAIR GRIEVE



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Looking superb in a Highland landscape, Locomotive Services Ltd Class 37s Nos. 37521 (D6817) and 37667 (D6905) work past Crubenmore, near Newtonmore, with an empty stock move from Inverness to Perth during a private charter for LSL owner Jeremy Hosking on September 27. The train had originated at London Euston, running via the West Coast route to Mossend yard behind No. 90001, where the '37s' took over for the run to the Kyle of Lochalsh. The Type 3s worked the train south to York, where No. 90001 took over for a run down the East Coast Main and North London lines back to Euston. JAMIE SQUIBBS

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‘Phenomenal success’: RCS boss gives thumbs-up to S&C charter trains

EIGHT weeks of main line charter trains running six days per week three times per day over the Settle & Carlisle line under the banner of the ‘Staycation Express’ has been a ‘phenomenal success’, Rail Charter Services owner Adrian Quine told *The RM*.

“It has exceeded all expectations and provided such positive feedback,” he added.

‘Lockdown blues’

The ‘Staycation Express’ was conceived as a way of escaping the ‘lockdown blues’ after so many restrictions on foreign travel and subsequent quarantine, with many taking holidays in the UK and closer to home.

The five-coach Skipton to Appleby trains operated from July 20 to September 12. They were formed of four ex-Greater Anglia Mk 3s, modified with internal screens for safety and distancing plus a BFK, and were hauled by locos from the Locomotive Services Ltd stable.

The use over the eight weeks of Class 20, 37, 40 and 47 locos gave the operation a bit of a gala feel, and had the effect of drawing in additional passengers, many new to rail.

The trains were also seen as a way of supplementing timetabled Northern services, which were busy with walkers and ramblers.

Mr Quine believes the trains have proven there is a demand for a shorter excursion operation, where passengers with families can opt in for a few hours a day, rather than the crack of dawn start and close to midnight return of the more traditional charter operation.

As for a repeat in 2021, Mr Quine, who is also a director of the Settle-Carlisle Railway Development Co Ltd, said he is looking at a similar operation for 2021 to tap into the appeal of the S&C, but needs to review the costs of this year and also look at what fine tuning should be made.

Flexible ticketing

Mr Quine told *The RM* that while customers had come from as far away as East Anglia, the West Midlands, Central Scotland and the North East as part of a day trip or during a holiday, what did emerge was the 08.35 departure from Skipton was less popular, being at breakfast time for holidaymakers. Part-way through the operation, ticketing options were adjusted to be more flexible.

He added that Covid-19 had been an ‘enabler’ for the service to operate, which had been underwritten by LSL and its owner Jeremy Hosking.

There were more than 300 train movements, including e.c.s. mileage to and from Crewe, but the operation suffered no loco failures on the charter services.



No. 47712 *Lady Diana Spencer* approaches Garsdale on August 12 with 08.35 Skipton-Appleby ‘Staycation Express’. On the rear was Type 1 No. 20107, which worked the southbound services. ANDY MASON

Carmont wreckage clearance work continues after August HST tragedy

WORK to clear the wreckage of the derailed HST at Carmont, near Stonehaven, has continued throughout September, with the final carriage being removed on September 21.

The HST was derailed on August 12, with two vehicles plunging down an embankment after hitting a fresh landslip following the train being forced to reverse direction because of a landslip on the Up line near Laurencekirk.

Two train crew and a passenger were killed and six others injured.

RAIB investigators have spent a lot of time on site gathering evidence before allowing Network Rail engineers and recovery teams access to prepare to remove the wreckage of the HST.

Access road

As the derailment occurred in remote landscape, a 900metre-long access road has been built across farmland to permit heavy lifting equipment and low loaders to be brought onsite.

Work compounds have also been built, and on the track around the wreckage, safe walkways for staff have been installed.

NR has brought in and erected a 600-tonne crawler crane, which will move the damaged vehicles from the track, in what is a painstaking and sensitive operation, and place them on low-loaders. The carriages and power cars are being taken to a special RAIB location for further analysis.

First to be removed was rear power car No. 43030 followed by the fourth trailer car. The leading power car and the third trailer, which were both affected by a post-derailment fire, were the last vehicles to be removed because of their frailty.

Michael Matheson, Scotland’s Cabinet Secretary for Transport, Infrastructure and Connectivity, visited the site on September 7 to get a better understanding of the depth and scale of the recovery work.

Repairs

Only when the site has been cleared can Network Rail p-way engineers begin to fully assess the level of repairs needed to the track and bridge parapet, which the HST hit and destroyed after the initial derailment.

Until the assessment is completed, no timescale on reopening the line is being given, and in the interim, ScotRail is running a shuttle service between Aberdeen and Stonehaven and a rail replacement bus service between Stonehaven and Dundee.

Network Rail has launched two independent task forces, one to focus on weather factors and also NR’s management of cuttings and embankments. See story below.



Left: An aerial view showing the new access road and work compound which have been built to recover the HST in the Carmont derailment. The line is on the extreme left, and the nearest road on the extreme right. NETWORK RAIL



Right: Power car No. 43030 is lifted from the crash site by crane. PAUL GLENDELL/THE PRESS AND JOURNAL

NR COMMITS TO IMPROVED FORECASTING AND EARTHWORKS MONITORING TECHNOLOGY

By Ben Jones

IMPROVED forecasting and more widespread use of technology to monitor vulnerable earthworks are the two key recommendations of Network Rail’s interim report into the impact of extreme weather on the resilience and safety of the railway following August 12’s tragic derailment at Carmont.

NR’s report is not intended to pre-empt the findings of the formal investigations by the Rail Accident Investigation Branch (RAIB), Office of Rail and Road (ORR) or the police, but sets out immediate and long-term action to improve resilience to extreme weather events.

Sensors

It highlights the need for greater deployment of technology such as movement sensors and CCTV to predict failures, and investment in better forecasting to enable local decisions for imminent weather events.

Rules for reporting and responding to heavy rainfall will also be improved, helping signallers to manage services during bad weather.

NR will also consult meteorologists to understand how real-time information can be better used to inform train operations about unpredictable weather.

Since the derailment in Aberdeenshire, hundreds of sites across the country have been inspected by engineers and specialist contractors.

Helicopter surveys have also been used to identify any significant issues requiring emergency intervention.

Task forces

NR has also established two independent task forces to help Network Rail respond more quickly to severe weather events and manage the vast number of cuttings and embankments across the country more effectively.

Dame Julia Slingo, former chief scientist at the Met Office, and infrastructure expert Lord Robert Mair will lead the teams.

Transport Secretary Grant Shapps said: “We owe it to those who lost their lives, were injured, and were affected by this incident, to learn and act on every possible lesson to ensure this is never repeated.”

■ In control period 6, which runs until 2024, Network Rail will invest £1.3billion on work to improve weather resilience, compared with £550million in 2009-14 (CP4) and £952m in 2014-2019 (CP5).

FRANCHISING IS OFFICIALLY OVER!

TRANSPORT Secretary Grant Shapps confirmed on September 21 franchising has officially ended after 24 years.

The coronavirus pandemic has played a big part in hastening the end of how Britain's railways were operated.

As passengers slowly begin to return to rail, new contracts known as Emergency Recovery Measures Agreements (ERMAs) have been introduced and will last until March 2022.

The ERMAs are an extension of the Emergency Measures Agreements introduced from March 23. North of the Border, the Scottish Government said it has extended its support for ScotRail and Caledonian Sleeper operations for another six months. Open access operators are unaffected by the changes.

Stepping to the transitional ERMAs is part and parcel of preparing the ground for the likelihood of concessions for a fixed fee rather than a franchise. Concession fees could include bonus payments for cleanliness and punctuality, for example.

Key reforms

The ERMAs have tougher performance targets along with lower management fees, and will allow Government to begin work on key reforms, including requiring operators to improve co-ordination with each other and driving down the railways' excessive capital costs.

Management fees will now be a maximum of 1.5% of the cost base of the franchise before the pandemic began. The changes also mean the train operator bears no financial risk, as this is shifted wholly to Government.

Mr Shapps, said: "The model of Privatisation adopted 25 years ago has seen significant rises in passenger numbers, but this pandemic has proven it is no longer working.

"Our new deal for rail demands more for passengers. It will simplify people's journeys, ending the uncertainty and confusion about whether you are using the right ticket or the right train company.

"It will keep the best elements of the private sector, which have delivered growth, but deliver strategic direction, leadership and accountability."

Lost money

The train operators have lost a lot of money during the pandemic and still owe the DfT premium payments.

They will enter discussions, to be concluded by mid-December, over the financial terms they would accept to terminate contracts and accept a new direct award. If no agreement can be reached, the DfT can terminate an ERMA early, meaning the TOC would revert to pre-existing franchise terms, with the operator taking the risk.

Train operators could 'hand back the keys', with the Operator of Last Resort stepping in, with the DfT having companies set up for such a situation.

The Williams Rail Review is yet to be published, and will appear as a White Paper, but the recommendation of moving from franchise to concessions was one of its known aspects.

■ Despite recommendations it is safe to use public transport, passenger numbers are still depressed by around 3million per day.

There are indications more passengers are travelling than at anytime since mid-March. September 7 saw numbers up 12% than on the previous Friday.

MML electrification back on the table?

CONFIRMATION electrification of the Midland Main Line north of Market Harborough could actually happen was revealed in House of Commons on September 17.

Nottingham North MP Alex Norris asked whether the commitment of Prime Minister Boris Johnson to electrify the entire Midland Main Line was just another broken promise to the East Midlands?

Andrew Stephenson, Minister of Transport with responsibility for HS2, said: "Further electrification of the Midland Main Line is currently at an early stage, but it is being examined by Network Rail.

"The department will continue to work closely with Network Rail on the development of a proposal, including approaches to advancing the delivery of electrification across the route."

Midlands Connect director Maria Machancoses said: "I'm cautiously optimistic this could be a massive boost for the region, but I welcome the news Network Rail is being allowed to un-pause its design work."

One of the key obstacles to electrification is the restricted height of London Road bridge fronting Leicester station, which might be solved if a new order of Class 810 trains for East Midlands Railway was built as battery bi-modes rather than diesel bi-modes.

More local influence for East Midlands rail services

REGIONAL leaders in the East Midlands will have a more influential role in shaping their rail services thanks to a new deal agreed with the Government on September 3.

The DfT and Transport for the East Midlands (TfEM) are jointly funding two locally based officers who will work with the department and stakeholders to review and address performance issues, influence decisions and promote service enhancements, working closely with East Midlands Railway (EMR).

The agreement will last until the end of Abellio's franchise in 2027, with a 12-month notice period on either side.

However, DfT will retain its role in monitoring and managing the delivery of the contract, and all financial responsibility and accountability for the franchise.

Green light for ECML power upgrade

By Ben Jones

OVERHEAD line power supplies will finally be upgraded on the East Coast Main Line north of Doncaster after Network Rail awarded a £216.2million contract to the Rail Electrification Alliance on September 17.

Power supplies have been upgraded at the southern end of the ECML over the last few years, ready for the introduction of new train fleets by LNER, Thameslink and Great Northern, but the 25kV AC supply between Doncaster and Edinburgh also needs to be enhanced to cope with more frequent electric trains with higher power demands.

The situation is particularly critical north of Newcastle, where TransPennine Express Class 802 bi-mode units are currently operating in diesel mode because of insufficient power supply.

The alliance delivering the project consists of VolkerRail, J Murphy, Jacobs, Systra, Siemens and Network Rail, which was also responsible for the first phase of the upgrade south of Doncaster.



A pair of TransPennine Express 'Nova 1' Class 802s pass at Northallerton station on September 16. TONY WINWARD

Power Supply Upgrade Phase 2 (PSU2) is part of the £1.2billion East Coast Upgrade programme, funded by the Department for Transport, and is an essential part of delivering the Intercity Express Programme and planned higher frequencies for ECML long-distance trains from 2021 onwards.

Weardale Railway £2.1m grant approved

By Graeme Pickering

DURHAM County Council's Cabinet has approved a £2.1million grant for the Weardale Railway following a request for financial support from the line's new owners, The Auckland Project (TAP).

TAP is a charity formed through the development of Auckland Castle as a tourist destination, with the group confirming its purchase of the railway in March as part of ambitious plans to create jobs and make more of the area's vast railway heritage.

Ownership of assets passed to Weardale Railway Ltd, a subsidiary of TAP. It superseded Weardale Railways Community Interest Company (CIC), of which British American Railway Services was the majority shareholder.

The council grant is due to be spent on repairs to bridges phased over three years.

A Durham County Council report says TAP will invest £1.5m over the same period to cover purchase costs and operation of the railway over the first two years as well as around £250,000 per annum on track bed repairs.

The report recommended several conditions to be attached to the grant, including confirmation the council (a former shareholder in the CIC) would have no future liability regarding structures in the railway's ownership.

The Weardale Railway is expected to open to visitors again next year.

Oil train derailment and fire in Wales leads to environmental concerns

THE derailment and subsequent fire, along with an extensive spillage of diesel fuel and gas oil, has created considerable contamination and concerns for an environmental conservation area close to Llanelli, South Wales.

Part of the 21.52 Robeston-Theale oil train, being operated by DB Cargo on behalf of Puma Energy on August 26, derailed at Morlais Junction at Llangennech, on the Swansea District line, with 10 of the 25 wagons (3rd to 12th wagons) derailing, several rolling over and four catching fire.

Each wagon contained 75 tons of gas oil or diesel, and investigators estimated around 330,000 litres of fuel had been spilt.

The fire led to the evacuation of a number of residents in Llangennech to allow crash investigators, recovery teams and environmental clear-up teams on site. The fire wasn't extinguished until August 28.

The Rail Accident Investigation Branch (RAIB) has issued a preliminary report in which it has identified the cause of the incident as dragging brakes on the third wagon, with one axle ceasing to rotate.

This led to a flat spot of 230mm in length on both wheels on the axle, together with a 'false flange'.

When the train reached the crossover at Morlais Junction, travelling at about 30mph (48 kph), the false flange on the right-hand wheel caught on the converging stock rail and distorted the track, leading to derailment of both wheels.

Facing points

Then, 100m further on, the partly derailed wagon encountered facing points set to route the train to the right.

The locomotive – No. 60062 – and the two leading wagons went to the right and the derailed third wagon went straight ahead.

The third wagon turned over onto its right-hand side and became detached from the wagon in front of it.

This caused the points and the track beyond them to be destroyed, and derailment of another nine wagons followed.



The aftermath of the oil train derailment in South Wales. NETWORK RAIL

With the train brakes applied, No. 60062 and the first two wagons came to a halt about 180 metres away from the third wagon. The train driver saw a fire had started in the wreckage and uncoupled the locomotive from the first wagon and drove it around 400 metres away further on. Later, No. 66004 was used to move the remaining 12 wagons towards Llangennech away from the ensuing fire.

Recovery work began on September 1, with a special Kirow crane being dispatched from Eastleigh to assist in removing the damaged wagons.

Blocked

As we closed for press, the line remains blocked, as does the route between Llanelli and Llandrindod Wells.

Llandrindod Wells to Craven Arms had been closed after a landslip on August 12, but Network Rail says it will reopen n November. However, the section south to Llangennech will not reopen until the new year.

Experts from Natural Resources Wales (NRW), along with the Wales Environment Group, continue to monitor the area, and have been mitigating the risk of further spread of diesel contamination by building temporary dams.



A graffiti attack on the Isle of Wight's 80-year-old train at Ryde St Johns Road depot – both service fleet and stored sets – left services suspended on September 7 as a clean up operation took place. It is the second such attack in a month. Stored set No. 483009 shows the 'tagging' outside the depot on September 9. PHIL MARSH

DfT to get tough on graffiti

A NEW campaign to tackle the blight of graffiti on Britain's roads and railways has been announced by Transport Secretary Grant Shapps as part of the Great British September Clean.

In a letter to the rail industry, the Transport Secretary has called for long-term plans to tackle the issue.

These proposals should build on action already taken, including a review of response times to graffiti vandalism so any instances are dealt with quickly, helping to prevent more serious crimes, and passengers feeling safe when returning to the railway.

Network Rail has already undertaken significant work in this area, allocating an additional £1million in the spring to carry out a graffiti blitz, on top of its annual £3.5m programme of anti-graffiti measures.

Mr Shapps recently visited London Bridge to see first-hand the clean-up work carried out by Network Rail's southern graffiti taskforce.

Levenmouth clearance work underway

By Graeme Pickering

VEGETATION clearance work and site surveys are underway as part of efforts to reopen the Levenmouth branch in Fife.

Network Rail Scotland engineers and contractors are removing decades of vegetation from the line, and undertaking site surveys and geological investigations to assist in planning and construction of 19 single-track kilometres of reinstated railway and two new stations. Work will continue until early-2021.

Environmental and ecological surveys have already been completed to identify species, roosts and habitats of animals that will need to be protected along the route.

Redundancies looming at Ffestiniog

THE severe impact of Covid-19 on the Ffestiniog & Welsh Highland Railways (Ff&WHR) could lead to redundancies among its staff and impact other tourism-related businesses.

The Ff&WHR is one of North Wales' leading tourist attractions, and normally turns over nearly £6million per year.

However, this year the railway is predicting income of around £1m because of lockdown and subsequent pandemic restrictions, with trains running with reduced capacity over only part of the line. Normally, the railway and its visitors help the local economy to the tune of £25m annually.

To help it through the crisis, members have donated more than £500,000, and grants have been provided by the National Lottery Heritage Emergency Fund and the Welsh Government.

However, the Ff&WHR has warned staff of possible redundancies when services cease in November, even though Boston Lodge Works has secured external contract work.

A maintenance plan to prepare for opening in 2021 has been created, including major bridge replacement near Waunfawr, on the Welsh Highland line.

Paul Lewin, director and general manager of the Ff&WHR, said: "It is vitally important to the local economy that the railway survives.

"A large number of jobs in the area are reliant on the income generated by the railway, not only our own employees but those in the supplier chain, accommodation providers, retail and dining.

"We will continue to make all possible efforts to protect every post we can, but as the season and the job retention scheme draw to a close we have no choice but to make some reduction to staff numbers in order to survive.

"We will then turn our attention to re-engineering our business to be sustainable post-Covid, and make much more use of technology and pre-booked services in years to come." (see also see p76)

No Eurostar services for Ashford and Ebbsfleet until 2022

EUROSTAR has withdrawn station calls at both Ebbsfleet and Ashford International from its timetables until 2022.

Services stopped calling at both on the intermediate stations on HS1 when the national lockdown began in late-March.

Passenger bookings nosedived by 90% as quarantine restrictions kicked in.

A Eurostar spokesperson said: "Given the uncertain outlook, it is crucial we adapt and take action to reduce our costs to protect our business for the future.

"In 2021, we will reduce our timetable, focusing only on our core routes and destinations where we see the highest demand."

The decision has been criticised by both passengers and rail unions.

Northumberland coal mine refusal a "hammer blow", says HRA

THE Heritage Railway Association (HRA) has described a Government decision to refuse permission for the creation of a new coal mine in Northumberland as "massively disappointing" and a "hammer blow to UK heritage rail".

The HRA announcement came after Robert Jenrick MP, Secretary of State for Housing, Communities and Local Government, refused the Banks Group's planning application for its proposed new Highthorn surface mine on September 8.

The decision brings to an end a planning battle which began almost five years ago.

"It makes no sense," said HRA chief executive Steve Oates.

"The UK needs five million tonnes of coal every year, for steel and cement production.

"The decision to end coal production in the UK is driven by CO2 reduction targets.

"However, the CO2 generated by importing coal from countries like Russia and the USA produces 10 times more emissions than producing it domestically."

Challenges

Yet, while importing coal may be a practical, if not environmentally friendly, option for UK industry, the solution presents huge challenges for the nation's heritage railways.

"Steam engines need washed lump coal, which is different to the more finely grained coal the steel and cement industries need.

"Britain's heritage railways use just 26,000 tonnes of coal a year. Such coal can be imported, but it will come at prices most railways simply won't be able to afford."

The Banks Group's Bradley surface mine in County Durham, which was England's last mine producing washed bituminous lump coal, ceased operation in August.

No mines are producing suitable steam coal in Scotland, and only Ffos-y-Fran, near Merthyr Tydfil, in South Wales, is extracting coal suitable for use in steam locomotives, traction engines and steam boats.

The proposed open cast mine at Highthorn would have helped assure a continued coal supply for heritage steam, producing three million tonnes of coal over five years.

Mindful

The HRA and preserved railways as a whole have long been mindful of the environmental impact of steam.

Currently, no UK heritage railway is more than 400 miles from a dependable source of the right kind of coal.

However, as British supplies dwindle, railways will be forced to find sources overseas, and suddenly 400 miles increases to 5,000 for coal imported from Russia, 4,700 miles from America, or 13,500 miles from Australia.

"UK heritage railways produce just 0.02% of the UK's CO2 emissions," explained Mr Oates. "And for that very small amount, they not only preserve and promote the great enabler of Britain's proud industrial and social heritage, they provide work for 4,000 people, attract 13million visitors annually, and bring an estimated £400million to the British economy every year.

"Consequently, the HRA is considering how to proceed. We're already taking the lead in evaluating options for securing supplies from overseas, and ways of combining the buying power of our sector to make it happen."

French 'Britannia' tested on Great Central for latest Mission: Impossible film

THE internet was alive with speculation during August after a mysterious 4-6-2 bearing an uncanny resemblance to a British Railways 'Britannia' Pacific appeared on the Great Central Railway (GCR) for testing.

So striking was the locomotive's likeness to a 'Britannia' that enthusiasts questioned whether the black-liveried 4-6-2 was in fact No. 70000 *Britannia* or No. 70013 *Oliver Cromwell* in disguise.

GCR officials remained tight-lipped over the loco's presence owing to a confidentiality clause in the contract for its testing.

However, it has been revealed that the mysterious Pacific is in fact due to appear in the forthcoming film Mission: Impossible 7, starring Hollywood actor Tom Cruise.

The locomotive has been built using BR '7MT' drawings and appears to be an extremely accurate reproduction.

However, it is meant to represent a French locomotive, and has been suitably modified with the addition of raked-back smoke deflectors and a partial 'skirt' below the running plate.

Numbered 462.09.M0 and bearing the name *Le General Rive-Reine*, the 'prop' is driven by a diesel engine in its BR Standard-type tender and features working motion.



The incredibly realistic mock-up 4-6-2, based on a BR 'Britannia' Pacific, being shipped to Norway for filming the Hollywood movie Mission: Impossible 7. COURTESY S A SMITH

While not steamable, it is fitted with steam and smoke generators capable of producing appropriate steam effects.

The loco was tested at the GCR on a rake of Mk3 coaches accompanied by a diesel and Mk3b DVT No. 82138, which had been in store at Long Marston, and was brought to the railway as part of the testing contract.

Its stay on the Loughborough line was brief and it left the railway for the actual filming location in Norway that same month, by way of Grimsby.

It was understood to have subsequently been used to film scenes on the Åndalsnes–Dombås 'Raumabanen main line, before potentially moving to Poland for further filming.

The film is expected to be released in cinemas in November 2021.

Conwy Valley line reopens after flood damage

THE Conwy Valley Line, between Blaenau Ffestiniog to Llandudno, was due to reopen on September 28 after the completion of Network Rail's £2.2million project to better protect the branch line from extreme weather and flooding.

The scenic and popular line has been washed away twice in the past two years, firstly for five months for repairs in 2019 after Storm Gareth, then most recently in February this year after Storm Ciara, when ballast was washed away by floodwater at several sites.

The storm has also damaged fencing and level crossings at several locations.

Network Rail (NR) has installed 16,000 tonnes of rock armour alongside the line between Tal-y-Cafn and Llanrwst. This will help improve the resilience of the railway during the ever more frequent flooding events in the valley.

NR says the rock armour slows the water down to prevent it carrying away the railway embankment and leaving the track suspended.

Testing of the resilience of the line came at the end of August when Storm Francis hit the area and led to localised floods, but no washouts.

Because of the extended period of closure, Transport for Wales was giving drivers refresher train ahead of the reopening.



Nexus considers reopening bids

By Graeme Pickering

TYNE & Wear Metro operator Nexus has told *The RM* three potential rail reopening schemes are being considered for submission to the next round of the Department for Transport's Restoring Your Railway Fund.

The South of Tyne & Wearside Loop would serve the town of Washington and the 370-acre International Advanced Manufacturing Park, which is in the early phases of development on Wearside.

It could see part of the disused Leamside Line utilised for a circular Metro service from South Shields.

Connections to the Metro network would be made at Pelaw and South Hylton. The freight line from the Durham Coast Route to Tyne Dock could be adapted to complete the circular route.

Sunderland City Council has confirmed it is in the early stages of assessing suitable locations for a rail station and Metro stations in Washington.

Also being considered are a line serving the leisure and business development at Cobalt Park on North Tyneside and a scheme to run direct train services to Team Valley in Gateshead with the reinstatement of the Bensham Curve.

The fund is expected to open again for applications in November.

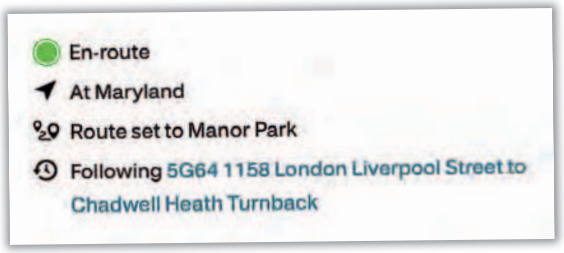
A final decision on whether to proceed and seek sponsorship from local MPs will be made once qualifying criteria is published.

It is hoped a DfT funding commitment can be secured this autumn for the restoration of passenger services on the Newcastle to Ashington 'Northumberland Line'.

The ability to offer local fares in line with Nexus travel zones and through ticketing for the Metro are seen as important to the route's success.

The DfT is being asked to consider services being run by a new stand alone operator.

A report to the North East Joint Transport Committee suggests seeking further local powers from the Transport Secretary could be the first step to devolving North East rail services.



Real Time Trains enhancements

AN ENHANCEMENT to information provided by Real Time Trains now provides improved live train running information as part of the 'track your train' service.

The update provides in real time the signal aspect for the train service being viewed, where the train is, which route has been set, and whether it is following another service.

The enhancements draw on signalling data and has taken RTT creator Tom Cairns around three years research and development. Also included is whether the train is preparing to depart or ready to depart.

While this information is currently only available on the Great Eastern Main Line other lines could follow.

Mr Cairns told *The RM* that RTT has around 1million users per month, of which 75% are non-enthusiast, with the website traffic having returned to normal pre-lockdown levels.

Locomotive Services has now joined the train allocations feature, in which unit or loco numbers are provided on the RTT display, adding to ScotRail, LNER, GBRf and Caledonian Sleeper.

Mr Cairns said work was taking place to include ScotRail HST and LNER Class 91 allocations.

Support for this feature from additional operators is expected in the future.

SIDELINES

Class 314 will be Scottish hydrogen train test bed

MOVES to create a hydrogen-powered train for Scotland has taken a step forward with the issuing of a tender notice to convert a surplus Class 314 EMU.

Scottish Enterprise and Transport Scotland is leading a zero emission train project, and is aiming to have the train built, certified and operational as a demonstrator at the 26th UN Climate Change Conference, COP 26, to be held in Glasgow in December 2021.

The concept design for the conversion to a fuel cell train has already been completed by Brodie Engineering, Kilmarnock, in association with Arcola Energy, a leading specialist in hydrogen and fuel cell technologies.

GTR appoints suicide prevention manager

GOVIA Thameslink Railway (GTR) has become the first train operator to appoint a suicide prevention manager.

Laura Campbell's appointment was announced on September 10 as part of annual World Suicide Prevention Day.

GTR has also unveiled motivational messages on trains and at several stations where it works in parallel with The Samaritans, Network Rail and the British Transport Police.

Over the past 12 months, GTR staff were involved with 426 life-saving interventions, an increase of 57%, and has a target to reduce such incidents by 50% moving into 2021.

Esk Valley upgrade replaces old track

NETWORK Rail engineers worked on a project between Battersby Jct and Whitby between September 19-28, replacing 3.5km of 80-year-old track between Lealholm and Danby, thus removing a speed restriction.

In addition, a girder bridge at Glaisdale had strengthening and refurbishment work carried out.

Rail replacement services operated for the duration, but North Yorkshire Moors services to Whitby were unaffected.

New managing director for Chiltern

CHILTERN Railways has appointed Richard Allan as its new managing director.

Mr Allan was previously people & strategy director and deputy managing director at Northern Trains Limited.

He will begin work in early October.

Second 'Pacer' at Mid-Norfolk Railway

THE Mid-Norfolk Railway has taken delivery of 'Pacer' No. 142061, which joins 142038. Both are being prepared for service in 2021.

The MNR has not being able to run a passenger service this year because of Covid-19 restrictions.

Network Rail: Nationwide electrification essential to meet 'net zero' carbon targets

By Ben Jones

NETWORK Rail published its interim Traction Decarbonisation Strategy in August, setting out the options to eliminate diesel-only traction from the network by 2040.

Unsurprisingly, a massive nationwide programme of electrification forms the backbone of NR's proposals, with an additional 13,040 single-track kilometres (STKs) required for the country's fastest and most heavily used routes.

Just under 40% of the UK's network is currently electrified, with the rest (15,400 STK) relying on diesel traction, but electric operation will need to more than double over the next 30 years to help meet the Government's 'net zero' carbon targets.

Battery-electric

For routes where expensive fixed infrastructure cannot be justified, NR has identified 800 STKs of mainly rural lines suitable for battery-electric trains and 1,300 STKs which should convert to hydrogen-powered trains.

The latter includes the Far North, West Highland and Ayr to Stranraer lines in Scotland, rural lines in East Anglia and the Heart of Wales Line. The most suitable option is still to be identified for a further 260 STKs of route where there is currently no clear technical choice.

Long-distance passenger routes and areas with heavy freight traffic will be the priority. Chiltern, plus parts of ScotRail, Great Western, LNER and West Coast networks are proposed for electrification, raising the prospect of large scale upgrades on many main routes. This is in addition to sections of long-distance passenger routes still relying on diesel traction, such as the Midland Main Line.

NR strongly recommends the creation of a rolling programme of electrification, starting as soon as possible, to allow the retention of teams currently engaged on projects drawing to a close.

A rolling programme is also required to achieve the ambitious targets within the 30-year timescale and provide the supply chain with stability to achieve maximum efficiency and lower costs.

Costs are estimated at between £1million and £2.5m per single-track kilometre, meaning the cost of the electrification programme is likely to be between £18billion and £26bn over 25 years. This rises to between £36bn and £47bn with the inclusion of replacement rolling stock and fixed infrastructure for battery or hydrogen trains.

Freight will benefit from greater electrification, with electric locomotives able to haul longer, heavier trains at higher speeds than diesels.



One of the most recent electrification projects has been the GW Main Line into Wales as far as Cardiff, but more projects need to take place. GWR nine-car Class 800/3 No. 800301 makes its way through the 'tunnel' of OHLE, immediately to the east of Patchway station, on September 16, working the 08.48 Paddington-Swansea.
STUART WARR

Zero-carbon

Other recommendations in the draft plan include a requirement for all new lines to consider operating using zero-carbon rolling stock and the earliest possible introduction of battery and hydrogen trains to allow the technology to mature.

Diesel trains should only be procured where there are clear strategic and economic reasons for doing so, and where they can be replaced by zero-carbon traction at a later date.

Hybrid and multi-mode trains are highlighted as important interim solutions during the transition period.

David Clarke, technical director of the Railway Industry Association (RIA), said: "This is a big opportunity to provide a clean, green and more connected railway, but we need Government to give the 'green light'. This need not wait as there are projects which should be progressed immediately."

Dettol to supply TfL with hand sanitiser units on Tube network

By Peter Brown

IN A bid to boost confidence on the London Underground a deal between Transport for London and the manufacturers of Dettol will lead to 800 hand sanitiser units made available for passengers throughout the network.

TfL points out that key interchanges are cleaned frequently and all regular touch points are regularly wiped with a strong disinfectant.

There is continuous UV cleaning of escalator handrails and trains are also cleaned with a long-lasting anti-viral spray.

Additionally, another 210 sanitiser units dispensing a different brand are available at bus stations, tram stops and other locations across the TfL network.

Mayor of London Sadiq Khan said: "It is vital that we all play our part in making public transport as safe as possible by using hand sanitiser points, wearing a face covering unless you are exempt, and travelling off-peak to enable better social distancing."

■ Income from advertising revenue on TfL between January and March slumped from £47m in 2019 to just £3m this year as agencies cancelled contracts, with fewer passengers travelling.

Tarmac extends Freightliner and GB Railfreight contracts

AGGREGATE and cement company Tarmac has renewed its contracts with both GB Railfreight and Freightliner.

Freightliner has been awarded a new contract with Tarmac to haul stone from the Tunstead site in Derbyshire together with quarries in Somerset.

Under the new contract, the Genesee & Wyoming subsidiary will operate around 50 trains each week for use in regional and national infrastructure projects.

GBRf has a five-year contract to December 31, 2025, to move aggregate from the Arcow and Swinden railheads in North Yorkshire to destinations, including Leeds, Hull and two sites in Manchester.

GB will also supply a new hopper and box wagons for the services.

Archaeology grant will bring steam back to Cynheidre

THE Association for Industrial Archaeology (AIA) has awarded an £18,000 restoration grant to the Llanelli & Mynydd Mawr Railway to help return its 1906-built Avonside 0-4-0ST *Desmond* to steam.

Restoration of the former Orb Steelworks locomotive will give the L&MMR its first operational steam presence at its Cynheidre base, near Llanelli.

To date the railway has spent more than £70,000 on restoring *Desmond*, including £50,000 from the National Heritage Lottery Fund. Much of the work was carried out at the Llangollen Railway.

The loco transferred to the Flour Mill Workshops in the Forest of Dean on September 23, where an assessment of outstanding work required to complete the restoration will be carried out.

The hope is to have the loco back in steam as soon as possible.

NR acquires Temple Meads

NETWORK Rail has acquired the iconic Grade I-listed Temple Meads building designed by Isambard Kingdom Brunel as Bristol's first railway station.

It was opened in 1840 as the western terminus of the Great Western Railway, and remains one of the oldest surviving railway buildings in Britain.

The building's acquisition from Bristol City Council brings it back into railway ownership for the first time since the mid-1990s.

It has been disconnected from the railway network since the 1960s, but is currently home to a number of small start-up business and is used as an events space.

NR plans to maintain and restore the listed structure and retain it for commercial rather than railway use, as mooted a few years ago.



One of the final movements for Grand Central's Class 90s and Mk4s was on August 7 when Nos. 90026 and 90020 hauled two Grand Central Mk4s sets from Alstom Widnes to Wembley Inter City Depot. They are are seen passing Cheddington. The locos will be absorbed back into the DB Cargo fleet, but the future of the carriages is uncertain. KEN BRUNT

Grand Central abandons plans for Blackpool service

OPEN access operator Grand Central (GC) has abandoned its aspirations to start a Blackpool North-London Euston service completely, saying 'Covid-19 has rendered plans unfeasible'.

The service was to have started in May, and prior to the coronavirus pandemic taking hold, two Mk4 carriage sets, DVTs and Class 90s, had been refurbished and painted and had started initial testing. Now the trains are surplus and employees who may be affected by the decision have been advised of the potential risk to jobs.

Richard McClean, managing director of Grand Central, said: "So much effort has been put into these exciting plans to launch services between London and Blackpool, that it is heart-breaking to have to abandon them at this point, but the pandemic and its effect on our expansion plans have just proved too big an obstacle.

"Because Grand Central is an open access business, we receive no external financial help and we rely completely on what we generate in ticket sales.

"Despite months of work to adjust our costs, and monitor travel behaviour for signs of change it became more obvious to us that to invest in what is essentially a start-up enterprise in this climate was simply not feasible and therefore we reluctantly reached the very tough decision to cease the project permanently.

"We will now concentrate on rebuilding our two existing routes, which returned to service earlier this summer, following lockdown."

GC launched a third daily return service between Bradford and London King's Cross from September 13, with a fourth return service a week later. The re-introductions will bring Grand Central's West Riding route back to its pre-lockdown service levels.

More backing for Borders extension

AN EXTENSION of the Borders Railway south from Tweedbank through Hawick and onto Carlisle as a hub for HS2 services could facilitate three-hour journeys between London and Glasgow, Edinburgh and the Borderlands, according to Jim Steer, director of the High Speed Rail Group.

Writing in the Campaign for Borders Rail's (CBR) latest newsletter, Mr Steer says with HS2, Carlisle to London journey times reduced to a little more than two hours, and the Borders Railway fully reinstated, journey times from the Borders towns to London as well as to other major cities in England could be dramatically shortened.

Confidence

Mr Steer adds having a usable alternative route north of Carlisle to reach the freight terminals in Scotland's central belt would be a real boost to market confidence in the railfreight sector.

A rolling programme of electrification is expected to include the Borders Railway as part of Scotland's Decarbonisation Action Plan.

The CBR has been in dialogue with Network Rail, which has confirmed it is going ahead with the project to remodel Portobello Junction, build a second platform at Brunstane, and extend double track through to Niddrie South by March 2025.

South Tynedale remains 'a going concern' despite collapse of trading company

By Cliff Thomas

THE South Tynedale Railway has become an all-volunteer line following the collapse of South Tynedale Railway Ltd (STRL) into receivership.

STRL is a trading company wholly owned by South Tynedale Railway Preservation Society (STRPS).

"STRPS, the charity which owns the railway, remains a going concern," an STRPS trustee emphasised.

"The society should not be confused with the trading company, which has entered receivership following professional advice."

At one stage the company had 11 employees. This had reduced to four at the end of August, and all have now been made redundant.

Declining

The finances of the trading company have been declining for several years, exacerbated during 2020 by the Covid-19-enforced closure of the railway.

Reopening has not been deemed feasible since the line's central gangway carriages could only be used at about 25% capacity in order to observe social distancing rules.

The governing bodies of both society and trading company have seen changes in personal in recent times.

STRPS now believes it has a smaller and tighter group able to focus on the challenges of stabilising the situation and getting the railway back into operation for 2021.

Receipt of £49,400 from the National Lottery's Heritage Emergency Fund and donations to an appeal should see the railway through the remainder of 2020.

Donations can be made to the STR Covid-19 Appeal at: www.south-tynedale-railway.org.uk/covid-19-appeal/

New volunteers to assist STR's recovery will also be welcomed.



PRIVATE CHARTER FOR LSL CLASS 90: A private charter operated by Locomotive Services Ltd saw No. 90001 *Royal Scot* work from London Euston to Mossend Yard on September 25, before Class 37 Nos. 37521 and 37667 took over to take the train to the Kyle of Lochalsh, with an overnight halt at Aviemore (Speyside). The electric is seen near Heamies Farm, Staffordshire. BRAD JOYCE.

SIDELINES

Approval for HS2 Birmingham Airport interchange

SOLIHULL Metropolitan Borough Council has given its backing for High Speed 2's station, transport interchange and automated people mover.

The station will be in the top 1% of buildings in the UK for eco-friendly credentials, making use of renewable technologies, natural ventilation and daylight, harvested rainwater and solar energy.

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

Train naming for Gurkha VC hero

GREAT Western Railway (GWR) is honouring Gurkha VC hero Tul Bahadur Pun by naming an Intercity Express Trains after him.

He was one of 13 Gurkha soldiers awarded the Victoria Cross.

Most of Tul Bahadur Pun's platoon was wiped out while attacking a railway bridge in Burma, but he charged the enemy position armed with a Bren Gun, sending the enemy fleeing, and held the position while the attack continued.

The naming ceremony will take place in the run up to Remembrance Sunday.

Cambridge £4million platform extension

PLATFORM 4 at Cambridge station is being extended by 40 metres to accommodate Greater Anglia's new Class 720 EMUs.

The £4million project is due to start in December and will see new equipment installed by May 2021, including public address speakers, CCTV cameras and lighting.

Extra trains on North Downs line

GREAT Western Railway introduced a third hourly train service on the North Downs line from September 14, realising ambitions held for more than a decade.

Eight extra weekday trains will run between Reading and Redhill – four in each direction – increasing the number of services from two-an-hour to three-an-hour at key parts of the day.

Support RailAid and the Railway Children

RAILAID fundraising activities for The Railway Children charity will be taking place between November 23-27.

The week-long activities replace the annual Railway Ball, a key fundraiser for the charity that helps homeless children.

The event culminates in a live broadcast on the Friday evening and money-can't-buy raffle.

More information at: www.railaid.co.uk

SIDELINES

Rail Riders travel vouchers return

THE relaunched Rail Riders organisation has formed a partnership with Bishop Trains, a National Rail ticket retailer at Bishop Auckland station, to enable its members to obtain travel vouchers.

One-person members will receive three £5 vouchers and family members will receive five £5 vouchers, with a new vouchers being issued on membership renewal.

Use of vouchers is subject to a minimum spend.

Rail Riders membership also offers discounted travel at 49 heritage and miniature railways as well as 35 railway themed outlets, from model shops to online businesses. More at: www.railriders.club

£61,500 grant for Bahamas Society

THE Bahamas Locomotive Society (BLS) has been awarded a grant of £61,500 by the National Lottery Heritage Fund under its Heritage Emergency Fund.

The grant will help the BLS recover from the impact Covid-19 has had on operations at its Ingrow headquarters, where all staff have been furloughed as a result of the forced closure of its museum.

The money will allow the BLS to restart its income-generating activities, which are essential in supporting a longer-term recovery.

Victorian funicular remains closed

CONTINUING coronavirus restrictions have still not allowed the reopening of the Saltburn Cliff Tramway (SCT) on Teesside.

A spokesperson for SCT said: "With the continued requirement to maintain some social distancing and the fact that the trams are enclosed, we are still unable to open without seriously compromising the safety of customers and staff alike."

However, trams are moving as part of the maintenance regime.

Avanti's 'Pendolino' relivery progressing

AVANTI West Coast has made good progress applying coloured vinyls to 31 of the 54 remaining 'naked' Class 390 'Pendolino' sets which have been running in white livery.

The internal refurbishment of the Class 221 'Super Voyagers' has seen eight sets completed – Nos. 221101, 105, 106,108,109,111,113 and 115 – with the work on all sets concluding by December 18.

iPort Rail freight terminal wins award

IPORT Rail, the intermodal freight terminal south of Doncaster, has won the Rail Freight Group's annual excellence award.

Judges praised its outstanding vision for the future of the rail freight sector.

Scottish Government selects Mossend to launch Green investment programme

SCOTLAND'S Green Investment Portfolio was launched at Mossend freight yard on September 9.

It is part of moves to help the country transition to a net-zero economy, with Scotland already promoting market-ready projects.

Investors are being invited to get behind more than £1billion of low carbon, eco-friendly and recycling investment opportunities, which will help Scotland transition to a net-zero economy by 2045 .

Ten projects with £1.16 billion of investment potential – from a hydrogen development programme in Aberdeen to a plastic recycling project in Perthshire – are included in the first release of the portfolio.

David Stirling, director of Mossend International Railfreight Park operator Peter D Stirling Ltd, said: "We are fully supportive of the Scottish Government's target to achieve net zero emissions by 2045, and indeed are contributing to this by providing Scotland's largest zero-carbon, multi-modal rail freight park. The Green Investment Portfolio is a valuable tool to help us reach out to global investors.

"Future plans include Scotland's first 775-metre electric rail terminal, which we hope will benefit many local businesses as well as those based across Europe and beyond."



At the Mossend freight yard line up were representative locos from the three main intermodal operators – DB Cargo, Freightliner and GB Railfreight – the line up consisting of Nos. 92020, 90014/028/047 and 88002. KC PHOTOGRAPHICS

Northern to provide three daily services to Rose Hill Marple

By Tony Miles

NORTHERN has carried out a U-turn on services to Rose Hill Marple, saying it will be providing three services a day to the station.

The company had previously announced services to Rose Hill Marple would be suspended from September 14 because of a shortage of drivers.

So 'last minute' was the news it was actually announced by Rail Minister Chris Heaton-Harris in a House of Commons adjournment debate, when he told MPs: "Literally moments before this debate commenced, Northern informed me it intends to introduce two trains in the morning, Monday to Friday, with an afternoon service to meet school demand."

Northern has since announced plans to reinstate a 90-minute frequency service all-day from October 26, and also retain the bus replacement service introduced from September 14.

A vigorous campaign had been launched to try to persuade Northern to reverse its decision, which also affects Woodley, Hyde North, Hyde Central, Fairfield and Gorton stations.

Northern had announced a six-month suspension after driver training was cancelled because of Covid-19, and further reductions in driver numbers due, stemming from other issues.

Shuttle service

Prior to the announcement by Mr Heaton-Harris, discussions had been taking place between local councils and West Coast Railways to hire in a three-coach train, with two locomotives to operate a shuttle service between Rose Hill Marple and Guide Bridge as a one-week trial.

Northern managing director Nick Donovan explained work to adjust the train plan had been achieved "incredibly quickly".

Mr Donovan also described the decision to suspend services as "something we absolutely didn't want to do", but the TOC has continued to lose drivers through retirement or to other operators at the rate of about 1% every six weeks.

Northern usually trains between 120 and 150 new drivers every year and the situation has continued to worsen, despite being on plan when the franchise was handed over by Arriva on March 1.

Mr Donovan added: "We were pretty well ready to go for our fleet cascades for the May 2020 timetable, but six weeks into Covid, it's just grown into a burden which has compromised our ability to resource the plan."

To clear a huge training backlog, Mr Donovan said staff needed roughly 12,000 training days on route and traction knowledge, and was working with the Aslef union to agree a long-term plan for reinstating training while meeting social distancing rules.

■ September 14 marked the debut of Class 195s on services to New Mills Central and Rose Hill Marple, the first service to be worked to Rose Hill under the temporary timetable. It was operated by No. 195124.

Class 195s have also started to operate Manchester to Sheffield local services.

Further news on plans for upgrading capacity through the Hope Valley is imminent.

Plans for new Moseley station approved

PLANS for a new station at Moseley on the Camp Hill line have been approved by Birmingham City Council.

It is a major step in plans to reopen the line to passenger services, along with planning approvals for stations at Kings Heath and Hazelwell.

Moseley station includes platforms with a canopy, stairs and lifts, a forecourt drop off/pick-up area, covered cycle storage, and will see lighting and CCTV installed.

Mayor of the West Midlands Andy Street said: "The community was overwhelmingly supportive of reopening the Camp Hill line to passenger services for the first time since the Second World War.

"The new station will provide residents with easier and faster connections to Birmingham city centre and the wider West Midlands."

Completion is planned in time for the 2022 Commonwealth Games.



ORR issues new guidance for disabled passengers

NEW safeguarding measures to improve help provided under the passenger assistance scheme have been issued by the Office of Rail and Road (ORR).

Around one million requests for passenger assistance are received each year.

The new rules apply to all train and station operating companies, and follow a successful trial by Network Rail, GTR and South West Railway.

The changes focus on improving the way staff communicate and co-ordinate passenger assistance between stations. Train and station operators must now have:

■ A dedicated assistance telephone number for every station

■ A 'Responsible Person' for every station, who will ensure calls to those numbers are answered

■ A handover protocol to ensure when calls are answered essential information needed to coordinate the assistance delivery is provided.

These new requirements follow extensive ORR research and consultation with industry into the primary causes of assistance failures, which found far too often train and station operators were relying on informal and inconsistent processes, along with staff not being in the right place at the right time.

HOUSE FOR SALE

This quaint home is situated in an Area of Outstanding Natural Beauty at Silverdale Station, Carnforth, Lancashire



The property has a generous sunny lounge with dual aspect. There is an entrance hallway and kitchen on the ground floor and two well-proportioned bedrooms and a bathroom on the first floor. There is a generous loft space that could easily be converted.

The property has been well-maintained and is ideally located for train enthusiasts. It is next door to Silverdale Golf Club and the RSPB santuary at Leighton Moss.

The property is a great base for country walks and cycle rides, and there are frequent rail services to Lancaster, Manchester (and airport) and the Cumbrian coast.

Included in the sale is a nearby piece of land which can be used as a garden or allotment. There is a single allocated parking space and additional visitors parking.

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Please contact Simon Walter on 01737 243540 or at info@reigatearchitects.co.uk for more information

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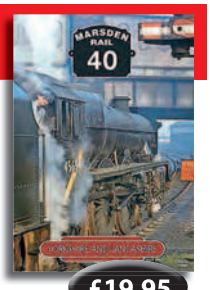
B & R Video Vol. 232 - A Miscellany of East Midlands Ironstone Railways

The Jim Clemens Collection No.39

Jim Clemens had a passion for steam that did not end just with BR. He also took a keen interest in the industrial railways of Britain. This volume in the miscellany series is a compilation of the entire ironstone film archive he created, and has been assembled in the order the film runs off his original cine reels.

This ironstone railways enthusiast's delight was filmed mostly in colour on both 8mm and 16mm cine-film. A commentary plus sound track complement our look at the ironstone railways of the East Midlands between 1960 and 1973.

Marsden Rail 40: Yorkshire and Lancashire



£19.95

Compiled from film taken in the 1950s and 1960s, this fascinating journey from Yorkshire's West Riding to the industrial heart of Lancashire features a variety of secondary and main lines, at a time when the steam locomotive was an everyday sight.

The journey starts at Leeds calling at Bradford, Mirfield, Huddesfield, Rochdale, Manchester, Wigan, Bolton and Preston. Lostock Hall and Rose Grove Depots supplied locomotives for the numerous enthusiasts' specials that ran in the final months of the UKs mainland steam operations and several of these are featured at a variety of locations. The end came on the 11th August 1968 with the Fifteen Guinea Special, a working which marked the end of British Railways' main line steam operations and film of the special arriving at Carlisle and returning south over the Settle and Carlisle route brings the programme to a close.

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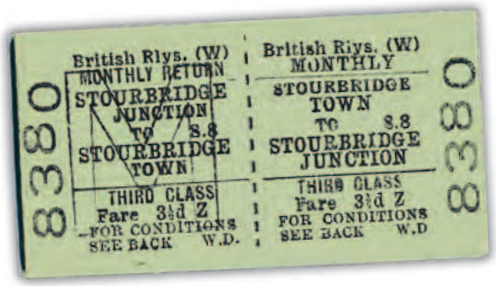


BRITAIN'S SHORTEST BRANCH LINE

The line between Stourbridge Junction to Stourbridge Town may be Britain's and Europe's shortest at less than a mile long, but its history is both interesting and captivating, as Nicola Fox discovers.

STOURBRIDGE is a West Midlands market town with a proud industrial heritage, and despite its size – 0.8 miles – the town's short branch line is connected to a wealth of history, not to mention its own share of fascinating stories.

Stourbridge's railway pedigree dates to long before the main line or the branch were even thought of, when the most efficient way of moving cargo was by water. Already a centre of industry, Stourbridge stepped into the history books when an ironworks branched out to form a new foundry – Foster, Rastrick & Company – which, among other things, produced fish belly rail for the Midland's first steam-hauled railway (the Shutt End line), and the first locomotive to steam on US soil.



An old BR ticket for Stourbridge Town to Stourbridge Junction. Today, the 3½ old pence fare would be equivalent to one new penny. The fare now is £1.10 single.

Stourbridge Lion and siblings *Delaware* and *Hudson* were shipped to America in 1829. Meanwhile, a third locomotive – *Agenoria* – worked the Shutt End line for 30 years. However, despite being at the cutting edge of rail technology, a passenger railway did not make its way into Stourbridge town itself until 50 years later.

Tribulations

The imaginatively titled Oxford, Worcester & Wolverhampton Railway (OWWR) was formed in 1844, though the venture was not to be a smooth one, and the railway would later acquire the nickname 'The Old Worse & Worse'! A brief summary of the OWWR's tribulations prior to opening included the following: vehement objections from the canal companies, the loss of £27,000 when the company's chosen bank failed, disputes over the gauge, a literal reading of The Riot Act, a violent skirmish over money owed, and finally the resignation of their engineer (no less a personage than Isambard Kingdom Brunel).

Nonetheless the railway finally opened on the May 1, 1852, with all necessary pomp. Stourbridge station had two platforms, each covered for a short length by a small canopy.

A small footbridge allowed passengers to move between platforms. Sadly for the people of Stourbridge, the station given that name in fact stopped almost a mile outside of the town in Oldswinford! Inconvenient for passengers, this was near useless for goods traffic.

In an attempt to rectify this, a short-lived goods branch was constructed to allow the passage of freight between the town's industrial centre, the waterways and the main line.

Completed in 1859, this branch was a perilously steep 1-in-14 gradient that winched wagons – loaded with output from the various works – up the incline by a stationary engine.

Hopes that passenger traffic could benefit from this new line were squashed by safety concerns, which were proved well founded in 1877, when the wire rope hauling the wagons up snapped and 18 or 19 ran away. Despite being diverted onto a sand-banked siding by a quick-thinking signalman, two thirds of the wagons were destroyed in the resulting crash.

With mounting pressure from the local community to provide a passenger link into the town and the danger and difficulty involved in working the branch, it was clear a better solution was needed that could serve both freight and passenger needs.

A new branch line was proposed and – after the usual wrangling back and forth – a route was agreed. Departing from the south end of the 1852 OWWR station, now renamed Stourbridge Junction, the approved



Above: It could be a Christmas card, but a problem with Parry People Mover unit No. 139002 on January 9, 2010, saw it taken off duties and replaced by 139001. This simple shunt makes use of the link to the main line and is used on Sundays to swap the units over, thus providing a rare chance for both units to be in the picture. STEVE BURDETT



The station at Stourbridge Town was on the opposite site of the line to where it is today. In 1979 the station was demolished, the line shortened by 70 yards for construction of a new bus station, with a new station opening in April 1994. Some of the material from the old station went to Tyseley Locomotive Works for re-use. This 1962 view shows a single-car DMU waiting to depart for the short run to the junction. The line to the canal basin is on the right, along with some old Midland Red buses. COLOUR-RAIL



One of the crew takes a breather as '14XX' 0-4-2T No. 1458 waits with an auto-coach for the next train to the junction on April 16, 1957. COLOUR-RAIL

line would curve away from the mainline, down a less steep but still notable 1-in-67 gradient, terminating at the new Stourbridge Town station.

Given the size of the line, the station building – constructed in the Great Western style – was impressively grand. An attractive, long single-storey building, with a full-length canopy, two ladies' waiting rooms, two general waiting rooms, a booking office and various utility spaces. The single 298ft platform was paved with ornamental blue bricks and stood opposite Stourbridge Town signalbox, which had 19 levers controlling seven sets of points.

Extension

Finally opened to passengers on October 1, 1979, the length of the new branch convinced a journalist writing for the *Worcester Herald* further extensions must be in the offing, as "so much time and money can scarcely have been spent merely to accomplish such a small result", but a further extension was never to materialise. The opening of the line, though dampened by heavy rain, seems to have been a great success, and the atmosphere in the town itself hopeful.

Edwin Stringer, purveyor of house furnishings and art, was clearly so convinced of the power of the railway to enhance his business he placed adverts across all of the local newspapers proclaiming the new line ▶



Right: Last summer, the two Class 139s were re-vinyled into the new West Midlands Railway colours, as shown by unit No. 139001. The unit operates with a staff complement of two, who alternate between the driving, ticket-checking and customer-service duties. STEVE BURDETT

as "giving the public great advantages" and noting how close the new station was to his shop!

Several months later, in 1880, the former incline branch was superseded by the completion of the goods extension to the canal basin, at Amblecote. Not as steep as the incline branch, this new goods line was still an impressive 1-in-27 and curved in several places.

Over the next several years, facilities at Amblecote goods station were expanded, and the yard increased by the addition of several private sidings. A commercial success, by the turn of the century the goods branch handled more than 100,000 tons of material per year.

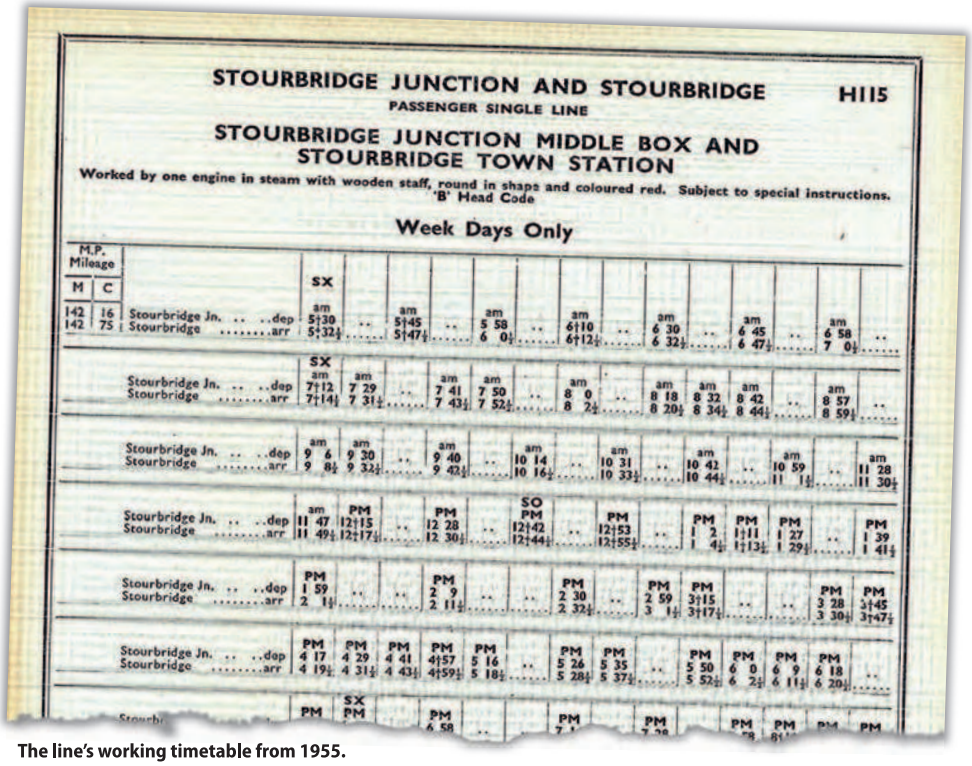
Records show coal and coke represented the lion's share, with other mineral tonnage and 'general merchandise' making up the sizable remainder. In addition to these, the yard also handled livestock. Trains were hauled up to Stourbridge Junction, where a marshalling yard enabled their onward journey.

Accidents

While the early passenger services seem to have been largely incident free, the same could not be said for the goods branch. In 1897 further work on the buildings at Amblecote was required after a tank engine suffered brake failure while descending the incline. With the driver helpless to stop it, the runaway train ploughed into a line of stationary wagons and two buildings.

Such accidents were not uncommon on this steep gradient and on April 24, 1905, a similar incident attracted the attention of *The Staffordshire Sentinel*.

Described as a "startling accident", a locomotive was descending the branch with 32 wagons behind it when the driver applied the brakes to find they "did not act". No doubt everyone in the yard was indeed startled as the train thundered down the incline, demolished the stock block and smashed into the goods office at the end of the branch. Thankfully both driver and fireman had been able to jump clear in time and survived. The booking office was less fortunate. In 1948, yet another rake of wagons was claimed by this notorious gradient when the locomotive's brakes proved unequal to the heavy load, with the result the wagons telescoped into one another.



STOURBRIDGE JUNCTION AND STOURBRIDGE H115
PASSENGER SINGLE LINE
STOURBRIDGE JUNCTION MIDDLE BOX AND STOURBRIDGE TOWN STATION
Worked by one engine in steam with wooden staff, round in shape and coloured red. Subject to special instructions. 'B' Head Code
Week Days Only

The line's working timetable from 1955.

Amblecote was not the only part of the Stourbridge branch to receive improvements around this time. In 1901 Stourbridge Junction's original two-platform station was deemed inadequately small and replaced by a new station building, just under half a mile further south.

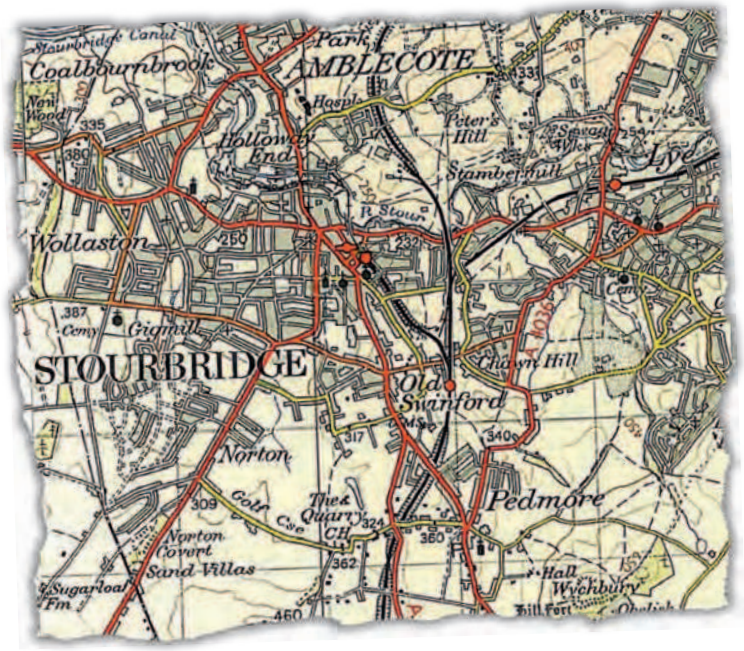
Eminent local historian Clive Butcher, who authored several books on the railways of Stourbridge, uncovered an amusing incident that occurred during the farewell to the original station. The final train departed Stourbridge Junction for Stourbridge Town station, leaving with "much whistle blowing", only for station staff to quickly realise, as the local paper reported, "like one of Bo Peep's sheep, it left its tail behind it". Much gesticulating brought the train to a stand and we can only imagine how red-faced the driver was as he reversed in to collect the rest of his train.

There is no trace of the old station buildings now, although part of the site is still in use; Chiltern trains currently stable their trains overnight on what was likely the old marshalling yard.

'Refreshing'

The new Junction station had four platforms on two 700ft islands, served by four through passenger lines. The junction for Stourbridge Town was moved to the north end of the station. The freight facility was also improved with greater space allotted for the marshalling yard.

County Express described the station as having "a refreshing appearance… so different from the dark cramped state we all know so well under the old conditions". The new station was opened with much pomp, and photos of the day show the platform crowded





Because of the light construction of the Class 139s, special buffer stops were fabricated as conventional ones would cause considerable damage to the unit. PHIL TONKS

"Described as a "startling accident", a locomotive was descending the branch with 32 wagons behind it when the driver applied the brakes to find they "did not act". No doubt everyone in the yard was indeed startled as the train thundered down the incline, demolished the stock block and smashed into the goods office at the end of the branch."

with officials and smartly dressed members of the public. According to those in the know, the new station was handily close to a local ale house, and the practise of crews 'parking their steam engine up' at Stourbridge Junction and taking a short walk down a dirt track to the back of a nearby establishment was common.

Much has changed since then: the station now only has three platforms, and a 1980s' brick-built building has replaced the Victorian booking office. The marshalling sidings are no more, and several disused lines have been removed to make way for the car park, but the distinctive shape of the canopies remains unchanged.

The line then ran an uninterrupted service until the First World War, when the demands placed on the railways by the requirements of troop transport and supply distribution meant some smaller stations and branches were closed to passenger traffic. Services to Stourbridge Town were diverted from April 1, 1915, to an omnibus for the duration of the war.

Troop trains carrying the wounded to Wordsley hospital (now closed) arrived at all hours of the day and night and an estimated 11,000-13,000 casualties arrived at Town ▶





There have been a few accidents in and around Stourbridge, such as the shunting incident at Ambleside in 1905 (above) and another spectacular one on April 2, 1977, when Class 122 No. 55012 failed to stop at Stourbridge Town after a brake failure, went through the buffer stops and a retaining wall, leaving it suspended over Foster Street.
The unit was repaired and is now preserved.
A similar incident of brake failure occurred with unit No. 55034 on March 1, 1990, which destroyed the rebuilt wall, then on January 21, 1989, No. 55033 also overran the buffer stops and destroyed the wall.
The driver alleged he was distracted by trespassers and misjudged his braking.
STOURBRIDGE.COM (TOP) AND *RM* ARCHIVE/JOMA ENTERPRISES (BOTTOM).

STOURBRIDGE SHED: 84F (LATTERLY 2C)

THE Stourbridge branch was served by Stourbridge shed, which predated the opening of the branch by many years, having been built to serve the Oxford, Worcester & Wolverhampton Railway. About a quarter of a mile north of Stambermill Viaduct, the shed was located on the west side of the line, close to where the 1859 incline branch met the main line.

The original 1870 construction was a four-road shed, constructed in local brick and home to a mix of R & W Hawthorn, Stephenson, Fairbairn, and Beyer, Peacock locomotives. The Dean locomotives and other saddle tanks that worked the branch were also stabled here.

In 1926 – superseded by a new roundhouse – this shed was used to house diesel railcars, gradually falling into disrepair. Notably, the new roundhouse, built around a 65ft turntable, had the distinction of being the last one to be built by the GWR.

Extended and altered to fit the changing face of the railways, the 1926 shed was home to steam for 40 years, housing largely pannier tanks, prairie tanks and a clutch of 'Granges' and 'Halls', though the latter were not destined for Stourbridge Town!

Demolished

Sadly, the shed did not last long after steam's withdrawal, closing in 1968. Demolished soon after, the land was used for housing development and the road names now bear those of GWR officials, such as Churchward, Collett and Gooch.

Over the years the motive power used on the line varied greatly. The early trains were hauled by saddle tanks, but from the 1920s onwards the use of autotrailers became common place.

In the first half of the 20th century, two autotrailers could usually be seen coupled behind a '14XX' 0-4-2T. By the late-1950s, this arrangement had been switched out for former GWR diesel rail cars, known as the 'Flying Bananas', thanks to their curved shape

In the 1960s, Class 122 and Class 121s took over the passenger duties, succeeded by '150s' and '153s', before the successful introduction of the unique Parry People Mover.





An interesting then and now: 'Bubble Car' No. 55032 climbs towards Junction Road bridge on March 12, 1990, while 30 years later, on July 31, 2020, No. 139002 passes the same spot where the vegetation has gone wild. TRACKS NORTH AND CHRIS MILNER

station on route to Wordsley during the war. Between the world wars, the 1926 General Strike saw another (briefer) closure of the line, though this was to be the last for many years. The Second World War again brought hospital trains to Stourbridge, however thankfully for local residents, this time it was without the interruption of the passenger service.

Now grouped into the GWR empire, the directors of the line – looking to make it more efficient – opted to dispense with the conventional Up/Down working on the double-tracked line in favour of two separate lines: one goods, one passenger.

Garden shed!

This allowed the GWR to economise on signalling and close the Stourbridge Town 'box on August 25, 1935. The building survived into the 1950s as a storage facility for the permanent way gang before eventually being sold to a member of S&T staff, who it is said, turned it into their garden shed!

As is always the case, the goods traffic on the line continued in bulk and regularity until the advent of road transport caused a nationwide decline in rail freight. By the 1960s, sidings that fed the yard were taken out of use and the track lifted; the closure of the gas works in 1963 was a particularly bad blow.

In 1963 both the goods *and* passenger line were included in the infamous 1963 Beeching report, and the fate of the goods branch was sealed. Closure of the Amblecote Goods Depot was authorised, and the last train left the yard in July 1965, after 85 years of service. To complete the closure, the bridges that took the line over Foster Street and Birmingham Street were demolished and the former goods yard became another industrial concern: the Mill Race Industrial Estate. Sadly, none of the roads on the estate pay homage to the once bustling railway depot, which once occupied the same land.

Meanwhile, the fight to save the passenger line was bearing fruit. In September of 1965 it was the happy duty of Stourbridge's Mayor E J Broughton, a former railwayman, to announce the reprieve of the Stourbridge Town branch for passenger traffic. With the goods line removed the total length of the branch was now less than a mile.

The next few decades were not kind to the branch. Firstly, the attractive station at Stourbridge Town was diminished by having its platform reduced in length, then later by the removal of its attractive canopy, but further damage was to come.

In 1977 BR Class 122 No. W55012 – a single-car diesel unit – suffered brake failure on its way into Stourbridge Town station. Careering down the steep gradient, the unit smashed through the buffers and railing beyond, continuing to travel not only into the wall beyond the train but through it. With the bridge over Foster Street removed, the train was left dramatically poised, precariously overhanging the road below. Despite the destruction caused by the unit, surprisingly no one on board suffered any serious injuries, and the unit not only lived to roll another day but is now preserved at the Weardale Railway.

The nail in the coffin for the attractive building at Stourbridge Town came, cruelly enough, on its centenary. In 1979, despite local outcry, the station was demolished just a few months shy of its 100th birthday, and the line cut back 70 yards to make way for the expansion of the bus station. To add insult to injury, the glorious, imposing Victorian architecture was replaced with the ignominy of a see-through bus shelter. Arriving in Stourbridge no longer felt like arriving 'somewhere'; the line now resembled the backwater BR clearly thought it was.

'Real character'

The accident of 1977 was echoed in two separate incidents: misjudged braking in 1989 and brake failure in 1990, caused the Class 121s operating the service to crash into the end wall. The 1990 crash was particularly unpleasant, as the buffers had yet to be replaced from the 1989 accident. The impact led to several casualties, including the guard, Lynworth Wilkes, who suffered whiplash so severe it ended his railway career.

Described by one regular commuter at the time as "a real character", Lynworth was much beloved of his passengers for his cheerful nature. He was known for decorating the train at Christmas, serenading the passengers on their short journey and impromptu harmonica recitals while ticket checking!

Finally, after 15 years of ignominy, in 1994 Stourbridge Town was deemed worthy of receiving a small structure to provide passengers with a ticket office and a covered waiting area. To achieve this the station was re-sited to the opposite side of the line, occupying the track bed where once the freight line had run. At 170ft the 1994 platform is almost half the length of the original 1879 construction, with the new



No. 139002 is about to be cleaned at Stourbridge Junction between passengers during the on-going coronavirus pandemic on June 6. The shed for the Class 139s is in the far distance. STEVE BURDETT

building in no way equalling the splendour of the lost building, but the smart brick structure returned some consequence to the long neglected station.

Up until this time, the motive power used on the Stourbridge branch had never been out of the ordinary. However, from 1994, while '153s' occupied the branch, the concept of an Ultra Light Railcar was the subject of research by several interested bodies. In 2002, the prototype Parry People Mover (PPM) – built by JPM Parry and Associates – began testing on the Severn Valley Railway, operating between Kidderminster and Bewdley. Satisfied with the test results in 2006 the PPM began testing on Sundays on the branch line itself.

Closure

Expected to enter service by 2008, a delay in completing the new units forced the line's closure for the third time in its history! With the '153s' already allocated elsewhere, there was a lack of available motive power and a replacement bus service was implemented. However, this was so little to the satisfaction of the fare-paying passengers, the '153s' made a brief return until June 2009 when the new units (classified as '139s') were finally available and a new era on the Stourbridge branch began.

The Parry People Mover is an interesting railcar. In design it is one of a kind, so prepare to read the word 'unique' a lot. Squat and bus-like in its appearance, the '139s' are doubled cabbed, allowing them to be driven from either end. Currently exclusive ▶



Diversity exists amongst the shuttle crew too, as seen by No. 139001 arriving at Stourbridge Junction with a female driver. DAVID HARDWICK



The normal seated capacity of 25 has been reduced to accommodate social distancing during the pandemic, as shown in this recent view. STEVE BURDETT

to Stourbridge, two of them were built – numbered 139001 and 139002 – and since their introduction the design has been rather polarising; according to driver and marketing and publicity manager Phil Tonks, "it's split between people who love it and people who think it's rancid".

Whatever your opinion on the aesthetics of the Parry People Mover, it is clear John Parry's design has been a success. The unit has a massive flywheel, which is powered initially by the engine (similar in size to that of a Transit van but running on gas) and once up and running, the flywheel's rotational energy generated on one half of the journey is enough to power the return journey.

Phil explains: "You don't need much rpm to make it go on the flat, as the speed limit on the branch in 20mph. Round the first curve you hit the gradient and gravity pulls you down the hill.

"The energy of the braking is captured to increase the speed of the flywheel, so it's spinning at about 2,000 revs. But because we're on a 90 second turnaround at Stourbridge Town, the flywheel is still spinning at 1,900-2,000 revs, which is enough to power it back up the gradient, which makes it very environmentally friendly."

Because of this, a journey on the Stourbridge branch is one of the greenest public transport options anywhere in the world. If that wasn't enough, the reduced fuel requirements mean the Class 139s are not only far superior in environmental terms but also 50% cheaper to run than a diesel unit, and with 99.89% reliability, they have been a safe bet for Pre Metro, which operates the service. In an unusual and possibly (here's that word again) unique arrangement, Pre Metro is under contract to the TOC that holds the franchise, West Midlands Railway.

'Lovely atmosphere'

Despite the glaringly modern technology, there is something very old fashioned about the feel of the branch line since the Class 139s' introduction. Previously, units would have to be brought in from Tyseley, but now the two railcars are stabled in their own shed just off the platform at Stourbridge Junction station.

The locally based branch line crew work exclusively on the branch and there is a strong sense of community. Phil says: "The regulars know the staff and the staff know the passengers, it's a lovely atmosphere almost like a branch from a bygone era."

There is a pride in serving the community through this branch: Phil expected his tenure as driver to be a stepping stone but nine years later he's still happily driving trains, with no thought of moving on.

Despite the initial delay the story so far has been one of success. Well received by its users, the shuttle service connects passengers to a wealth of onward journeys at either end of the line, (the bus station on the old station site having received a multi-million-pound upgrade in 2012) and passenger numbers have increased from about 34,000 per month, to around 44,000 per month. So far, so good.

However, the all-pervasive effects of Covid-19 are being felt harshly. Following the Government's advice not to travel by train unless absolutely necessary, passenger figures plummeted. Although the full figures are not yet available it is estimated passenger numbers were around 80% down on regular figures as the pandemic took hold. Pre Metro implemented alterations to protect both staff and passengers, but these measures mean capacity has dropped from a possible 60 (when full to the gills) to a mere 15.



Unit No. 153325 draws to a stand at Town station on November 12, 2008, a view which shows off the new station building. STEVE BURDETT



Parry People Mover No. 139002 is about to depart Town station with the 11.30 to the junction on July 31. To the rear is the new bus station, which provides transport integration. CHRIS MILNER

It is difficult to know what the future will bring for this fascinating branch line. In its 140-year history this tiny line has collected many stories: the booming success of the goods line, the dramatic crashes, the vital war time role of transporting wounded soldiers to hospital, the reprieve from the Beeching axe, and the loss of its grand terminus and gradual decline – all turned around by the arrival of the innovative, divisive, yet highly successful Parry People Mover.

This branch has packed more history into a mere handful of furlongs than many others can claim in 10 times as many miles.

Reflecting on the decision made in 1964 to save the line, Phil says: "We're unique in so many ways and we've come a long way. They made the right choice – you couldn't get rid of it now."

There is quite simply, nothing like the Stourbridge branch. ■

■ *Thanks to Dr Paul Collins, Phil Tonks and Steve Burdett for their help with this feature.*

"Since their introduction the design has been rather polarising; according to driver and marketing and publicity manager Phil Tonks, "it's split between people who love it and people who think it's rancid"."

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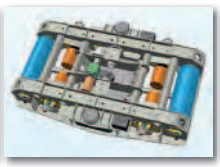


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- Affordable light railways are the 'coming thing', and the equipment being developed can run on the same tracks as heritage rolling stock.
- A small branch line in the West Midlands has provided hard evidence of how this might be achieved but up until now only with bus-size railcars. These Class 139 units can be readily adapted to become the top-and-tail traction cars, with up to five unpowered coaches in between, making trains with up to 300 seat spaces.

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The Ecclesbourne Valley Railway
DEVELOPING DAY-TO-DAY

This Derbyshire-based line runs from the Midland Main Line at Duffield, through a number of small villages, up to Wirksworth, and has become a firm favourite of enthusiasts and tourists in recent years. Oliver Edwards finds out more.

A NINE-mile branch line from Duffield, only a dozen miles from Derby, to serve the industries around Wirksworth was originally opened in the 1860s.

It was part of the second 'boom' in railway building, built by the pre-Grouping heavyweight and a dominant regional player, the Midland Railway.

During construction, the railway was forced to build a huge viaduct over the line to accommodate the needs of a local farmer; it was the most substantial bridge along the route, though it never carried trains!

This 'white elephant' was blown up, as part of military training, in the early-1930s. Being of some interest, the event was recorded by British Pathé films, and can still be viewed online.

Agricultural produce was an important source of income for the line, providing the railway with its 'milk and honey line' slogan today. Locally mined stone was also exported by rail, meaning the line avoided the fate of many other branch lines of the period, namely total reliance on one traffic. Passenger services on the line were offered until the 1940s.

The railway survived the culling of secondary routes and branches in the 1950s and 1960s thanks to its stone traffic, a bulky



Former L&Y 'A' class 0-6-0 No. 52322 works a ballast train away from Duffield towards Wirksworth on September 4, 2013. ROBIN STEWART-SMITH

NUMBER CRUNCHING

- Nine miles of line
- Five stations
- 10 resident diesels
- Four resident steam locomotives
- 13 diesel multiple units, trailer cars or 'Bubble' cars
- 19 carriages

material which can be less easily transferred to road transport than other products. Class 25 and 47 diesels were used on the line through the 1970s and 1980s, along with visiting 'Sprinter' units on occasional special train workings.

Many will recall the branch was used by British Rail to take press images of trains for its PR department.

Eventually, the line's downfall came in the late-1980s as a result of aggregate traffic, finally transferring to road casing completely in 1991. However, interest in preserving the railway grew and the millennium saw an increased pace of developments.

Vegetation

WyvernRail was formed in 1992 to save the line, and in 1996 a Light Railway Order was granted. The following year came the formation of the Derby and Wirksworth Railway Association (later to become the Ecclesbourne Valley Railway) to push reopening plans forward.

There was a lot of vegetation to clear, which began in 2000, and this led to reopening trains on October 1, 2002, between Wirksworth and Gorsey Bank, a half-mile away.



Opening a short, independent extension from Wirksworth station to Ravenstor up a 1-in-27 incline has added another dimension to the Ecclesbourne Valley Railway. RSH 0-4-0ST *Castle Donington No. 1* pauses in Ravenstor station on September 2, 2005, after pushing a DMU car up the incline. CHRIS MILNER

Negotiations began in 2003 with Network Rail to secure a 15-year purchase deal, and once that was successfully resolved the railway has expanded rapidly, with services extending along the 'mainline' until Duffield was reached in 2011.

In a normal season, the railway operates more than 100 days of visitor services. The railway also operates up the Ravenstor incline, a three-quarter mile 1-in-27 climb beyond the main Wirksworth station. This occasional service provides a connection with the National Stone Centre and the High Peak Trail.

The railway's presence at Duffield has been cemented by the construction of a large wooden station building and canopy, finished off in maroon and cream. This houses the ticket office, shop and refreshment room.

Ecclesbourne is a stronghold of diesel multiple units and 'Bubble Cars', which operate the majority of its services through the line's February to October season. The line even runs 'Santa' services with them; a rare occurrence across Britain's 200 heritage lines.

Experiments

The advent of self-propelled units in the 1950s and 1960s owed much to the experiments of the preceding 50 years with autocars, steam railmotors and the introduction of railcars by the Great Western Railway in the 1930s, representing the first widescale use of such rolling stock.

Through the 1950s, British Railways' ▶



A view of the extensive yard and accumulated rolling stock at the Ecclesbourne Valley Railway's Wirksworth headquarters. FERNDALE MEDIA





Above: Class 14 'Teddy Bear' No. D9537 in BR black stands in Wirksworth's large yard. OLIVER EDWARDS

Left: A Class 101 DMU, with driving car No. E50253 nearest camera, sits in the platform used for Ravenstor departures. The DMU is a popular performer on shoulder season trains and 'Santa' services. OLIVER EDWARDS

Below: Class 31 No. 31601 and a former London Underground 'D78' tube train, at the railway for test purposes, are unusual siding mates in the Derbyshire Dales. OLIVER EDWARDS



penchant for the building of like-for-like replacements for steam led to the creation of 'Bubble Cars'. These vehicles meant many branch lines benefited from the introduction of revolutionary vehicles at the end of their lives.

Typical of this first generation was M79900, the Derby Lightweight unit, constructed in the mid-1950s when these vehicles were seeing particular success on services around Yorkshire.

Having been through several interesting changes and periods, including its adaption as a single-car unit and a period in BR's research and development sector well into the 1990s, it is now used on shoulder season (high and low) services.

Vintage

It carries the name *Iris* and is fitted with a refined combination of moquette and leather seating, offering passengers a comfortable and suitably vintage experience. The railway is also home to a further two Derby Lightweight cars, unrebuilt from multiple unit form, which should prove another reason for enthusiasts to visit in coming years.

Iris is not the only 'Bubble Car' on the line. The railway also benefits from the use of a Class 122, another 'modernisation'-era type, built in relatively small numbers, of which a large proportion survive today. This also carries British Railways green, but with a small yellow warning panel which soon became standard. The railway publishes a locomotive or unit roster, so enthusiasts can check that if they wish to see a particular vehicle in action.

Network Rail's former Severn Tunnel emergency rescue trains were an unlikely source of two further 'Bubble Cars' for the Wirksworth-based railway. Two Class 121s, heavily rebuilt during their Indian summer in service with vertically opening doors and stripped of seats, have been acquired for use on railway maintenance trains. Once rebuilt, it is also likely they will hold the interest of enthusiasts and be able to show visitors the unseen side of maintaining a heritage railway: this line certainly knows how to make the most of a self-propelled vehicle or two!

The diesel multiple unit was one of British Railways' few real commercial successes. While they did not save many rural bywaters, they proved to be cost effective mainline machines.



Derby Lightweight DTCL No. M79612 is one of a number of vehicles in the process of restoration with a return to service in the coming years. When it does, enthusiasts will benefit from experiencing one of the earliest types first-generation DMUs. OLIVER EDWARDS



Vehicle M79018 is the 'other half' of the image above, recognisable with their deep windscreens. Ecclesbourne is fortunate to have not only a two-car unit, but also single-car Derby Lightweight No. 79900, which was once part of the Railway Technical Centre's fleet as test car *Iris*. OLIVER EDWARDS

A number of types were particularly popular, including the Metro-Cammell Class 101, which is perhaps the most recognisable of any first-generation unit. Ecclesbourne is home to a three-car unit, turned out in the attractive dark green of British Railways diesels and one of the railway's most active performers. A fourth vehicle carries British Rail all-over blue. Further units represented on the railway include the Class 108 and 119.

Proud

The railway is rightly proud of its units which, as on so many other lines, make shoulder season months more viable than if locomotive-hauled stock was used. Here, railcars and diesel multiple units are well presented and maintained to a high standard, giving visitors a pleasant experience.

In recent years, Wirksworth has played host to an unusual selection of visiting diesel multiple units and 'bubble' cars, usually for events themed around this seldom-celebrated form of traction.

One such visitor was No. 153383 in spring 2017 for a gala event. On loan from the railway's close friends – East Midlands Trains – it was named after the railway during the visit.

In 2018, the unmistakable sight of a Waggon und Maschinenbau four-wheeled railbus appeared. No. E79960 was a popular, if crowded, visitor to that year's Multiple Memories gala. The railway has itself sent railcars around the UK to a variety of celebrations, including the visit of *Iris* to the open day of Etches Park maintenance depot in Derby.

Further forays include when a hybrid Class 101 and a Class 108 were dispatched to the Bluebell Railway in the 2010s, breaking that line's previous operations quirk of never having used a diesel multiple unit.

Ecclesbourne is home to a small fleet of resident steam locomotives. Two of these, both the typical Andrew Barclay 0-4-0 saddle tank design, have worked in recent years, holding their own on shuttles up the Ravenstor Bank and driving experiences.

Cacophony

Visitors who remember the final days of the nearby Cromford & High Peak Railway can experience a similar cacophony when riding on a brakevan propelled on the short 'bank' run from Wirksworth.

An interesting development in recent years has been the introduction of late-autumn trains to Shottle, around half way along the 'mainline'. These are topped-and-tailed with an Andrew Barclay and a resident diesel, allowing steam trips on the railway beyond the traditional April to September visit of a larger locomotive.

The on-going restoration of two larger industrial locomotives based on the railway, Hudswell, Clarke 'PLA' 0-6-0T *Cathryn* and 'Austerity' 0-6-0ST *The Duke*, will soon give the line a nucleus of locomotives capable of running between Wirksworth and Duffield without the need for diesel support.

In a period in which locomotive hire is becoming more unpredictable, these efforts demonstrate the forward-thinking nature of the Ecclesbourne team.

The railway has hired several steam locomotives in recent years – simply because it hasn't yet got one of its own that is suitable for the journey between Wirksworth and Duffield on a regular basis.

One of the line's first visiting steam locomotives came before the full line was opened. The Vintage Carriages Trust locomotive *Bellerophon*, an 0-6-0WT built by the Haydock Foundry, spent time at Ecclesbourne in July and August 2010. Normally based on the Foxfield Railway, *Bellerophon* worked shuttle trains with a mixed rake of coaching stock, very much in the style of early preservationists.

The railway soon moved onto former mainline machines. For the opening of the Duffield extension in 2011, British Railways '2MT' Mogul No. 78019 was loaned from the Great Central Railway. This visit was very popular, proving the lure of steam remains strong, and paving the way for further visitors.

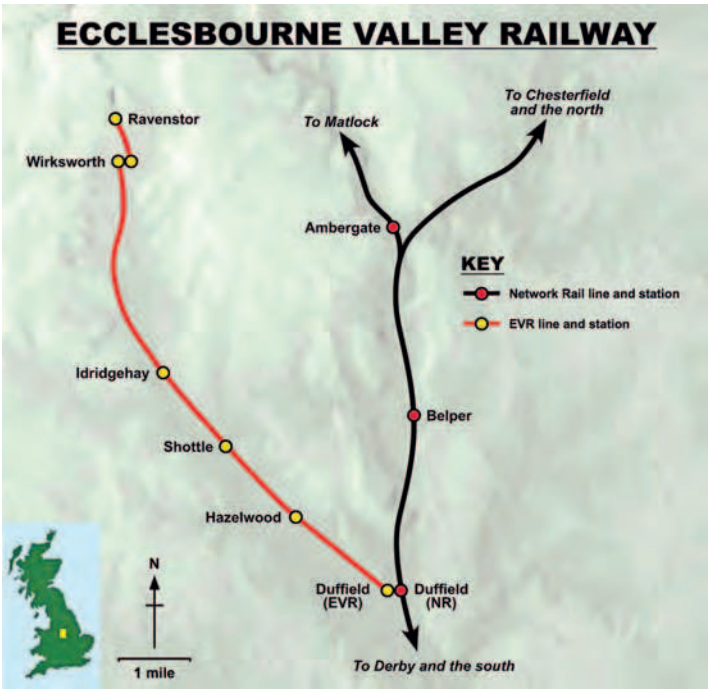
Ecclesbourne has now settled into a regime of hiring one or two steam locomotives for the whole or a substantial part of the season. A rare Western Region visitor – No. 5643, owned by the Furness Railway Trust – was welcomed in 2013. LMS 'Jinty' No. 47406 operated the line through 2017.

Post-war Moguls have been commonplace in Wirksworth recently, with No. 78018 visiting in 2019 and No. 46521 booked for 2020 on a cancelled visit because of the coronavirus'. Lancashire & Yorkshire 'A' class 0-6-0 No. 52322 has also been another well-received visitor.

At the time of writing, the railway had ▶



Above: Making a return visit to the Ecclesbourne Valley Railway, No. 52322 eases away from Duffield on April 22, 2019, for Wirksworth, the location a foot crossing by Holloway Road.
CHRIS MILNER





Class 122 'Bubble Car' No. W55006 is seen shortly after arriving at Duffield, the line's mainline exchange station and one of the operational DMUs. OLIVER EDWARDS



Gresley LNER teak No. 43654, built as a Tourist Third Open but rebuilt as a first class vehicle, has arrived from the North Yorkshire Moors Railway and is expected to prove useful for special events and hirings. OLIVER EDWARDS



Carriage restoration at the Ecclesbourne Valley Railway is to a very high standard, as witnessed by the interior of LMS Stanier (BR built) Brake Third Corridor (BTK) No. 27001, completed this year. OLIVER EDWARDS

confirmed Hawksworth pannier tank No. 9466 was arriving in late-2020 for use through to the end of 2021. The '94XX' has seldom seen service in the Midlands or the North, and should provide a great reason for enthusiasts to return.

The railway's considerable diesel locomotive fleet is worth mentioning, too. Mainline shunters are represented by two ubiquitous Class 08 locomotives, occasionally used on service trains, and a Class 14, D9537. The latter is a recent addition to the fleet, and is turned out in a striking black livery. Three larger diesels – No. 31601, No. 33103 and No. 73210 – most often run in the summer months, when the railway has timetabled diesel locomotive turns. A number of industrial diesels are also based on the railway.

Demand

Ecclesbourne's increasing loco-hauled diagrams has created demand for the restoration of a range of carriages. The core fleet, as at many heritage railways, is made up of Mk1s. These are almost exclusively of the compartment variety, which was for many years less popular with heritage railways but, in the era of the coronavirus, are now sought after.

The team at Wirksworth has added a number of tables into compartments, allowing their use on dining services and afternoon teas. Moquette can quickly become forlorn and scruffy in appearance, but here coaches are kept immaculately.

A recently completed restoration is that of the London, Midland & Scottish Railway brake No. 27001. The beautifully applied livery of the LMS gives the coach a First Class feel, though it was only ever a Third. This carriage will give visitors the chance to experience travel in a carriage of the largest 'Big Four' company, which is a rare pleasure. A similar Third Open

INTERVIEW: LEIGH GRATION, COMMERCIAL MANAGER

LEIGH Gration has been involved with the development of the Ecclesbourne Valley Railway for more than 16 years, beginning as a volunteer in 2004 and becoming the line's commercial manager in 2015.

■ *NF: Tell me about a part of the railway's operations that we may not know about already.*

◆ **LG: "We do a reasonable amount of testing work for the 'big railway'. We're ideally suited to that because of our large yard at Wirksworth and our decent running line length.**

"One of the vehicles currently at the railway for testing is a former London Underground tube train, testing an independent wheel movement system designed to reduce tyre wear."

■ *NF: The railway has a number of partnerships with other organisations. How do these benefit the railway?*

◆ **LG: "Partnerships are particularly important to us. We're a 'young' railway, meaning we weren't around to acquire fleets of locomotives and carriages as they were withdrawn by British Railways in the 1960s.**

"Our partners really do bring some fantastic vehicles to our site, allowing us to create a great experience for visitors. For example, the London, Midland & Scottish Carriage Association has a number of their vehicles here and has just completed an amazing restoration job on a period three brake.

"We also benefit from the support of several locomotive owners, some who base their engines here and others that help us through seasonal hires.

"The railway's own support organisation, the Ecclesbourne Valley Railway Association, is a huge help in driving the line's growth forward."

■ *NF: You're currently building a large, new station at Wirksworth. How will this improve the experience of visitors?*

◆ **LG: "The new station will transform the welcome that visitors enjoy when they arrive.**

"It will provide a large new cafe and function room, as well as a new shop and booking office.

"We are making great progress with it, including completing our new toilets over the spring of 2020, but we need to keep fundraising up to help us complete the building.

"People can find more details under the support section of our website."

■ *NF: Steam is an increasingly common site on the line. Can you explain why your services have shifted towards it in recent years?*

◆ **LG: Well, diesels and multiple units are still, and will remain, a substantial part of our operations, but steam, particularly in the peak summer season, helps us to draw in visitors who otherwise might have gone elsewhere.**

"We've been really lucky to attract a number of well-known locomotives in recent years, including Lancashire and Yorkshire No. 1300, which help us to attract enthusiasts, too.

"Steam is a costly option, so we have to be careful to keep it 'special'."

■ *NF: Why should enthusiasts visit the Ecclesbourne Valley?*



LG: "Enthusiasts will find great rolling stock, a range of special events that use intensive timetables and one of the longest running lines in the Midlands.

"There aren't a huge number of railways at which you can enjoy a 45-minute each-way journey, steam on such a steep gradient as on the Ravenstor incline or our range of multiple units."

■ *NF: What's your favourite locomotive on the line?*

◆ **LG: "In locomotive terms, I love the resident Class 14. As for units, it has to be *Iris*."**



L&Y 0-6-0 No. 52322 stands at Shottle during the railway's first steam gala on June 16, 2019. The loop was laid in 2012 and permits a two-train service, although there is no platform next to the train at present. ROBERT FALCONER

is based on the line and will be restored in time to complement No. 27001. The line did not last long enough to see the use of Mk1s, so their introduction into traffic will give a closer re-creation of the railway's past.

In 2019, two teak carriages arrived on the railway to be permanently based in the Derbyshire Dales. The pair consists of a former Great Northern Railway observation saloon – No. 3087 – and a later London & North Eastern Railway vehicle, No. 43654. The railway is keen to use these two for parties and weddings, giving their low capacity yet luxurious interiors an ideal niche.

'Sweet spot'

Visitors to Ecclesbourne can find a wide range of experiences and events which hit a 'sweet spot', whether as enthusiasts or as more casual travellers.

Dining has become very popular on the line, with a number of carriages specially adapted to suit this growing business. One carriage – No. 27001 – will return to service with a wheelchair-accessible dining section, turned out in as lavish a way as any other preserved vehicle.

Driving experiences are available on the line, ranging from hour-long steam experiences on the Ravenstor Bank to a full day behind the throttle of a resident diesel multiple unit or locomotive. The railway offers several galas throughout the year, targeted at fans of each of the three types of traction represented in the home fleet.

The team at Ecclesbourne has worked hard to develop and build on the successes of the last decade in recent years. One innovation has been the addition of a working loop at Shottle, around half way along the line, allowing trains to pass gives more scope for special events, such as the 'Multiple Memories' galas each March. This facility is being upgraded with a signalbox, now nearly complete, from which the loop will be controlled.

The largest on-going development is the rebuilding of the station at Wirksworth. Only one British Railways building survives, a small workmens' mess, and so for many years the heritage railway has been reliant on a range of portacabins and cafe coaches to provide visitor services. These are now being replaced with one impressive station building, incorporating a whole range of facilities, and constructed in a style sympathetic to its historic surroundings.

The first section, with a large museum, has now been completed and opened to the public in early-2020. A number of films and artefacts are shown inside, providing the perfect mid-journey attraction for those joining the railway at Duffield. Work has now been completed on the floor of the next section to be built, the cafe. The railway has experience in the building of new stations, having completed a new building at Duffield in 2016.

Another recent attraction is the decision by the Ivatt Diesel Recreation Society to base itself at Wirksworth, where it plans to convert Class 58022 into LMS No. 10000 – but more on that on page 48.

The Ecclesbourne Valley Railway may not be the oldest heritage railway in the UK, but it is certainly one of the most innovative and fastest growing. If you've not been, or need to bring yourself up to date with a refresh, it is certainly worth the effort.

My thanks go to the railway's volunteers and staff who make great days out possible. ■



The Ecclesbourne Valley Railway's station building at Duffield is a log cabin-style structure with a canopy and painted in maroon and cream to give it a traditional look. To the left is the toilet block. CHRIS MILNER

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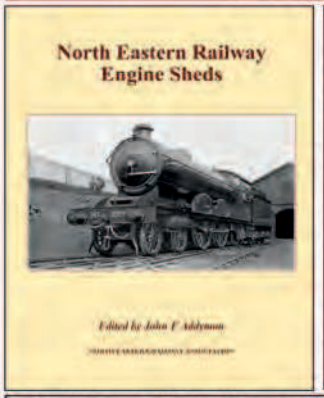
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edited by JF Addyman



This profusely illustrated book charts the history of the 110 engine sheds that existed between the 1840s, and the present day in the North East. The first two chapters describe the features to be found at a typical shed and the working conditions of the staff employed. At the core of this book is a gazetteer of the engine sheds, supported by a diagram and/or Ordinance Survey map, photographs together with selected architectural drawings. Sheds built post-Grouping are also described, sheds such as Cambois and Thornaby having their own gazetteer entries. Appendices cover working life in a shed during the last decade of steam, and breakdown crane working arrangements.

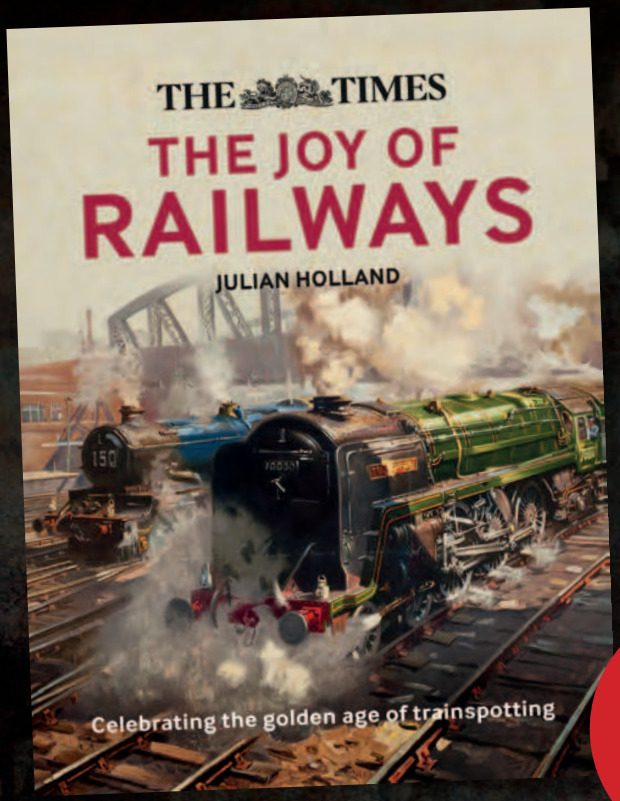
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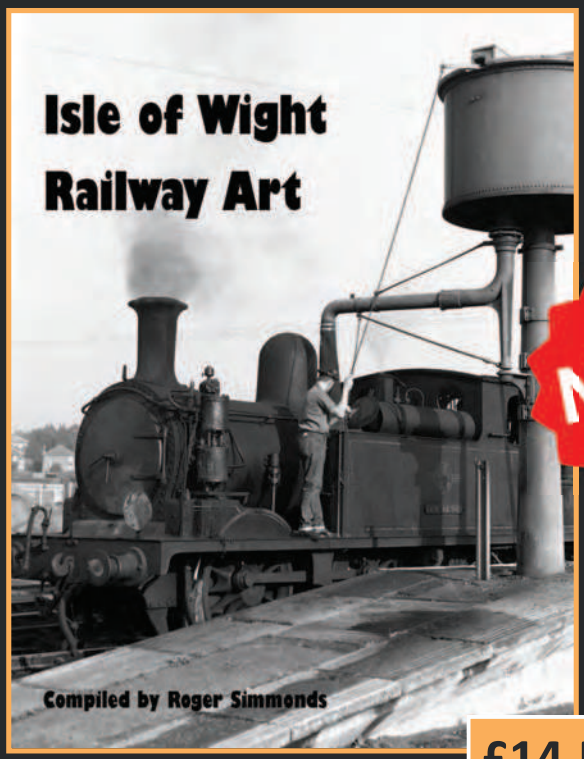
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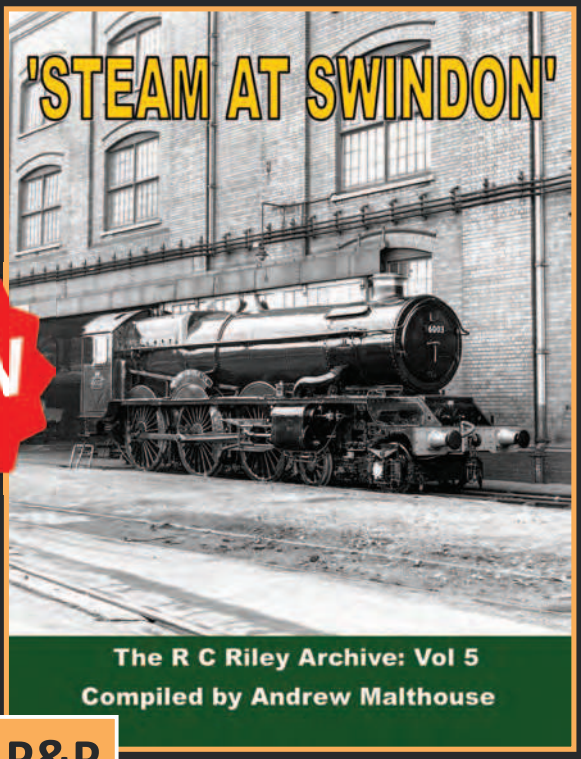
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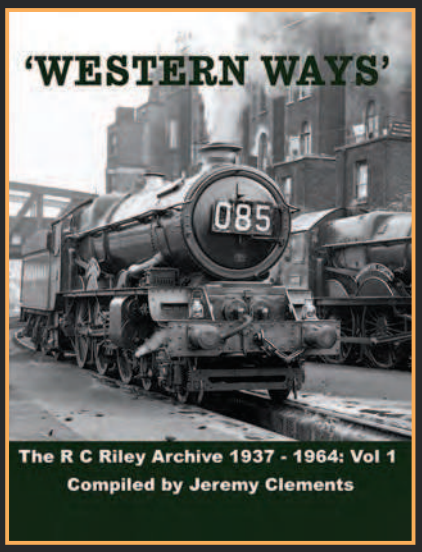
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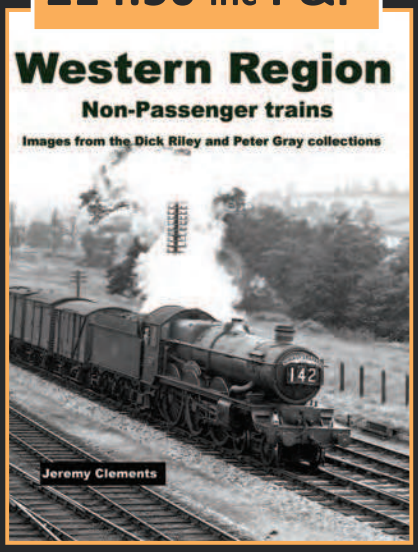


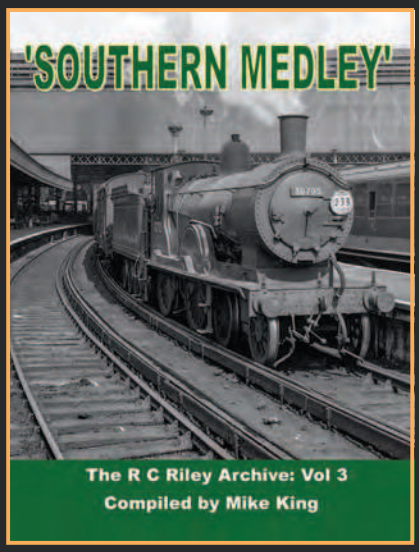
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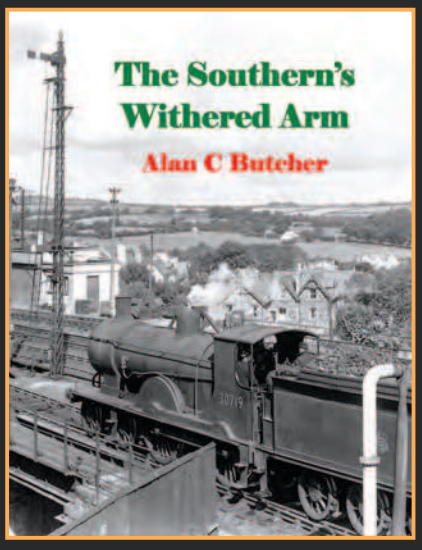


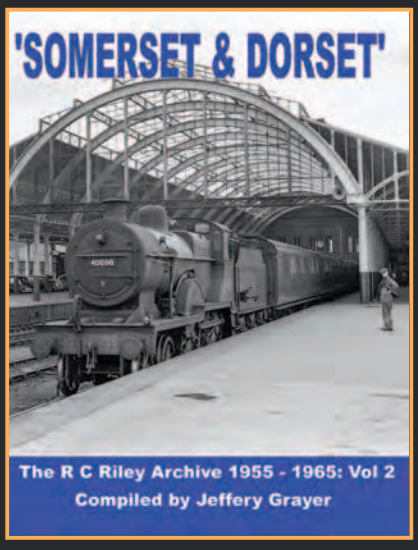
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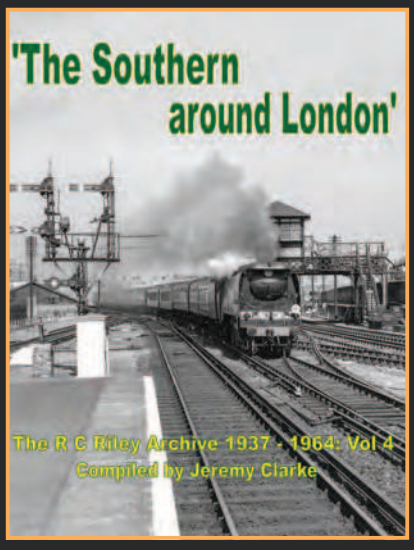












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SUPERFAST



With all Great Western inter-city journeys formed of Class 80x IET trains, John Heaton FCILT undertakes some critical analysis now the line linking the English and Welsh capitals is fully electrified.

It is hard to live up to expectations if you label a group of trains 'Superfast'. Great Western Railway has used the title to describe its innovative extra trains from London to Bristol Temple Meads and Cardiff booked non-stop from Paddington to Bristol Parkway and vice versa. The distance to Parkway is 112miles with a typical gross schedule, for example that of the 12.45 from Paddington, being 69min at an average speed of 97mph.

We were originally promised two such trains an hour each way but delayed electrification and uncertainties over IET delivery, then reliability, resulted in a conservative approach to implementation with only partial introduction in December 2019 and the full complement being delayed until May 2020. Then Covid-19 intervened to ensure this did not happen.

Looking at the four-week performance ending in early March, provided by Railway Performance Society (RPS) magazine editor David Ashley, even this approach could not be judged to have been successful. Three months into the new arrangements only 25% of Superfasts arrived early, on time or within 59sec of right time. An appalling 17% were cancelled. However, the 67% 'within 10min' figure looks relatively respectable. Unimpressed? Well, I suppose it was 80% of the trains that actually ran!

With regard to the cancellation figure, if the service needs to be thinned out owing to Network Rail infrastructure failures, rolling stock availability, or other disruption then it makes sense to take out the Superfasts first. This might be counter-intuitive to railway staff brought up to safeguard prestige trains but times have changed and February/March 2020 had more than its fair share of storms with names.

Radical

My first attempts to sample the Great Western Railway non-stop trains between Paddington and Bristol Parkway in December 2019 had met with such cancellations.

Introducing a radical timetable in the teeth of the Christmas rush is an inevitable hostage to fortune. Perhaps, now that Brexit has taken place, we can stop conforming with pan-European railway strictures and start our winter timetable at a more suitable date than 10 days before the busiest public holiday of the year. After all, the French ski season, which the current changeover date is said to reflect, does not extend to the likes of St Austell, where the only white slopes are formed of china clay.

The 10.53 Bristol Temple Meads-Paddington, calling only at Bristol Parkway, is formed from the rear five coaches of the two five-car IETs on the 09.15 Superfast from Paddington to Exeter St David's. Cue chaos.

On my first trip with this train, a bunch of bouncers had to stand shouting at customers not to join the train until after it had been split and then offer reassurance that the rear five-set was going to Paddington and not 'Exeter, next stop Weston-super-Mare', as it said on the side of the…erm 'can'.

Next job was to stop passengers for Exeter getting in the Paddington half and then, once on board, to move people out of seats reserved for Paddington passengers, which were still showing unoccupied from the down journey. Oh yes, a few stragglers to be moved from the back five to the front five who have been reserved in the back five for destinations west of Bristol.

The pantomime should not be allowed to detract from the fact that the train plan is imaginative and a good use of resources. The five coaches that work through to Exeter come back as a Superfast to Paddington leaving the cathedral city at 13.06, but there must be a better way of handling the information, if only after leaving Bath on the Down journey.

Once the 10.53 is underway there is a quick

Left: Two GWR IET sets wait in platforms 3 and 4 at London Paddington for departure on December 21, 2019. JACK BOSKETT

Right: A mix of old and new at Hanwell, West London, as Nos. 800019 and 800030 pass by working 1A08, the 08.15 Bristol Temple Meads-London Paddington at Hanwell March 17, 2019. JAMIE SQUIBBS



reminder of the words uttered by Mark Carne, erstwhile Network Rail chief, after electrification had been truncated short of Bristol on both routes from London. He was confident passengers would not notice the difference.

Our three 938hp diesel engines growled loudly enough to intrude on the consciousness of even the most inattentive passengers up the 1-in-75 bank to Bristol Parkway, but the continuous acceleration to 72mph exceeded my expectations – nearly as good as a CrossCountry HST in fact. On the bright side, overtaking a Class 165 at Filton Abbey Wood was a testimony to reinstatement of the four track layout. Thanks at least for that Network Rail.

Anachronistic

Once in Bristol Parkway station the diesel engines (noticeably) die, replaced by a comforting electrical hum. The rightaway allows a ½min early start on working times and the Class 800 accelerates to 94mph in 1.89miles to Winterbourne, eases through Westerleigh Jct at 100mph and attacks the 1-in-300 gradient to Chipping Sodbury tunnel, maintaining 118mph through its 4,446yds (2.53miles) length.

The driver seems to be using 'speed set', so no 125mph running but alternating 123/124 figures are shown on the GPS until an easing for the anachronistic 70mph slowing for Parkway-routed trains at Wootton Bassettt Jct. The train has taken 16min 25sec for the 28.69miles, booked 15½min (start to pass average 111mph), so it is fair to say there is nothing to spare there!

Are the Superfast trains viable? How long will they last before they gain extra stops?

Post Covid-19 realists doubt whether they will reappear. Pessimists even wonder if the railway system can survive. Back in January 2020 only the first of these problems occupies our thoughts.

We catch up 1L14 09.22 Swansea-Paddington running 3min late. Surely we will overtake it at Swindon but perhaps 'maintaining the booked order' will prevail? The 10.28 Paddington-Cheltenham is running 3min late and crosses from the Down main to Swindon platform 1 in front of both up trains to clear a path for the 10.32 Paddington-Bristol TM, which was bearing down on it from Bourton.

Punctuality

Open Train Times shows the Swansea routed out in front of us 6min late so we stand and gaze at railway history in the form of the 'Works turned retail park' for 3min.

By the time we have accelerated back to full speed we are 7min late and have also lost 1½min recovery time. If you are going to plan sophisticated timetables like this you need more highly disciplined punctuality standards. You probably also need a dedicated high-speed (Superfast?) infrastructure built from top quality components using trains that are more reliable than the Hitachi bi-modes have been in their early months.

Will we overtake 1L14 at Reading and make a nonsense of the Swindon regulating decision?

TABLE 1: BRISTOL PARKWAY TO LONDON PADDINGTON

Unit/s			800034		800030		430xx/430xx**		
Vehicles/rare/gross tons			5/251/260		5/251/-		7/241/382/-*		
Train			10.53 Bristol TM-Paddington		10.53 Bristol TM - Paddington		06.40 Swansea-Paddington		
Date			January 29, 2020		January 9, 2020		September 10, 1977		
Recorder/Position			J Heaton 2nd of 5		H Claridge 2nd of 5		M B Warburton		
Miles	**Timing Point**	**Sch**	**M S**	**MPH**	**M S**	**MPH**	**Sch**	**M S**	**MPH**
0.00	BRISTOL P'WAY d	0	0 00	T	0 00	11L	0	0 00	-
1.89	*Winterbourne*		1 50	95/101	1 50	97/-		2 35	73
4.63	*Westeleigh Jct*	3½	3 29	96	3 28	99/120		4 34	94
8.18	*Chipping S TWP*		5 25	118/116	5 24	118		6 40	103
11.78	*Badminton*	7	7 16	121	7 13	118		8 38	112
14.35	*Alderton TEP*		8 32	124	8 28	124			
17.53	*Hullavington*	10	10 04	124	10 00	124		11 37	124
22.03	*Little Somerford*		12 16	122	12 12	122		13 49	122
24.83	*Brinkworth*		13 42	108	13 36	120		15 12	95
28.69	*Wootton B Jct*	15½[2]	16 21	68/124	16 13	67/113	18½[5]	18 09	59/95/sigs74
34.49	SWINDON	21½	22 08	sigs18	20 06	80	27½	22 06	91
40.30	*Shrivenham*		26 41	120	23 24	124		25 18	124
45.16	*Uffington*	28	29 06	122	25 47	122		27 41	122
47.94	*Challow*	29½	30 27	124	27 08	124	34½	29 02	124
51.43	*Wantage Road*	31	32 09	119	28 49	125		30 43	125
55.30	*Steventon*	[1]	34 09	109/123	30 49	109		32 35	124
58.64	DIDCOT P'WAY	35½	35 56	122	32 34	118/113	39½	34 13	122
63.34	Cholsey		38 16	118/116	35 01	116/119		36 32	122
67.04	Goring	39½	40 10	118	36 54	118		39 11	tsr45
70.24	Pangbourne	(½)	41 44	122	38 28	125		41 29	100
73.16	Tilehust	[2]	43 10	121/sigs 7	39 52	124		43 07	108
75.79	READING	47	46 18	11	41 31	90	48	44 44	81
80.75	Twyford	51	50 30	122/123	44 12	113	51	47 47	113
87.51	Maidenhead	54½	53 54	114	47 29	122	54½	51 07	123
93.34	Slough	57½	56 47	122	50 19	124	57½	53 57	125
95.50	Langley		57 51	117	51 22	123			
97.06	Iver	[1]	58 38	122	52 08	122			
98.54	West Drayton		59 22	119/122	52 51	125		56 27	120
100.85	Hayes & H	61(½)	60 31	121	53 59	113		57 36	122
102.70	Southall	62½	61 26	122	54 58	113	62	58 30	124
106.09	Ealing B'way		63 07	111	56 59	95		60 11	104
107.54	Acton Main Line	[1]	63 58	91	57 50	88		61 08	83/85
109.86	*Ladbroke Grove*	67½	66 05	50/sigs					
110.59	*Westbourne Park*	(½)		-/sigs 18/26	61 10	36		63 30	-
111.63	PADDINGTON a	70½	70 09		64 00		75	66 26	

Some minor adjustments made to originals to match modern timing locations
(½)=½min pathing
[x]= x minutes recovery

*7 Passenger vehicles = 241tonnes tare, 382tonnes tare including power cars
*Power cars were from sets 253005/253019

No point rushing though and there is more 'speed set' 123/124mph, a check to 108mph at the Steventon overbridge restriction of 110mph resulting from the overhead line gradient profile dip from clearing the level crossing at Stocks Lane to diving under Brunel's preserved 'low bridge'. Brunel himself would surely have been the first in line to have knocked it down had it stood in the way of progress.

There is no Up 'through' independent line to be taken at Reading so we wait for 1L14 to use platform 10. 1A77 (08.35 from Plymouth) and 1A78 (07.10 from Penzance), both from the Berks & Hants line, are following each other through the alternative platform 11 but there would have been space to squeeze 1L14 between them to clear platform 10 for our Superfast, perhaps at the expense of a punctual ▶

Reading arrival of 1A78 but the latter has 6min station time. No matter! The Reading check has cost us our 2min timetable allowances and we resume our 123/124 pattern to London.

1L14 is close behind 1A77 with our 'H headcode' Superfast closing on them, the distinctive working timetable reporting letter denoting a limited number of stops, even numbers for Up trains and odd numbers for Down ones.

Open Train Times shows the three IETs each spaced by four proceed aspects and a protecting red. When this is slightly reduced at Slough, possibly by a slight check to the front runner, our back marker has to drop to 108mph so this passage probably represents running to maximum capacity, without a significant check in the case of electric traction.



Inevitable

Approaching Paddington there is the inevitable bow wave as 1A77 meets departing opposition, resulting in a 17mph check for the Superfast at Ealing. With 2min timetable allowances we run into Paddington 8min late and within Public Performance Measure (PPM) targets. The railway is aiming at absolute right time but I suspect everyone is happy at arriving within PPM. The modern regime still seems to prefer, say, three trains 9min late to, say, two 3min late and one 11min late. The time from Bristol Parkway had been 78min 54sec, booked 70½ gross, 64min net.

The fastest recorded Bristol Parkway to Paddington HST run is 63min 26sec on a press run in 1983, unusually for such occasions, featuring a full 2+7 formation. Staged events of that time have a reputation for being unrealistic because of official speed relaxations. It is true that spot speeds of 129/130mph were reached on occasions but most of the running was in the 125-127mph band.

Other IC125 services were consigned to the relief lines to make way for the flyer, not a consideration offered to the 2019 Superfasts where timetable order and PPM take priority.

Table 1 shows the second fastest HST run, recorded by the impeccable train timer Mark Warburton, in a legal 66min 26sec averaging 101mph, or 64min net, precisely the same as its adjacent 2020 electric run. The year of Mark's HST run? 1977. The RPS electronic archive suggests that sub-70min runs were normal that autumn. These examples whet the appetite for eventually experiencing an unchecked IET electric run which might even beat the 1983 63min 26 sec record. The fastest time so far brought to my notice is a 64min 0sec trip timed by RPS member Hugh Claridge following an 11min late start from Bristol Parkway, which I have also included in Table 1.

Bonus

Would the 12.45 Superfast Paddington to Weston-super-Mare, first stop Bristol Parkway, fare any better? A punctual start helped the cause and a standard IET high-class electric run ensued, 100mph at Acton Main Line then this same unit's 123/124mph running on 'speed set' taking the train through Twyford in 18min 2sec on its 18min booking. We zip through the Reading platform line 1min early after 1min recovery time in 20min 50sec from Paddington.

There is no recovery time shown to Goring but we make up a bonus 2min nonetheless, in the process overtaking Class 50 Nos. 50007 and 50049 top-and-tailing three Caledonian

TABLE 2: LONDON PADDINGTON TO BRISTOL PARKWAY

Unit/Power cars	800023	43020 + 43xxx
Vehicles/rare/gross tons	5/251/260	7/238/260/400
Train	12.45 Paddington-Weston SM	17.15 Paddington-Swansea
Date	January 22, 2020	March 21, 1980
Recorder/Position	J Heaton 2nd of 5	D Ashley -

Miles	Timing Point	Sch	M S	MPH	Sch*	M S	MPH
0.00	PADDINGTON d	0	0 00	T	0	0 00	
1.04	*Westbourne Park*		1 55			2 10	65
5.54	Ealing B'way	6	5 41	111	6	5 06	109
8.93	Southall	7½	7 22	123	8	6 51	124
13.09	West Drayton		9 24	124/123		8 50	127/125
18.29	Slough	11½	11 54	125	12	11 18	126
24.11	Maidenhead	14½	14 44	123/120/124	15	14 04	125/tsr97
30.88	Twyford	18 [1]	18 02	123/125/92	18 [1]	17 47	120
35.84	READING	21½	20 50	94/93	22	20 20	80
38.46	Tilehust		22 23	118/124		22 09	102
41.39	Pangbourne		23 48	123/125		23 42	117
44.59	Goring	28	25 21	124		25 18	126
48.29	Cholsey	[1]	27 09	123/sigs		27 05	122
52.99	DIDCOT P'WAY	33	29 28	111/sigs 29	31	29 19	126/125
56.33	*Steventon*		32 25	99		30 57	126/124
60.20	*Wantage Road*	37½	34 23	124		32 47	128
63.69	*Challow*	39½	36 04	123	36	34 27	121/119
66.46	*Uffington*	40½	37 25	123		35 47	122
71.33	*Shrivenham*	[1] (2)	39 47	124/sig stop		38 11	127
77.14	SWINDON	49	46 51	30/112	43	41 10	100/118
82.94	*Wootton B Jct*	53	52 01	69	46	44 18	70
86.80	*Brinkworth*		54 33	110		46 52	116
89.60	*Little Somerford*		55 59	123		48 14	124
94.10	*Hullavington*	59½	58 11	123	52	50 23	127
97.28	*Alderton TEP*		59 44	122		51 57	115
99.85	*Badminton*		61 00	122		53 16	119/120
103.45	*Chipping S TWP*		62 48	118/120			
107.00	*Westeleigh Jct*	66	64 41	98	59	57 16	98
109.74	*Winterbourne*			coast	[1]	58 56	95
111.63	BRISTOL PARKWAY a	69	68 41		64	60 40	

*HST rschedule is estimated [1] 1min recovery time (2) 2min pathing.

TABLE 3: BRISTOL PARKWAY TO CARDIFF CENTRAL

Unit	800321
Vehicles/tare/gross tonnes	9/430/440
Train	08.18 Paddington-Cardiff C
Date	February 2, 2020
Recorder/Position	J Heaton 8/9

Miles	Location	Sch	M S	MPH
0.00	BRISTOL PARKWAY d	0	0 00	1½L/ sig stop
1.28	Patchway	1½	7 24	51
2.88	*Patchway Down TWP*		8 53	85/88
4.86	Pilning		10 18	79
6.33	*Severn TEP*	5	11 27	72/75
10.68	*Severn TWP*	8½ (1)	15 04	67
11.82	Severn Tunnel Jct	11	16 06	66
16.07	*Bishton*		19 25	82/86
21.66	NEWPORT a	20	24 38	
0.00	d	22	25 44	
1.56	*Ebbw Jct*		2 07	56
5.26	*Marshfield*	5	5 03	94
9.26	*Rhymney Br Jct*		7 45	70
11.75	CARDIFF CENTRAL a	12	12 30	

(1)=1min pathing
Electric to Pilning and from Severn Tunnel Jct

TABLE 4: CARDIFF CENTRAL TO NEWPORT

Unit	800321*
Vehicles/tare/gross tonnes	9/430/445
Train	10.41 Cardiff C-Padd
Date	February 6, 2020
Recorder/Position	J Heaton 2nd of 9

Miles	Location	Sch	M S	M.P.H
0.00	CARDIFF CENTRAL d	0	0 00	T
6.49	*Marshfield*	5½	7 19	94
10.19	*Ebbw Jct*	9	9 59	56
11.75	NEWPORT a	11	13 07	



Right: Class 800/3 set No. 800308 arrives at Bristol Temple Meads with a service from Exeter on August 2. JACK BOSKETT

Left: Electrification has changed forever one of the classic locations between Paddington and Reading – Sonning Cutting. On October 17, 2017, IET set Nos. 800006/005 works the 09.30 Bristol Temple Meads-Paddington. KEN BRUNT

Sleeper coaches on their way from Wembley to Plymouth Laira – not directly affecting our train but demonstrating the variety to be accommodated on a general-purpose railway.

With 1min recovery time after Goring, a signal check at Didcot becomes inevitable as the 12.32 Paddington-Bristol Temple Meads completes its punctual station stop. We are still early down the Vale of White Horse to Swindon but we cannot escape a minute's dead stand here.

It is probably not coincidental that both signal stops on this return trip have been at the railway town. Could some Swindon stops be taken out of the currently dense service it enjoys now that, for instance, there is an hourly Paddington to Cheltenham?

The driver advisory system (DAS) could have avoided the dead stand if it had been obeyed but at the risk of congesting the railway by not running on minimum headways. Intelligent DAS taking account of other trains should be more successful.

Dissipating

It feels strange to be delayed by a train that is booked to arrive at Bristol 7min after ours, by a different route, but it is not as important as it feels as we pass Wootton Bassett Jct 1min early. The 110mph permanent speed restriction through Alderton tunnel has now been lifted to 125mph, contributing a few seconds to passing Westerleigh Jct 1½min early.

Dissipating a minute of that into Parkway results in a time of 68min 41sec, 64min net; schedule 69min gross, 65½ net, although the excessive Reading to Goring booking effectively makes the net 63½min. The fastest time I have seen so far is 68min 19sec, which this run would have beaten with a full speed run into Parkway from Westerleigh Jct. See Table 2. The 1½min early arrival at Bristol Temple Meads proved these schedules *can* be kept when adjacent trains keep theirs!

A second trip on the 10.53 from Bristol Temple Meads resulted in even more chaos over the splitting of the Down train with information screens swapping the departure from platform 15 to 13 for 10min during the drama. A person professing to be the manager then told me it was so people would use the correct staircase. Sometimes I despair. Passengers were then invited to board the rear set on arrival still shown as destination Exeter, needing some gentle reassurance it was indeed the 10.53 to Paddington still being shown as platform 13.

Once underway 2min late the set made an astonishing climb of Filton Bank reaching Bristol Parkway in 6min 56sec, my fourth fastest time out of my 471 trips, after reaching 71mph. Departure was on time as a result, now on electric power and reaching 60mph in 45½sec.

As one would expect from modern equipment the times were similar to the previous run but there was a difference in the way the inevitable encounters with the preceding train was treated as we were routed through the Up relief platform 1 at Swindon. This avoided a stop and was smartly conducted while the 10.28 Paddington-Cheltenham made its booked station stop in platform 3.

Right time running was resumed by Didcot but a similar regulating strategy was then employed at Reading, where we took the turnout to platform 11, and were checked down to 6mph, emerging onto the Up main line without having stopped.

We pursued the 09.22 Swansea-Paddington, with a red and four to five proceed aspects' spacing, arriving ½min early in 70min 9sec from Bristol Parkway after the assistance of 1min pathing and 1min recovery time. This run has been selected for use in Table 1 in preference to the first one described.

Another Up trip, with five-car No. 800017 on the 13.06 from Exeter St David's to Paddington had a slightly different schedule and more conventional routing through the large stations, although checked to 12 and 13mph at Swindon and Reading, respectively.

At Reading the 13.53 from Cardiff left platform 10 at about 15.17 and we passed the High Level Jct on the overpass to the west of the station at 15.17½, gliding silently through platform 10 1min early. Although I would advocate different regulating solutions for different circumstances, the impression given is that ad hoc solutions were being employed without guidelines.

Slough was passed on time and Paddington also reached on time despite having been admitted with appropriate caution to an occupied platform, where an attachment was to take place. Ethical and safety questions arose here. The doors were not released until after the attachment had been undertaken so was this arrival really 'absolute right time'? Rather than advising passengers to remain seated until after coupling had been completed, would the procedure be more safely done when the train was empty?

Yes, I know there is cleaning to be done, meal breaks to be taken and passengers to get onto the departing train, but is this arrangement putting operating convenience over absolute safety in the modern, I would agree often over-fastidious, safety culture? If the train is 14½min late arriving and 16min late after opening the doors should it not qualify for 'delay repay'?

Slower

My second run with a Down Superfast was again with the 12.45. The run to Twyford was 17sec slower than the first run. The Superfast was then stopped at Reading High Level Jct for an Up 'Voyager' that had run from the Up main line to cross to the Down side at Reading.

The unshown spare time helped Didcot to be passed on time and early running after 3min allowances resulted in a hefty check at Swindon for the 12.32 Paddington-Temple Meads to run clear at Wootton Bassett Jct.

Westerleigh Jct was passed on time but the 3min allowance to a stop at Bristol Parkway is tight so we dropped 21sec, apparently unchecked. The running time was 69min 13sec.

We were actually 1min late on the advertised time though, because the public timetable was, relatively unusually, 1min earlier than the ▶

"Other IC125 services were consigned to the relief lines to make way for the flyer, not a consideration offered to the 2019 Superfasts, where timetable order and PPM take priority."

working time. In summary, if you are looking for the thrill of passing through Swindon or Reading at Superfast speeds, do not depend on it.

What of Paddington-Bristol Parkway HST exploits? Well, we can perhaps consign the journey time of 60min 23sec of an InterCity 1983 press special to the 'one off' bin (although the speeds did not exceed 129mph – a figure recorded only at Hayes and then Taplow) and look at the next fastest, with an ordinary service train. Indeed that was a whole 17sec slower in 60min 40sec, with a single 100mph temporary speed restriction at Maidenhead on a putative 64min booking. Net time was 60min 15sec. The log of the RPS *Milepost* magazine editor, David Ashley is shown in Table 2.

Congestion

To be fair to the modern scene, entrances and exits from Paddington were faster than the post-Ladbroke Grove blanket restrictions allow so even a flying electric start is lucky to get within 30sec of that 11min 18sec HST time to pass Slough and most of the remaining 7½min difference with the IET run shown in Table 2 is owing not only to current congestion but also to different timetabling priorities.

It would be a missed opportunity when writing an article about Great Western Railway's IET trains not to celebrate the inception of electric train services in Wales, although the problem of electric traction supply in the Severn Tunnel has taken more than three years to resolve.

A six-week blockade in 2016 fixed an aluminium conductor bar to the roof but a copper contact wire caused electrolytic corrosion in such a wet environment. The publicity machine that proclaimed just how clever Network Rail had been was noticeably less voluble about telling us it did not work.

A further three-week blockade ensued. So we were left until June 2020 with changing from electric to diesel at exactly the spot on the route from London to Cardiff where the gradients are steepest and there would be the best chance of using regenerated electric power.

On my first run in these conditions my nine-car Class 800 snarled up the tunnel's 1-in-90 rising gradient out into the daylight at 67mph, easing to 64mph for the change back to overhead electric power and the first taste of electric railways in Wales, previously one of the only three European countries without any such provision. Even so, the speed profile has not been matched to the capabilities so we jogged along to the Welsh capital at a maximum of 94mph and 6min late.

A regular interval timetable would also have been appreciated. Swansea to Paddington trains are booked to leave the Welsh capital consistently at 18min past the hour. Most of the afternoon Cardiff starters leave at xx.54 but the morning trains are a mixture of four different times, none at xx.54 and with two as early as xx.41.

For those readers unfamiliar with the route, the Up and Down lines between Patchway and the Severn tunnel have different alignments, with the Up line benefiting from easier and less changeable gradients. In the Down direction the benefit of full electrification is less marked because the climb from the lowest point in the tunnel ceases a mile after leaving the tunnel, where speed is already being eased for the Severn Tunnel Jct 70mph speed restriction.

Fighting

Up journeys are still faced with fighting a 1-in-100 uphill gradient for six miles from the lowest point of the excavation punctuated by a brief level respite at Pilning; a real test for an IET on diesel.

The best of my three eastbound runs was a single Class 800/0 five-car set coming out of the 75mph-limit tunnel at 72mph, reaching 84mph before dropping to 78mph prior to the resumption of electric power. The worst was an ailing nine-car Class 800/3 with corresponding figures of 68/77 and 70mph.

It was June 2020 before the tunnel section electrification problem could be solved by which time Covid-19 had intervened, spoiling any potential celebrations, so it was August before I had the opportunity of sampling my first all-electric runs. On a dark, dismal, drizzly day typical of December, my Up two five-car IETs descended into the depths of the tunnel. The calendar assured me it was August but these were to be more testing conditions than the three diesel February runs to and from the electric changeover points at Severn Tunnel Jct station and Pilning.

The three diesel runs had averaged 8min 4sec between Severn Tunnel Jct and Patchway New Tunnel eastern portal whereas this sole electric run took just 7min 32sec, showing not the slightest regard for the gradient changes which registered so clearly under diesel power.

Striking

Table 4 shows a poor run on electric power from Cardiff to Newport and Table 5 demonstrates the differences between the initial nine-car IET, a five-car (both using diesel through the tunnel) and a two five-car trains electrically powered throughout.

The most striking difference is the speed of 89mph of the all-electric run entering Patchway New tunnel compared with around 76mph on diesel. I suspect the nine-car IET was having problems with one of its diesel engines.

For the record, my three Down diesel runs through the tunnel averaged 7min 11sec from Patchway Old tunnel western portal to Severn Tunnel Jct, whereas my electric run took 6min 56sec.

In terms of time, ½min or so is not much to show for the expense involved, although I realise other factors such as fuel, maintenance and emissions' costs are important considerations.

In political terms it is also valuable for Wales to be directly linked to the electrified rail network. ■



Set No. 800009 stands at Cardiff Central on March 6, 2018, after it was named after two Welsh sporting legends, Sir Gareth Edwards at one end and John Charles at the other. JACK BOSKETT

TABLE 5: NEWPORT TO BRISTOL PARKWAY

Unit		800321*			800009*			800031 +800020*		
Vehicles/tare/gross tonnes		9/430/445			5/251/260			10/501/510		
Train		10.41 Cardiff C-Padd			12.54 Cardiff C-Padd			07.23 Carmarthen-Padd		
Date		February 6, 2020			February 6, 2020			August 6, 2020		
Recorder/Position		J Heaton 2nd of 9			J Heaton 5th of 5			J Heaton 7th of 10		
Miles	Location	Sch	M S	MPH	Sch	M S	MPH	Sch	M S	MPH
0.00	NEWPORT d	12½*	14 42*	2L	0	0 00	T	0	0 00	6½L
0.81	*Maindee E Jct*	1½	2 08	35	1½	1 51	40	1½	1 57	40
5.59	*Bishton*		6 24	86		5 40	89	(1)	5 55	89
9.84	Severn Tunnel Jct	9½	9 45	64/66	9½	8 58	67/65	10½	9 11	62
10.98	*Severn TWP*	10½	10 49	64/75	10½	9 59	70	11½	10 10	74
15.33	*Severn TEP*	14	14 32	68	14	13 35	73	15	13 42	73
16.80	Pilning	[1]	15 48	71	[1]	14 46	76	[1]	14 46	89
18.64	*Patchway Up TWP*		17 17	82		16 09	87		16 01	89
20.38	Patchway	18½(4)	18 42	57	18½	17 34	60	20 (1)	17 22	60
21.66	BRISTOL PARKWAY a	24	21 12		20	19 24		23	19 33	

[1]= 1min recover (x)= x min pathing
*800321 and 800009 were 'electric' to Severn Tunnel Jct and from Pilning. 800031/020 'electric' throughout
800321 Newport schedule and actual times are carried forward from Table 4

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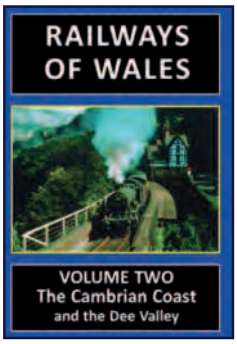
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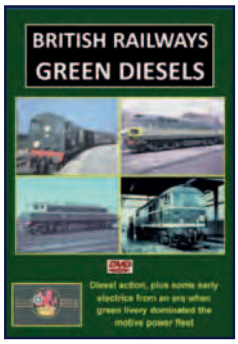
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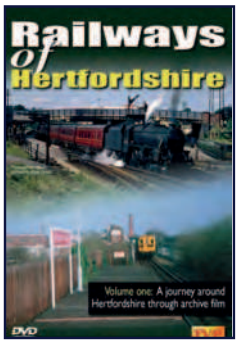
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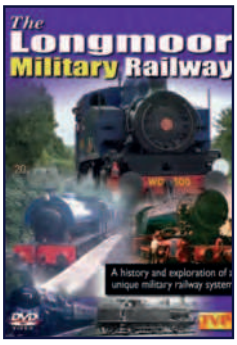
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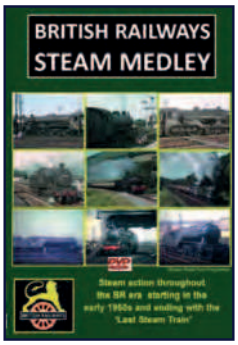
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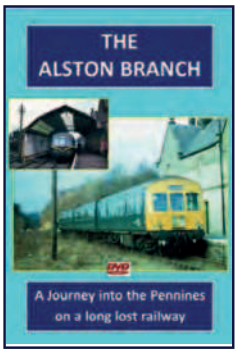
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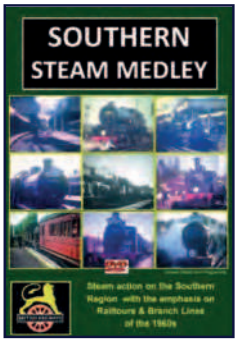
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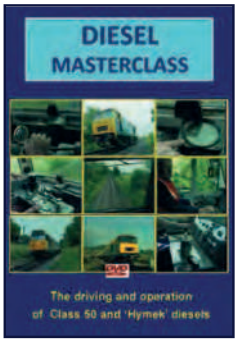
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Pausing at Newcastle on its way to Edinburgh Waverley in July 1991 and just three months old at the time is Class 91 No. 91026. The class has played a key part of driver Mick Ingledew's working life. TRACKS NORTH

Driving through the changes on the ECML

Newcastle-based driver Mick Ingledew has seen a lot in a railway career spanning more than four decades, all of which has been centred around the East Coast Main Line. Mick talks to Fraser Pithie and opens a window on some fascinating and diverse reflections driving on Britain's premier railway route.

PART 1

IT WAS the 1970s and life was fun for Michael Ingledew as a teenager in Newcastle, experiencing new trends such as discos, with the inevitable trip to the pub.

However, something was missing, as Mick explains: "I started working in local government at Newcastle City Council's Saxon House offices as a clerical officer in 1977. It was a job with prospects and one where I was already training for my first step up, but I had a growing realisation that life stuck in an office was not for me.



Mick takes time for a photo next to the celebrity No. 91119 at King's Cross on August 6, 2020. FRASER PITHIE

"I had a great group of friends, one of which was a girl called Judy whose dad, Gordon Charlton, happened to be a train driver at Gateshead. Gordon asked me had I ever thought of applying to be traction trainee, but I hadn't.

Key moment

"Nevertheless, within a few days Gordon had brought back the application forms. After leaving it for a few days and on being questioned by Gordon, I eventually filled the forms in and off they went to a Mr E N Clarke at Newcastle Central station."

Within days of submitting the application Mick was summoned to a job interview for traction trainee. He hadn't a clue what the job might entail and thought it best if he went along to Central station and get more of an idea beforehand. It was soon after getting to the station that the sight and sound of 3,300hp in the form of a 'Deltic' arrived. This was the first key moment for Mick.

"When the 'Deltic' arrived I was able to pinpoint a sound I'd been hearing when I was at work in Saxon House, near Heaton station. Straight away the presence of the locomotive and its train caused me to think 'this is for me'," he said.

It was a feeling that was cemented within days as Mick was invited by Gordon to join him on the footplate for a shift to see what the job was like. From methods of working, favours given and favours accepted, and the general railway infrastructure, Mick managed to grab an inkling of knowledge he hoped would help him at the pending job interview.

"I was interviewed in a cabin on platform 8. A man called Jimmy Scope led the questions, beginning with 'How do you wire a three-pin plug?', followed by 'How do you get to work for 3am?' and 'When can you start?'. There were many more in-depth questions, together with some tests too, with the result that I was offered a job.

"Consequently, I was faced with handing in my notice at the local government office. My boss questioned my leaving, paying me a compliment, doing so by suggesting I had much promise. My reply was accompanied just at that point as a 'Deltic' heading north passed the offices and I said 'listen to that engine,

I want to be part of that'– my boss kindly responded 'go bonny lad and good luck', and so I did."

It was on Monday, January 22, 1979, at 08.30 on platform 8 of Newcastle station that Michael Ingledew met the legendary Harry Friend, traction instructor, along with fellow traction trainee recruits, and began his employment with British Rail. It was the start of a career still going today and with a route-card competency over 42 years that would be hard, if not impossible, to match.

It would be just a few days under two years before Mick would get on his motive power 12 (MP12) course, which if he passed it, would place him as a relief driver. Nevertheless, education and learning, as far as the footplate and railways were concerned, certainly started from that January day in 1979. Within a year he'd experienced his first signal passed at danger (SPAD).

"We'd stopped at Berwick station en route to Edinburgh with the platform starting signal at danger. The layout is still the same today. Station duties completed, I slid the 'Deltic' window open to hear whistles followed by a green flag, for which I informed my driver.

'Potted the red'

"It was around 5am on a cold winter's morning, with the driver concentrating on the power to brake ratio before pulling away ever so slowly on the heavy gradient involved, that he muttered words to the effect, 'Oh s**t, I think I've just potted the red', stopping no more than an engine's length by the signal. When I checked with the signaller using the signal post telephone, he confirmed the SPAD.

"On arrival at Edinburgh a bowler-hatted traction inspector greeted us and asked a few questions before allowing us to continue our normal duties. The driver later received a Form 1, Reprimand."

Already the world of the railways in late-1970s Britain was making its impression on Mick as he recollects. "What soon became striking to me was the amount of unsociable shifts. Late PM shifts blending into early AM shifts with several 03.00-05.00 diagrams, principally heading north, Sleepers, with the PM shifts heading south.

"Most of the drivers were all over 60 and on the way to retirement, and I don't know how they coped even in the '70s and '80s compared to what we have today. Transport was an issue too as very few had their own way of getting to and from the booking on point.



Above: Gateshead shed code otherwise known as 52A.

Right: Mick's letter of appointment, dated January 5, 1979, to the position of traction trainee at Gateshead depot.



Above: Gateshead depot is where Mick was initially based, later moving to drive freight trains out of Tyne Yard. On shed are Nos. 55004, 46016, 46035 and 40058 around 1980. K MORTON/ ARMSTRONG RAILWAY PHOTOGRAPHIC TRUST



Right: Incidents happened, and one day power car No. 43109 derailed between Heaton depot and Newcastle station. It also showed the benefit of having a camera in the cavernous bag carried by a driver. MICK INGLEDEW

"With satellite depot closures during the 1950s and '60s, staff buses were provided through the night. There was the Heaton, Tyne Dock and Tyne Yard each covering a wide radius and each with a need to ferry rail staff to work."

It was a much different workplace to the one Mick had briefly experienced as a local government employee. On shed characters were in abundance, with spare turns forming part of daily life. There were domino and card schools, along with nicknames for many of those working, which stemmed from some event or characteristic.

Changes were also taking place on BR, with an apparent lack of foresight concerning recruitment policy as diesel replaced steam, and through to the early '70s had created a need for large scale recruitment.

The most profound effect of this was on the 'seniority' aspect of driving grades. For decades, seniority had determined the ability or not for a relief driver or secondman to move to driver. It still did, but the effect of low levels of recruitment over decades meant traction trainees were reaching eligibility for ▶

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Extn. 2413

Area Manager,
Central Station,
Neville Street,
NEWCASTLE/TYNE.
NE1 5DL

Mr. M. J. Ingledew,
19 Ridgeway,
Fenham,
NEWCASTLE, NE 4.

y/r
o/r N.AM/PP

Date 5th Jan. 1979

Dear Mr. Ingledew,

Recruitment of Traction Trainees : T.M.D. Gateshead

With reference to your application for employment in the grade of Traction Trainee at the Traction Maintenance Depot at Gateshead. I am pleased to confirm that following your interview and having passed a satisfactory medical examination, you have been accepted for this employment.

Will you please arrange to commence this employment on Monday, 22nd Jan. 1979, reporting to my Staff & Administration Section, Platform 14, Newcastle Central Station at 08.30 hours in the first instance, following which you will proceed to the Greensfield Training Centre, (adjacent to Gateshead West Station), to commence your Training Course.

Your rate of pay whilst training will be £ 31.80 + £6.00 N.E.S. Irregular and Unsocial hours payment Cat. '0' on Paybill Location 774975.

You should hand in your Income Tax Form P.45 as soon as possible, if this

DRIVER YARNS

BR Uniform

"WHEN I started in 1979, we were initially issued with practical denim-style over jacket and trousers. We'd fill in the uniform clothing order, and wait a short time before it arrived. A portacabin was used because of the massive volume of uniform in those days.

Freddy Davis, who later would be my first aid team captain, had everything for me to collect: a giant cardboard box of uniform items awaited me, two of which I wouldn't be ordering again.

"The BR driver's hat is stylish, but some heads are not designed for the style used, and this includes me. My hat blew off shunting a parcels' train at Redbank, Leeds. I could have retrieved it but didn't bother. There were a few secondmen that wore this version, but there were also 1950s 'passed' firemen who wore the old steam cap: Freddy Price, Gordon Bottomley and a few drivers on the spare link, Tommy Smith and John Wildsmith.

"There were two people, driver Pat McCarthy and guard Alan Mitchell, for which there was a wager if anyone ever saw either of them without their hat. The majority of drivers did wear the hat as can be testified by media footage from the time.

"The second item I would not be ordering again was the dual-purpose overcoat. The rain would pour downwards from your shoulders to form a cascade down your knees.

"Consequently, I went for the other option, a Crombie-style overcoat, but its disadvantage was while it kept you dry the weight of it meant you felt like you were carrying a sack of potatoes.

"However, there was one distinguishing feature of the driver's jacket - gold buttons, all others silver."





Top: After a few years in the passenger links at Gateshead, Mick moved to become a freight driver at Tyne Yard. Two of his regular workings are illustrated by a pair of Class 37s on a Lackenby to Workington operation near Croxdale, Co Durham. Bottom: No. 47290 on the Hartelpool to Leith pipe train, seen passing Ouston Jct on January 19, 1989. BOTH: M F BEST/ARMSTRONG RAILWAY PHOTOGRAPHIC TRUST

higher grade duty very early on in their career at the larger sheds compared to their elders at other depots, who could take as long as 20 to 30 years to achieve the grade. Consequently, it was not uncommon to come across secondmen in their 60s at places like Carlisle and Edinburgh.

"Looking back I don't know how the older drivers coped. They signed on for duty for a diagram at every hour of the day Monday through to Saturday, with a Sunday bit quieter. It's still hard enough now with the flick of a switch, and a key to start the car, whereas then the majority of these senior drivers didn't have their own transport and depended on the shuttle buses I mentioned," Mick reflects.



Mick in front of D9002 *The King's Own Yorkshire Light Infantry* at the NRM York, in March 2016,

'Chilled to the bone'

"Weekends, we'd be on permanent way sites, riding 'side saddle' in a Sherpa van, to some point where we thought our train was for track renewals. Exit the van onto terrain a Peruvian mountain goat would struggle to handle at 2am in the pouring rain, soaked to the skin, swap over crews to board a freezing Class 40, chilled to the bone, tip some ballast, waiting for our relief to come eight hours later, back in the Sherpa.

"Then a side saddle ride back to the depot, wait for the shuttle bus to drop us off somewhere near our homes, which could be a mile or two walk, into a freezing house, with a measly Parkray fire. Erect the clothes horse, hang your sodden clothing on in the hope it would dry, then maybe the same again the next shift – it wasn't all prestigious main line work!"

While on the MP12 course, those attending received average earnings, so the more earned by trainees leading up to the course, the better off they'd be financially through that 'average' earnings period.

Consequently, as there were more higher grade duty (HGD) shifts during days and afternoons for those already passed out, they would swap off their nightshift turns. For Mick this worked well as it regularly placed him on shifts with 'Deltics', albeit on less prestigious work, and in their twilight years, being increasingly displaced by the new HSTs.

Mick recalls: "One of my favourite turns was a 'Deltic' working, the 20.00 London Mail 1A40, which comprised of up to ten Travelling Post Office vans and five passenger coaches, all vacuum braked. It always departed from the then platform 8 at Newcastle, stopping at Durham, Darlington, York and Doncaster, where we would get relief.

"'Deltics' were an art form to drive, so much power but primitive circuitry to the traction motors.

"Some drivers had to shut one engine down as this gave better field divert provision, then once on the go, start the second engine up. These were the days when speed sensing fitted (SSF) hadn't been fitted.

"Josh Savoury was instrumental in teaching me how to handle a 'Deltic. When ready to start, bring the power controller to around 1,400 amps, release the brake and let it take the strain, then gradually 'feather' the controller open before applying full power





Above: Beauty and the beasts? A 'Deltic' sits between two HSTs at King's Cross in platforms 1, 2 and 3 on January 1, 1980. Just two years later all of the 'Deltics' had been withdrawn. TRACKS NORTH

Left: Another duty for Mick was the mail train to London, which called at Durham, Darlington, York and Doncaster. On May 10, 1980, No. 55017 *The Durham Light Infantry* drifts past Heaton depot with a mail train. PETER J ROBINSON/ ARMSTRONG RAILWAY PHOTOGRAPHIC TRUST

mid-20s.

"With my adoption of this technique, I would never overload again."

One quickly realises the many things that require to be understood and managed by those in operational roles on the railway, as Mick continues: "So we arrive into Durham, which is on a steep rising gradient. Prior to leaving Newcastle the guard would have advised you to run a number of vehicles off the platform, for which the markers are still evident today.

"Following that advice, we've now stopped, and this is where the failings of the vacuum brake came in. Basically, the vacuum control governor would suspend power at 12 inches falling, and you couldn't take power until 15ins rising, at which point the train brake had to be released on coming to a stand and only held with the straight air, loco brake.

"Now when I think back, as the brake released on all 15 vehicles, the train must have rolled back yards, but that was just how it was. Nowadays, rolling a millimetre backwards is regarded as an incident!"

'Difficult stations'

It's at this point the depth first emerges, from more than 42 years' experience on the footplate of driver Ingledew: "At the peak of my route knowledge Inverness, Aberdeen, Glasgow, King's Cross, Motherwell and Durham 'Up' were and still are the most difficult stations to pull away from. That was until the arrival of the 'Azuma': now it's a doddle in comparison and that's down to the modern technology and the capability of the new 'Azumas'."

In early-1982, the MP12 course started at Gateshead training school. It was a hive of activity and soon Mick's intake were covering the rule book, general appendix, sectional appendix to name but a few. There was much to learn and Mick comments: "What I realise now is how many more rules there were at that time, for example, working under time interval, wrong line working, warning arrangement, divided train, and that's just to name a few."

Soon the class were on their basic traction training and this involved a Class 47.

"We were the running foreman's nightmare, they'd allocate you an locomotive for training purposes, then we'd hand it back for service, then later when the locomotive was to take up main line duties it turned into a failure as the faults our instructors created hadn't been put back to normal!"

There was a conversion course that required drivers to complete for each locomotive class. "Looking back we went into so much detail in those days and it became the norm for each subsequent conversion course," Mick adds "But then I remember in failed train scenarios, the driver was very much on their own to rectify any fault with an abundance of fault charts for guidance. Nowadays, there's someone on the GSMR to help," Mick says.

The MP12 training was interrupted as 1982 was beset with the infamous Aslef flexible rostering dispute, which started in late-1981 with two-day intermittent strikes that eventually led to an all-out strike of drivers and secondmen in July 1982. It was at the end of July that Mick sat his MP12 exam. The approach all those years ago is a world away from what one would experience today. The exam was conducted by a senior divisional traction inspector, in Mick's case this was a character called Billy Welch.

'Cuban cigars'

Mick remembers his exam well: "Normally, there were two of us sat the exam together, myself and John Gill, one of the chaps I had done my traction trainee course with.

"Billy loved his Cuban cigars. He would light up and direct a question at me. I'd answer, then he'd ask John, 'do you think he's right'? This was clever because it created ▶



You can almost feel the cold…'Deltic' No. 55021 *Argyll and Sutherland Highlander* sits on Gateshead depot on December 26, 1981 ready for its next turn of duty. R L LUMLEY



Steam from a leaking pipe swirls round the front of No. 55009 *Alycidon* at platform 8 at Newcastle with the Up postal on December 30, 1981. PETER J ROBINSON/ ARMSTRONG RAILWAY PHOTOGRAPHIC TRUST



Emerging from Peascliffe Tunnel, north of Grantham, is an Up HST working to King's Cross, led by power car No. 43113. TRACKS NORTH

a dilemma, which was OK if both of us were correct, but one of us had to drop the other in it if the answer given was wrong!

"With a few breaks it was an all-day job because every subject was covered. Then Billy would ask 'so how do you think you've done'? A silence fell, he'd have a couple of puffs, poker faced, hum and ha, 'Well lads, I'm pleased to say you've both passed, but remember, to keep up to date', sound advice I have never forgotten."

Conversion courses

Conversion courses was the term used to learn different forms of traction starting with the Class 03 and 08 pilots over five days. There were further conversion courses for Class 31, 37, 45, 46 and 56, and not forgetting 101-104 DMUs.

As a secondman, Mick spent the majority of his time on the main line. It wasn't until much later he would gain competence on local lines serving such places as Carlisle and Middlesbrough. One also had to complete 100 higher grade duty (HGD) shifts to get promotion within the relief driver grade, which would then enable you to get holiday pay at driver's rate.

However, more and more drivers were transferring into Gateshead with a better seniority than many secondmen, who had started at Gateshead during the 1970s.

"There was definitely a North-South divide in relation to seniority, particularly as the London area depots were crying out for drivers. There began an exodus of Gateshead relief drivers to London to get their driving grade position.

"If it was your intention to return to your 'home' depot you had to sign for an 8B form, which was kept on record, so when your seniority date was available you could return immediately ahead of all others.

"I stuck it out at Gateshead as HGD became more available with so many others transferring away. However, the influx of drivers continued putting me further and further down the seniority ladder. Then a chance came for me to move to Tyne Yard and with it promotion to driver."

Tyne Yard is a freight depot a few miles south of Newcastle and he reported to the traincrew supervisor at 09.00 on February 10, 1986. For Mick it was to be a key part of his development in driving trains in what has become a long and accomplished career.

"I went from driving mainly express passenger trains, with a bit of freight, now solely freight.

"I had to learn colliery lines, work with staff and ticket. In particular, the longer the heavier trains the better for me such as the 36 HAA coal hopper Merry Go Round (MGR), the Workington Steel, hauled by two posh Class 37s, 25 BBA wagons and the Leith Pipes.

"For the Grangemouth Tanks, the consist was 22 50-ton petrol tanks hauled from Edinburgh to Jarrow by a Class 37. It was right on the maximum load for a Class 37 over this route considering the gradients, one of which was the 1-in-96 Cockburns Path, which spans more than four miles.

"Passing through Dunbar at 60mph, you monitored the speedo, falling gradually to begin with then more progressively as the rising gradient dug in. With the speed down to 10mph on full power, dropping the window and looking back there were flames coming from the exhaust, and this a petrol train!

'Highly dangerous'

"A similar experience can be recalled hauling the Hartlepool Leith pipes through Alnmouth before encountering Longhoughton Bank. There were also still many Class 9 loose-coupled trains running in the mid-eighties on the Eastern Region, although the Scottish Region had prohibited such running.

"Class 9 trains were in regular operation on the Tyne Valley to Carlisle, where you had to pin some brakes down before the steep falling gradient from Narworth, ahead of the final approaches to London Road. There were also the highly dangerous petrochemical trains such as hydrocyanic acid and anhydrous ammonia, which came with special notices and conditions of running."

Tyne Yard was a vast sidings complex built in the early-1960s to handle the freight of the day. Many of the senior drivers were there ready for the opening, but a lot more came from outlying depots as a result of the yard's creation.

A considerable number of drivers at the yard came from Tyne Dock, which had served Consett Steel works with raw materials, and in the latter years of steam used BR '9Fs' for the heavy trains and steep rising gradients involved. Bankers were in regular use, where gradients were in some places less than 1-in-40.

Mick recalls: "One thing became very apparent: you had to work very closely with the train guard on freight compared to passenger services. The shed also had a full range of characters such as Jimmy Divaney, a very quiet unassuming character who didn't



Split headcode Class 37 No. 37052 waits to leave Newcastle on July 4, 1984, with a Dundee to King's Cross working. TRACKS NORTH



The HST became the way to travel on the East Coast Main Line once the Class 55 'Deltics' were retired in 1981, and before the Class 91s were introduced following electrification to Leeds in 1988, York a year later and Edinburgh in 1991. Two HSTs sit in platforms 3 and 4 at King's Cross on April 23, 1983. At the time double manning of cabs was because of union insistence of speeds in excess of 110mph – a practice which continued until September 1996. TRACKS NORTH

"I remember in failed train scenarios, the driver was very much on their own to rectify any fault with an abundance of fault charts for guidance. Nowadays, there's someone on the GSMR to help."

mix much, just got on with job, but he was also known for a catalogue of incidents.

"Back in those days West Hartlepool was a hive of activity, and here Jimmy and his driver were in the process of preparing a Class 9 loose-coupled train. He'd positioned the three tail lights on the guard's van (an indication to signallers, Class 9 train) took the loads sheet up to the driver then walked back the length of the train and gave the driver the green light to proceed, only then realising he was stood on the wrong guard's van and the train left without him.

"Another occasion was on the Consett line when the train moved off without Jimmy onboard the brakevan. So with shunting pole in hand, he jumped on a local bus heading in the same direction, got off further down the line to be reunited with the train. He was nicknamed 'the shepherd' after that."

Another event Mick recalls was on a cold and frosty February morning, which was his first day learning Swallwell exchange sidings.

"With the sun low, and as we're approaching the position light signal for entry, my driver commented 'you never can tell if this signal is off or on with that bloody sun'. Well in this case it hadn't been cleared as the points weren't set correctly for the movement, he'd done a SPAD.

DRIVER YARNS

East Coast characters: 'White Stick Joe'

THERE have been countless characters that Mick has met through his 42 years driving on the ECML. These are just a few.

"Joe Bonner was a real joker and was famous for a 'white-stick' routine played out to unsuspecting passengers at places like King's Cross. In full uniform, complete with BR cap, Joe would tap the white stick from side to side in front of him and ask for assistance.

"Someone always came to his aid, whereupon Joe would say 'can you take me to the platform for the train to x please'.

"The kind person would scurry across to the departure screen to find the train's platform and then go back to Joe. They would then arm link him to the platform.

"Joe would then say: 'Is this the driving cab'? Usually, they would say 'no that's at the front'. Joe would then respond by saying: 'Well I'm the driver so I need to be there and if you'd open the door I'd be most grateful'!

Not satisfied with this, legend has it, he asked the unsuspecting passenger: 'Do you have any black tape with you that could mark where 125mph is on the speedometer for me please, just so I know'."



BR's InterCity swallow colour scheme is still regarded as one of the best liveries. Here, No. 91017 gets away from a station call at Peterborough with a working to Leeds. It was in 1991 Mick Ingledew said farewell to freight working and returned to BR's InterCity sector as train crew leader at Newcastle. TRACKS NORTH

"With 36 HAAs behind, he continued, against my advice, towards the next signal, which seconds later may have resulted in a serious event as there was a facing road movement from Blaydon heading towards us. Both trains managed to stop.

"The signaller gave permission for the other train to set back in order that we could draw forward to clear the signal in our rear. The signal cleared for West Dunston sidings, so astoundingly the driver opened the Class 56 up and I hadn't a clue where we were going.

All I could see was 36 HAAs snaking through the crossovers, into a siding, in which we had no idea what was already in it! Luckily we went into an empty road."

For the young driver Ingledew this was all invaluable experience which he chose to consolidate by studying and undertaking year-long courses on train planning and operations with two years of signalling principles, rules and regulations, followed by a further year on general train operating and working. Mr J D Davison, the course examiner for one of the years, in his report on M Ingledew states: 'It has been a pleasure to read your papers and I look forward to an examination result commensurate with the effort you have put into the course'.



Snaking its way into Newcastle Central on April 13, 1989, an HST set with power car No. 43047 arrives from Heaton depot to form a service to London King's Cross. TRACKS NORTH

'New outlook'

"The voluntary courses were quite intensive but gave me a whole new outlook to how the railway works, mainly behind the scenes, and is immensely useful even to this day," recollects Mick.

They have been an example of how the combination of these courses, combined with the real life experience of driving, caused Mick to think much more deeply about his work and think about how things were done, how things happened, and how things might be improved."

Indeed the combination of daily experience 'at the coal face' with educational input providing a broader background realised benefits for the railway, too. All this had given Mick an idea. Many SPADs occurred because the driver misjudged trying to get close to the signal where communication with the signaller might be necessary using the signal post telephone (SPT).

Mick suggested positioning the SPT on the approach at 10 yards prior to the signal. He submitted the idea through the BR staff suggestion scheme, On Winning Lines'.

The idea was accepted and Mick was awarded £20 and a certificate.

It wasn't long before Mick's driving experience and capability he'd demonstrated throughout the advancement courses paid off. In 1987 he was the first to be asked to take on a new role and concept of 'minder driver'. With recruiting being stepped up again towards the end of the 1980s this new role would seek to put a 'one-to-one' method of training in place, and Mick stepped up to the plate.

However, it was in 1989 that Mick was put forward for traction inspector, a role known by then as train crew leader. The role was demanding and certainly required a person with a depth of experience and knowledge comprised of three main elements: inspector, instructor and supervisor. Within months Mick was on more courses, this time for instructional techniques, but he started to have his doubts about how long things would continue as they had with freight.

As it turned out it was a short-lived part of Mick's career. He recalls that one of the most enjoyable elements was driver training and in particular a working, 4M72/4E30 to and from Workington. This was a 2,800-ton train worked by two Class 37s, and Mick would accompany drivers for their first journey.

Not long afterwards, the Class 37s were replaced by new Brush Class 60 locomotives. Mick waxes lyrical: "They were a wonderful engine. I thoroughly enjoyed the Class 60 experience and was amazed at their capabilities hauling heavy loads, which at Tyne Yard, included 25 x 100 ton BBAs (steel haulage flatbed wagons) between Tees and Workington."

Significant decline

Now, with slightly more than 10 years' experience, Mick had become very aware of the wider and political environment railways operated in and were subject to. It was the end of the 1980s and traditional heavy industries were already in significant decline, particularly coal and steel, which hitherto had provided much work for the railways.

At the British Rail Board there were worries about Privatisation. British Telecom, British Gas and the water and sewerage companies had all been privatised. Although the then Prime Minister Margaret Thatcher had no appetite for applying the model to the railways, this was not fully appreciated until the end of her tenure of office in late-1990. Several years of Government had reduced financial support to BR, and the BR board moved the railways to a new operational model to mirror businesses: it was called Sectorisation.

The freight sector was further fragmented by splitting off Freightliner, which handled intermodal traffic, Trainload Freight (including coal, petroleum and metals), railfreight distribution and rail express systems (postal and parcels traffic).

Mick felt the freight sector of the railways, if it survived, would be a shadow of itself. He decided the time was right to move on, and in 1991 he was appointed train crew leader at Newcastle, moving to the InterCity sector.

Along with another nine train crew leaders, it was a busy time for all as Mick describes: "We were still following the old MP12 method, which was about to be replaced with a more modern approach as IT was becoming readily available. I can still hear that DOS floppy disc and its whirring sound as it booted the computer up. I had the pleasure of taking the final MP12 at Newcastle, which included two female drivers Trudi and Lisa, both of whom are still driving today."

Times were changing faster than ever, and little did Mick fully realise just how much things would change as his career was about to grow with the result of attaining a route-card competency covering all of the subsequent ECML franchises. ■

■ *Part two will include Mick's views of the classes of locomotive he as driven, as well as further tales from his long-running and continuing career on the ECML, including the effects of the privatised railway, driving in the Highlands of Scotland, the introduction of 'Azumas' and the importance of realising it is people, be they staff or passengers, that matter the most.*



Mick in his 'office' - the cab of No. 91119 on August 6, 2020. The picture was arranged in between duties of both Mick and the loco's next north-bound working. FRASER PITHIE

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RE-CREATING LMS 10000
THE NEXT STEPS

Back in February 2019, *The RM* reported on an ambitious project by the Ivatt Diesel Recreation Society to re-create Britain's first main line diesel, LMS No. 10000. In those intervening 18 months, there has been considerable progress, as Chris Milner discovers.

WRITING about railway preservation during the past 30 years has shown anything is possible, and so far, not much is impossible.

If you recall, critics said you couldn't cast cylinders for the *Duke of Gloucester*, cast driving wheels for *King Edward II* or *Galatea*, rebuild 20 miles of Welsh railway closed in the 1930s and left to nature, or even build new steam locomotives from scratch. All have been done and more besides.

However, every now and then, along comes a project which piques one's interest for many reasons, and the mission by the Ivatt Diesel Recreation Society (IDRS) to re-create diesel loco No. 10000, built for the LMS in 1947, falls into that category.

Prototypes

No. 10000 was one of a pair of prototypes built at Derby, its 1,600hp English Electric powerhouse wrapped around a bodyshell, which leant strongly on American design, with its bulbous nose reminiscent of the General Motors Electro-Motive Division 'E' series locos introduced 10 years earlier.

The prototypes were both scrapped in January 1968, and the fact the IDRS, a registered charity, has embarked on creating something few under their mid-50s are likely to have seen or remember makes this project all the more fascinating.

When some Class 58s were put up for sale, an IDRS member bought and donated No. 58022 in order for its frames to be used as a base for the new loco. Since acquisition in 2016, the loco has been generously stored free of charge at Peak Rail, Rowsley.

An original 1947 English Electric 16SVT MkI power unit and bogies from an 'EM2' Class 77 – virtually identical to those used on 10000 – were acquired in 2019, and now the really hard work is underway.

The IRDS has set up a permanent base at Wirksworth, on the Ecclesbourne Valley Railway, Derbyshire, with Centenary Works right by the entrance gate. Over the next months, the society plans to bring all of its parts for construction to Wirksworth so they are on a single site.

Preparation of the workshop for the group needed considerable effort to make it habitable, and on completion, was opened by society president Stan Fletcher last December. The Centenary Works name was to mark Stan's 100th year and his connection to the project. In the works, volunteers will refurbish and construct parts.

Mr Fletcher, who was one of team of commissioning engineers for 10000, travelled more than 150,000 miles with the locomotives during their initial years. He also spent time working for English Electric in Malaysia and Australia, training staff and setting up diesel maintenance depots.

During August, after several weeks preparatory work, the Ruston Paxman 12RK3ACT engine, alternator and silencer were removed at Rowlsey using a crane, ahead of the loco embarking on a 51-mile road journey to cover the nine miles separating old and new homes – such was the requirement from the local authority's highways department and Network Rail.

The Paxman unit has been sold to IMPS, a marine engineering specialist in Lincoln, which will also store the original Brush alternator for possible re-use in No. 10000. The stainless steel silencer was sold for scrap.

With No. 58022 firmly ensconced at Wirksworth, a small team, led by group chairman Mark Walker, has started to dismantle the loco. It's a painstaking process unscrewing nuts and bolts which haven't been touched for years, so portable air wrenches and the occasional application of blowtorch heat doesn't go amiss.

Stripdown

Back in 2019, the society produced an engineering study based on considerations and opinions at the time. As the stripdown has progressed – which only started in earnest after August 18, once the loco was at Wirksworth – these views have been reconsidered and components that may have previously intended for disposal are being retained; at least for the moment.

There are plans to incorporate some Class 56 parts which are more readily available, but for now the group is retaining all re-useable Class 58 parts ahead of a final decision, once the electrical system redesign has been completed. Parts of the cooling system will be retained, refurbished and reused, too.

Originally, the electrical cubicle, cab controls and power pedestal were to be disposed of, now they too will be retained while more detailed design work is completed.

The finished loco will be dual-braked and provide steam and electric train heating. The original loco had a Clarkson boiler, which was later replaced with a mk.1 Spanner boiler. The re-created loco will have a mk.2b boiler, which last saw service in 55019.

However, the bogies the loco currently sits upon will be sold once the frames have been lifted to place the refurbished 'EM2' bogies underneath. These bogies will be moved from the Midland Railway, Butterley, once coronavirus restrictions permit access to collect them.

Additionally, the society is negotiating to buy spare traction motors, bogie and brake spares from Workgroep1501, the Dutch owners of 'EM2' No. E27003 *Diana*, (NS1501). It's a move that will speed up that part of the project, and significantly reduce costs.

To get the loco stripped to the frames and prepare for the modifications to the frame to accommodate the 'EM2' bogies, both cabs are in the process of being stripped ready for removal.



The Ivatt Diesel Recreation Society has embarked on a mission to re-create LMS No. 10000 from a Class 58. Here, the 'twins' – Nos. 10000/1 – approach Preston in July 1948 with a Perth to London Euston working. ***RM*** **ARCHIVE**



The engine, silencer and alternator are removed from No. 58022 at Peak Rail, Rowsley, on August 11, prior to moving the rest of the loco to the Ecclesbourne Valley Railway. IDRS



Allelys arrive at Wirksworth with No. 58022, passing Centenary Works, where one of two power units the society have is wrapped up outside. IDRS





Above: Most of the No. 2 cab end of 58022 has been stripped ready for removal, with one of the two cabs to be auctioned off. Discoveries during stripping included discarded cardboard sandwich cartons from the early 90s! CHRIS MILNER

Left: Framework for the engine compartment has been removed as volunteers tackle some of the ancillaries in the engine compartment of 58022 at Wirksworth on September 4. CHRIS MILNER

One cab will be sold by auction to raise funds for the project, with interest already from around a half dozen potential bidders. The other cab, along with a spare power unit, will be used as one of the attractions for a visitor centre the society is planning. This is at an early stage, but will be another attraction for visitors to the Wirksworth site.

On a typical working day, there can be between four to six volunteers on site, from a core of a dozen or so working members. At the time of my visit, 58022 was in a siding the station yard, where a team of volunteers were busy removing components. Ideally, a few more volunteers would help with the many tasks, but there are safety factors to consider while coronavirus is still very active.

Work on the loco to reduce it to the frames and bogies will continue over the winter, probably in all weathers.

At some future point, the frames will be moved to sidings beyond Cemetery Lane bridge at the north-west end of the site. Its proximity is as far removed from Centenary Works as could be possible, but where the loco stands at present is a siding for arriving and departing rolling stock to be unloaded to/from road transport, so will have to move. Even so, having 58022 on the same site as the workshop is already making things much easier for the group.

The site is also home to the society's Mk3 sleeping car – No. 10597 – donated by Porterbrook. This will provide vital accommodation for the working volunteers once internal work has been completed.

The society has accepted another Porterbrook donation – Mk3 TSOB2 No. 10412, formerly HST TRUK No. 40506. This coach is at the Northampton & Lamport Railway on loan. The society's long-term intention is to use No. 10412 as a support coach. One major plus for the society has been the input, assistance and guidance from a number of recognised industry experts, especially relating to traction equipment, chassis and brake design.

Donations

Getting to where the society is today would not have been possible without the many donations to its Lift and Shift fund, which after the move of 58022 by AllelysHeavy Haulage, has taken a bit of a bashing.

There is a need to move the second 16SVT power unit from a military base (including paying certified contractors to extract it), and transporting the traction motors from Holland and moving the alternator means an additional £10,000 needs to be raised.

The society says it will get little advance warning of when these parts are available and when the moves will need to take place, so have embarked on new wave of fundraising – see advert on p46-47.

There is a risk if they cannot be moved on demand, then the UK-based items could be scrapped, jeopardising the whole project. The upside is once the society has these items, it will have all the major components to build the new 10000.

Plans are for the loco to be constructed to a standard that would mean it could become mainline registered to allow dead-in-tow movements and permit visit other heritage lines or open days.

Construction of No. 10000 is planned over a 10-year timescale, but more members and more finance would shorten the construction period. Membership of the society has no set fee.

Members decide how much they can afford, with a minimum of £2 per month, but the greater the donation, the more benefits members accrue.

Details of membership options are available on the group website at: www.lms10000.co.uk■

The Ivatt Diesel Re-creation Society

Standing Order

Photocopies of this page are acceptable



Title	First name(s)	Surname

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Dear Sir/Madam,

Please pay monthly on the 8th of each month the sum of …… (£……...).

Commencing with the first payment on the 8th of ……..(month) …….. (year) to Lloyds Bank sort code 30-94-77 for the credit of 'Ivatt Diesel Re-creation Society' (a/c 50405860) and charge my account no ☐☐☐☐☐☐☐☐ and sort code ☐☐☐☐☐☐ therewith.

Yours faithfully

Signature ……..

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Please send this form and the Membership/Gift Aid form to the Society at IDRS, 46 Biddick Village Centre, Washington, NE38 7NP

Benefits for donors

The following benefits are offered to donors. Donors of £24+ per year are automatically entitled to be members at no extra cost.
The levels of benefits for donors "Notches" to reflect 10000's notched driver's controller, seen below. These benefits are available once construction of the locomotive is fully completed.

Notch level	Total donations made
Notch 1	£24 - £59
Notch 2	£60 - £119
Notch 3	£120 - £239
Notch 4	£240 - £499
Notch 5	£500 - £1499
Notch 6	£1500 - £9,000
Notch 7	£10,000 - £24,999
Notch 8	£25,000+

Notch 1 – All donors can become members and will receive copies of the Society newsletter, be able to do voluntary work toward 10000's re-creation, be invited to society events and have voting rights at meetings.

Notch 2 - will receive a discounted ticket price on one of 10000's first trains in addition to Notch 1 benefits.

Notch 3 - will be offered a free seat on one of 10000's first public trains in addition to Notch 1 and 2 benefits.

Notch 4 - will be offered a cab ride in 10000 along with Notch 1 - 3 benefits.

Notch 5 - will be offered a free seat on 10000's first passenger train in addition to the benefits offered to Notch 1 - 4 members.

Notch 6 - will be offered a driver experience package, including an opportunity to drive 10000 along with all Notch 1 - 5 benefits.

Notches 7 & 8 - TBA

Notes:
(a) Members aged below 18 are not permitted to vote in society meetings.
(b) Driver experience is for 18+ and not on public trains.
(c) All benefits are subject to arrangement, availability and conditions of third parties.
(d) All previous donations are included in the donations total.

Membership & Gift Aid

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Membership of the Ivatt Diesel Re-creation Society is normally by monthly donation. There is no set membership fee. Simply choose how much you can afford to pay each month. The benefits listed opposite will be commensurate with the total of your donations made when 10000 is completed.

Please let us know the method you're using for donating to the charity:

☐ Standing order paid to Lloyds bank 30-94-77 50405860

☐ Paypal — ivattdiesel@gmail.com

☐ Lump sum paid in leiu of 12 monthly payments

☐ Cheque to Ivatt Diesel Re-creation Society

Send your form to:
46 Biddick Village Centre,
Washington, NE38 7NP



Photos: *Left,* 10000 at Derby in 1948. LMS Rly Co.
Above, 58022, which will form the chassis of the new locomotive, on arrival at Wirksworth in August. MJ Langrish.
Below, Passing our Centenary Works and the English Electric 16SVT power unit, Wirksworth. Bernard Caddy/IDRS



LMS10000

www.LMS10000.co.uk

I wish to apply for membership of the IDRS and give Gift Aid (if appropriate).

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GIFT AID is reclaimed by the charity from the tax you pay for the current tax year. Your address is needed to identify you as a current UK taxpayer.

I want to Gift Aid my donations today, in the future and any made in the last 4 years, to the Ivatt Diesel Re-creation Society. I am a UK taxpayer and understand that if I pay less Income Tax and/or Capital Gains Tax than the amount of Gift Aid claimed on all my donations in that tax year it is my responsibility to pay any difference.

Please notify the charity if you:

- want to cancel this declaration
- change your name or home address
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I agree to the IDRS holding my personal details and using them to contact me as a member and in regard to Gift Aid. [*These details will be use solely for the making contact with you for Society purposes and will not be given to any other person or body other than HMRC in regard to Gift Aid. Records will be kept for a period of 7 years]*

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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.

Unfulfilled projects go back 70-plus years

THE comments in your editorial (*RM* Sept) about the plethora of unfulfilled projects over the last 20 years only reflects what seems to have been a constant issue over the last 70 years.

With the extra time afforded me by the current lock-down regulations, I have been looking through *The RM* since 1949, (the year of my birth) and I have currently reached 1959.

The pages are just full of Government announcements of ambitious plans, the vast majority of which are never mentioned again. What is more, there is plentiful evidence, almost in every issue I have read so far, that budgeting for railway related projects right from the very beginning of the railways, was almost invariably hopelessly optimistic.

Perhaps it should be no surprise it is still the case infrastructure projects so often run late and over budget.

On a completely different tack, the caption for the photo on the bottom left of p22 of the current issue (September) states that 154.1mph remains a UK record for a passenger-carrying train. Do not 'Eurostars' on HS1 travel at 186mph?

Geoffrey Biggs
Solihull

History is unfortunately littered with promises of ambitious projects which have never materialised or have been cancelled.

Both during Nationalisation and now Privatisation (what's left of it) have been the casualty of short-term thinking by Government ministers, unlike Switzerland, where there are local votes on major infrastructure projects, which are then delivered. As for the 154.1mph speed record, the caption should have made clear this was on classic lines, not dedicated high-speed tracks – Ed

Class 33 question solved?

DURING the mid-to-late 1970s I was working in the South West Divisional Control at Wimbledon, and in reply to C Penney's question regarding the MGR train observed at Eastleigh, it may well have been the empty MGRs from Appleford power station, near Didcot, to Southampton Docks.

At the time the CEGB was moving the surplus coal supply located on the Isle of Wight following the closure of the power station at Cowes in 1976.

Once the coal was unloaded from the ship at Southampton into the MGR wagons, it was transported north to Appleford. Class 33 and 73 locos were required to provide sufficient power.

Hope this answers the question.

B.Moore
By email

PUTTING THE RECORD STRAIGHT (*RM* SEP)

P77: In the Class 701 report, it suggests there were no seats in unit 005. There are no seats in unit 002 and 005 *does* have seats.

P83: Derek Thompson's superb shot of the Caledonian Sleepers shows the Down sleepers approaching Dalwhinnie from the south, in the rising sun, not the setting sun!

EDITORS NOTE

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

STAR LETTER

Government-sponsored ad promotes trespass!

IT MAY well be you have seen this advertisement in the newspapers: this one (right) appeared in *The Daily Telegraph* last week. It is advertising 'Bristol Awaits' for a short break in the city.

I am very surprised HM Government has sponsored such an advert, which in my opinion is totally irresponsible.

I am not familiar with all the railway lines in and around Bristol, and I certainly do not know this location, but to publish a photograph which glamorises walking between railway lines is totally unacceptable. This appears to be a siding, but it is no excuse (even if it is redundant).

A few years ago clothing manufacturers photographed their models standing in the 'four-foot'; having not seen such photographs for some time, I thought the practice had died out. Obviously, I was wrong.

As you will be aware, trespass and suicides are major problems on the railway.

It is very traumatic for train crew whose trains are involved in suicides, also for station staff and others, including Network Rail signallers and track managers and their teams and the British Transport Police.

Many of these latter groups are involved in the most unpleasant 'clear-up operations' afterwards.

Not only this, but countless numbers of passengers are grossly inconvenienced on account of resultant train delays.

The Railway Mission Chaplains come alongside railway staff, Network Rail staff and British Transport Police officers each time after such incidents, and passengers if they require help in any way.

The chaplains have more than enough of such incidents to attend to without trespass being advertised.

How ironic that at the bottom of the page it states: Bristol Together, Safely reopening our city.

Humphrey Gillott,
Retired Railway Mission Chaplain



A copy of the advert from a national newspaper endorsed by HM Government.

Like many readers and railway personnel, I am staggered such an image, taken in Bristol's dock area, has been signed off for use in a national advertising campaign. All railway lines should be considered active.

The same day Mr Gillott's letter arrived, Network Rail had been Tweeting about the danger of the public standing on Claverton crossing in Bath to take 'selfies' (pictured left).

The rail industry works extremely hard and diligently to get trespass images removed from public view as soon as possible, as it does on suicide prevention with The Samaritans, so it seems incredulous someone in a Government department and their advertising agency has approved this picture as being 'cool' – when it is anything but.

Destination Bristol was asked for a comment and said: "The chosen image referred to was used in partnership with HM Government's Cabinet Office late summer campaign for a short burst of advertising in early September. It was obviously not our intention to cause distress. The tracks in question are within a public area in Bristol and are old dock tracks which are occasionally used for steam trains. We would definitely not want to encourage any trespass on rail lines in use and so have removed the image from our galleries and will not use it in any future campaigns." – Ed.



An image issued by Network Rail of two teenagers taking pictures at Claverton crossing, Bath.

Taff Vale tank restoration

THE news that Taff Vale Railway No. 28 is being restored on the Gwili Railway is to be welcomed, but the news story needs some additional clarification.

Yes, the engine was built at West Yard Works and the locals are keen to emphasise its 'Welshness', but in reality its design is as 'Welsh' as Yorkshire pudding!

It is in fact one of a dynasty of Kitson designs which began on the Lancashire & Yorkshire Railway in 1881 (Kitson supplied batches of similar 0-6-0 tender locomotives to both the L & Y and TVR at this time) and went on to encompass the Taff Vale; Cardiff; Rhondda and Swansea Bay; Lancashire, Derbyshire and East Coast; Hull and Barnsley Railways; Lambton, Hetton & Joicey Collieries; and the Mauritius Government Railways.

The latter was a particularly tragic story, caught up in the events surrounding the end of British rule there. Sadly, not only the Kitson 0-6-2Ts there were lost, but a fine class of double-framed 0-6-0Ts and 2-6-2T, 2-8-2T, and 0-8-0T designs (some built by Kitson) gave a good indication of what might have appeared on the Taff Vale, Cardiff and Rhondda and Swansea Bay Railways had the Grouping not occurred – no doubt equipped with more suitable cabs for the South Wales climate!



What would be interesting to know is whether any Kitson parts were supplied to West Yard Works to facilitate construction of its 'O1's', given some class members were built by the Leeds concern.

Mark Smithers
By email

Revenue protection 'heavies' are not necessary

IN RESPONSE to the Not The Ticket feature (*RM* August) about fare evasion and revenue protection, instead of bunches of intimidating 'heavies' carrying out spot ticket checks, why can't train conductor/guards do what they used to do – ie: check and sell tickets?

Now you must have a valid ticket before travelling or a 'Promise to pay or face a penalty fare'.

How many non-regular travellers are aware of that?

Some conductors will check and sell tickets, others ask disinterestedly: "Does anyone want a ticket?", while the remainder hide in the back cab playing on their mobile phones.

I accept it is not always possible to check tickets if a train is crowded or approaching stations, but when the role of guards is being eroded, there is an obvious job to do protecting revenue, otherwise what is the conductor there for?

Ticket machines lead to queues, frustration and anger, and just baffle non-regular travellers and tourists. The relief of being able to buy a ticket from a real person who can take account of concessions, group rates and provide travel information is palpable.

I have had numerous rail journeys and days out spoiled by ticketing problems.

I have seen old people panic stricken they do not have a valid ticket because their train had been delayed and they had genuinely got on the wrong one.

Who needs the stress of being intimidated by baffling ticket exclusions?

I have also seen blatant fare dodging by people with no money but 'the train doors closed as I was putting my mother's luggage on board'.

I have come across genuinely helpful conductors who have held trains for connections and advised unsure travellers, but in the current crisis and collapse in passenger numbers, the railways cannot afford to treat passengers the way they do.

Philip Jervis
Horbury, Wakefield.

DB 103s most powerful electrics

I WAS a bit surprised to see the bold type claim that the Class 91s were the "world's most powerful locomotives" when introduced (Sept *RM*).

I can think of at least two electric types that pre-dated the '91s' by many years and left them in the shade, power wise.

Amtrak's AEM7 'Toasters' (7,000hp) were introduced in 1978 and the classic DB Class 103 introduced in 1970, with a whopping rating of 9,980hp.

On the diesel front there was Union Pacific's 6,600hp DDA40X Centennials.

The Class 91s were simply the UK's most powerful when introduced.

Mike Walker
By email.



DB Class 103 No. 103 227, with its 9,980hp, captured in the early morning sun at Köln Hbf on February 18, 2000.
CHRIS MILNER

Mr Jervis is not the only reader who has written about the confusion about on-train ticket purchase, intimidating or aggressive style of revenue-protection teams, who have heard all the excuses and seldom believe passengers who have been unable to buy a ticket – or made a genuine error with a ticket machine.

Such practice gives the industry a bad name and is avoidable with improved training and less intimidation.

While there will be a consistent few who always try to flaunt the system, in the current Covid-19 climate, the majority of on-train ticket checks have ceased, providing many with free travel, which is an equally big problem to be addressed now train operators are working under revised contracts - Ed

Correct Marylebone pronunciation

THE correct pronunciation of Marylebone (*RM* Sept, p34) is 'Marryb'n'. The 'le' in the middle is silent and the last two vowels are cut very short. The automated announcements on the Bakerloo Line get it hopelessly wrong.

Peter G Scott,
Former Marylebone station announcer.
Higher Denham, Bucks.

Southern push-pull quandry

The query raised by Roger Jermy (*RM* Sept, Readers' Platform) is one that has intrigued me over the years.

The Southern liked to keep their locos at the down-hill end of end of push-pull trains, where there was a gradient involved, while the position of water cranes seems to have been an influence to which end of the train was preferred.

Since most push-pull units (but not all) only had a cab at one end, that would affect where the loco was coupled.

However, any other reasons why the loco was coupled at its smoke-box or bunker end is less clear.

It is noticeable that coupling at the bunker end was almost invariable on the former GWR, Southern and LNER lines, whereas coupling at the smokebox end was far more frequent on the LMR. Was there a reason? Where 'sandwich' trains were operated, with coaches fore and aft, the coupling was of course at both ends.

Perhaps, if asked, Southern would have simply replied: "That's just the way we do it!".

A little tit-bit is that the push-pull trains that operated out of the Bastille terminus in Paris were coupled to the smokebox end of the locos, because it was found the bunker end of the frames were being distorted when pushing habitually from that end; but I have never heard of that being an issue with any British locos, and the problem only appears to have affected one French class of locos.

An insoluble query? But intriguing nevertheless.

Eric Stuart
By email

The push-pull feature has generated some interesting correspondence, and it is timely Mr Stuart mentions such trains in Paris, which is the subject of a forthcoming feature – Ed



Railways in Parliament

by Jon Longman

Williams Rail Review delay

SAM Tarry (Ilford South) asked the Secretary of State for Transport, when he plans to publish the Williams Rail Review.

Transport Minister Chris Heaton-Harris replied: "The Department for Transport (DfT) remains committed to delivering wholesale reform of the rail industry to put the priorities of passengers first.

"Our ambition is unchanged – we are committed to building on the detailed, evidence-based priorities Keith Williams set out.

"We want to create a railway where passengers know who is in charge, that delivers value for money and that the UK can be proud of.

"The Williams Rail Review was in the final stages of drafting at the outbreak of Covid-19.

"The Government views the purpose of the reforms as important as ever, but further work needs to be done now to reflect the impact of Covid-19 on the sector.

"We will publish the results of the review in due course."

Rose Hill suspension

SIR Edward Davey (Kingston and Surbiton) asked the DfT, if they will publish the impact assessment on the effect on local communities of the decision to suspend services on the Manchester Piccadilly to Rose Hill Marple Line.

Transport Minister Chris Heaton-Harris said: "Nationally all train operators have been asked to restore a timetable that maximises passenger travel opportunities, whilst maintaining good performance levels in services.

"Having been alerted to the issues around the Rose Hill service by the Hon Member for Hazel Grove, I convened a meeting of local MPs and Northern Trains Ltd (NTL).

"Like other operators, NTL has been working to an emergency timetable rather than its full service agreement timetable whilst the impacts of Covid-19 continue. Following the meeting, NTL is reviewing options again to see how it can support the affected communities and understands completely that the rapid return of a resilient timetable on this line is a Government priority."

Hydrogen powers on

BEN Lake (Ceredigion) asked the Secretary of State for Transport, what steps he is taking to bring forward plans for hydrogen trains.

Transport Minister Rachel McLean replied: "The Government supports using hydrogen-powered trains on the railway to help deliver our target of net-zero greenhouse gas emissions by 2050.

"The DfT is working with Network Rail and the rail industry to determine which parts of the network will be best suited to electrification, and which to hydrogen as well as battery.

"This work will support the Department's Transport Decarbonisation Plan, to be published at the end of this year.

"The Government is supporting development of hydrogen technology through innovation funding and research, including work on safety and wider issues that will have to be considered to allow the smooth entry into service on the network of hydrogen trains."

Network projects alert

LILIAN Greenwood (Nottingham South) asked the Secretary of State for Transport, when he intends to publish an updated Rail Network Enhancements Pipeline list, which was last updated on October 21, 2019.

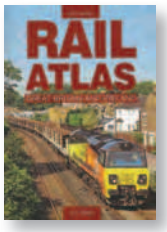
Transport Minister Chris Heaton-Harris said: "The Rail Network Enhancements Pipeline showing the status of rail enhancement schemes at different stages of development will be published on an annual basis.

"An update of this will be published following the spending review."

Books, videos and other items for possible review should be sent to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle Lincs LN9 6JR

Rail Atlas of Great Britain & Ireland 15th Edition

By S K Baker



THIS atlas is one of the staple reference books for enthusiasts and also many rail professionals.

It was first published in 1977 under the OPC imprint – and is still being produced under the authorship of Stuart Baker, more than 40 years later.

Just released is the eagerly anticipated 15th edition, which has been fully revised and updated to reflect changes since the last edition in 2015.

The popular style and layout is retained, and the maps cover main and branch lines, junctions, electrified routes, heritage lines, LRT systems, industrial and private lines, as well as all existing and proposed stations (at the time of printing).

The maps also show how the route for HS2 lies in relation to existing lines. Railways around Greater London are enlarged in a 24-page section: Underground lines are marked in their house colours with the Network Rail routes in grey.

Irish railways are well documented and peatbog railways are also included.

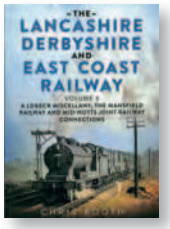
As in previous editions, complex areas have enlarged maps for clarity, so all in all an excellent package and worth the investment given the changes since the previous edition. The overlaps from map-to-map are a great addition, too.

Maps are fascinating in their own right but this is a must have books for anyone interested in railways. CM

Crecy Publishing Ltd, Unit 1a Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH, Tel 0161 499 0024. Hardback, 136pp, 250x180mm, ISBN: 978-0-860936-81-7, £20

The Lancashire Derbyshire And East Coast Railway Volume 3

By Chris Booth



THIS valuable book marks the completion of a comprehensive three-volume work on the Lancashire Derbyshire & East Coast Railway (LD&ECR) by Chris Booth.

Volumes 1 and 2 were published in 2017 and 2018.

This third volume covers the projected LD&ECR branches and operations, Mansfield Railway, Mid-Nottinghamshire Joint Railway, the decline of coal and the current Rail Innovation and Development Centre, based at Tuxford.

These Fonthill volumes complete the development of the author's earlier excellent study of the LD&ECR, which he self-published on Blurb in 2013.

Chris Booth has covered the history of this curious route – which failed to leave the 'Dukeries' and reached neither Warrington in Lancashire nor the East Coast at Sutton-on-Sea!

The LD&ECR only had an active independent life of 10 years before being taken over by the GCR in 1907.

Coal traffic was always the main driving force and source of revenue for this route throughout its existence. Passenger revenue was always secondary and regular passenger services finally ceased in 1955.

The book includes a first-class narrative explaining the development of the route from inception to its continuing partial survival in 2020.

Of particular interest is the substantial part of the book telling the story of the Mansfield Railway – from Clipstone Junction on the LD&ECR main line to Kirkby South Junction. This was one of the last stretches of UK 'main line' constructed prior to the 1923 Grouping.

The route was very successful in tapping into the substantial coal traffic that was generated by the new collieries to the east of Mansfield. The author also charts the sad 'rationalisation' of the local rail network as the coal industry declined.

The evocative photographs are a major focus of the book. The connecting narrative and documentation includes much fascinating detailed information, together with maps, plans and ephemera to create a portrait of the route.

With his professional railway background the author writes with perceptive insight and knowledge on this significant and important east-west rail route.

This is a first-class publication and highly recommended – interested readers should seek out the first two volumes.

An important addition to the rail enthusiasts' and local historians' library. Strongly recommended. RSS

Fonthill Media Limited, Fonthill Media LLC - www.fonthillmedia.com Flexiback, 192pp, 250x170mm, ISBN -13: 978-1-78155-802-7, £20

'TRACTION TIMES' - AN EARLY BR TRACTION MISCELLANY

Compiled by Andrew Royle

ANDREW Royle has gathered a superb collection of black and white images that feature the fascinating transition period of modern traction that was in service on BR during the 1950s and 1960s.

This was a time when most serious railway photographers concentrated on recording the soon-to-be-withdrawn steam traction.

Thankfully, a substantial number of excellent quality images were captured of a-soon-to-vanish era of railway operation which featured these early and prototype locomotives and units.

Sadly, many had a very short period in service on the rapidly changing railway network.

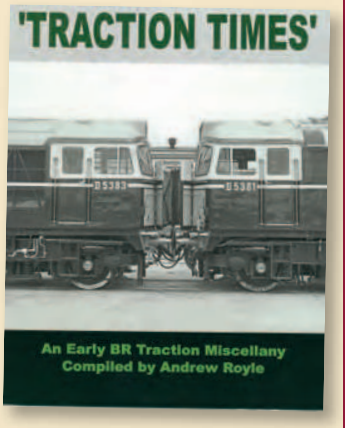
The book is organised logically by power classification, and includes sections on Prototypes, DMU's, EMU's, Shunters, and Electric and Gas Turbine locomotives.

Captions are detailed and very informative and the photographs are reproduced to a very high standard.

This book will appeal to all with an interest in our extraordinary post-war railway history and the enormous changes that took place during the phasing out of steam haulage.

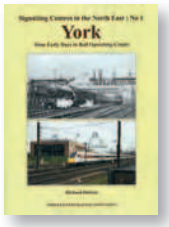
A book that represents excellent value for money and very strongly recommended. RSS

Transport Treasury Publishing Ltd, 16 Highworth Close, High Wycombe, HP13 7PJ, www.ttpublishing.co.uk Flexiback, 112pp, 273x115mm, ISBN: 978-1-913251-09-3, £14.50



Signalling Centres in the North East: No. 1 York - From Early Days to Rail Operating Centre

By Richard Pulleyn



THIS is a first-rate publication covering the history and development of railway signalling in York, from the earliest days of railways right through to the present day.

As such it is also a fascinating look at York's complex railway history.

It covers the early 1839 station arrangements, with pointsmen and uncoordinated signalling, and the 1877 station outside the city walls.

Subsequent developments include the ever more complex semaphore signalling, the rationalisation and resignalling in the post Second World War period, and the modernised signalling infrastructure controlled from the 2014 Rail Operating Centre.

Right from the earliest days York was a major railway centre. This detailed history concentrates mainly on the area within the city boundary, but for completeness includes some key fringe outlying locations.

Chapters cover the early period up to and including the First World War and the inter-war LNER period. The impact of the Second World War and the post-war BR era gets excellent coverage – culminating in York becoming one of the 12 Rail Operating Centres.

The book is lavishly illustrated with numerous photographs, period engravings, maps, detailed track diagrams and charts, many in colour.

Captions are very detailed and informative. Production values are high and it has been printed on gloss art paper – thus enhancing the quality feel of the book.

It is also very clear that the author has drawn on extensive research using primary sources to produce a terrific piece of railway history that covers more than York's signalling heritage.

This rewarding book will be of great interest to railway historians and enthusiasts – together with anyone interested in the York area and its history. Not to be missed! RSS

North Eastern Railway Association, The Sales Officer: NERA 31 Moreton Avenue, Stretford, Manchester M32 8BP. Email: sales@ner.org.uk Flexiback, 136pp, 295x210mm, ISBN: 978-1-911360-25-4; £18.50

The Southern Around London: The RC Riley Archive 1937-1964: Volume 4

Compiled by Jeremy Clarke



R C RILEY was a superb railway photographer who recorded the London area extensively – especially the southern parts of a complex network. Jeremy Clarke has assembled an excellent compilation of varied monochrome photographs which reflect the suburban and mainline operations during 1937-1964.

The area covered showcases the limits imposed by the author's Local Authority 'Freedom Pass'.

It describes a semi-circle that 'follows a line from Dartford through Swanley, Knockholt, Upper Warlingham, Coulsdon South to Hampton and Feltham'.

The selection is first rate and reproduced to a high standard, with decent sized images plus very detailed information.

As such it provides a vivid portrait of railway operations during the latter years of the Southern Railway and the early years of British Railways.

Frustratingly, Dick Riley included minimal information with his photographs and compiler Jeremy Clarke has done a great deal of research for the excellent captions.

The book is organised into key chapters entitled Early Days, Through the Inner Suburbs, Specials, Southern Electric, Non-Passenger, Outer Suburbia through to Stations and Panoramas.

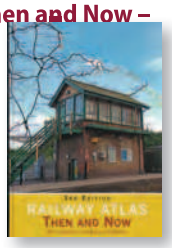
This book is the next best thing to time travel. How our railways have been transformed since the 1960s.

Very strongly recommended. RSS

Transport Treasury Publishing Ltd, 16 Highworth Close, High Wycombe, HP13 7PJ. www.ttpublishing.co.uk Flexiback, 112pp, 273x115mm, ISBN: 978-1-913251-11-6; £14.50

Railway Atlas Then and Now – Volume 3

By Paul Smith and Keith Turner



THIS atlas of lines Then and Now was received during the midst of the coronavirus pandemic, and like its modern counterpart, provides some really useful information, specifically railways *then* on the left-hand page, and how they are *today* on the right-hand page, as a direct comparison.

The authors have been busy since the 2015 edition updating information, with 29 new or replacement stations having opened.

The Then maps are based on the 1923 Grouping, including stations and halts, but omit military, industrial, private or garden railways.

Where station buildings now serve a new commercial purpose, such as holiday homes or restaurants, this is annotated usually with contact details.

Trackbeds now used as cycle or walkways are fully documented, too.

The book also shows a lot of detailed research has been undertaken. A very worthy addition to the bookshelf. CM

Crecy Publishing Ltd, Unit 1a Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH. Hardback, 112pp, 297x210mm, ISBN: 978-0-860936-98-5, £20

Why renting in retirement is becoming a popular choice



Retirement is an exciting time of life, marking the start of a new chapter. For many, this includes moving house, perhaps downsizing to a more manageable sized home or moving to a completely different part of the country.

A trend that is growing in popularity is to rent in retirement, which according to Girlings Retirement Rentals, the specialist letting agent for retirement property, brings many lifestyle benefits.

One of these is the community aspect of living in a retirement development. Most developments are open exclusively to the over 60s and even though people are living independently in their own apartment, there are plenty of opportunities to make friends and take part in social activities.

Most retirement developments have communal lounges and gardens for socialising, and many organise outings and activities. For single people especially this can be a real lifeline.

Another benefit of renting is that people no longer have the worry of maintaining a property. Not only can this be costly, as people age it can become a real burden.





"...I loved the apartment and development so much I decided to stay..."

- George Clement

With retirement developments located throughout the UK, there are plenty of locations to choose from, so people can move somewhere they have always dreamt of living – such as the coast, a vibrant city centre, market town or a quiet rural community.

Girlings has properties in retirement developments to suit all tastes and budgets, including luxury homes in their Diamond Collection.

An onsite manager ensures the smooth day to day running of the development and there is a 24-hour emergency careline in all apartments. The rent includes services and property maintenance.

One of the barriers to renting is that it is often perceived as temporary. This isn't the case with Girlings properties as many come with assured tenancies, which give the same security of tenure as homeownership. Renting also frees up capital in a home that can be used to help fund retirement.

George Clement downsized from his seafront house six year ago and moved into a Girlings' apartment in retirement development Homelane House in Burnham on Sea.

He explains, "Originally my plan was to move in for six months whilst I looked for somewhere else, but I loved the apartment and development so much I decided to stay. One of my main reasons for downsizing was to cut my utility bills. I was paying quite a bit for gas and electricity, but now I pay just £25 per month."

George has lived a very full life. He has been a soldier, a sailor, a mountain climber, an adventurer, and an entrepreneur. One of his last jobs was an energy advisor for the Carbon Trust. This role made him more energy conscious and to a degree influenced his decision to move somewhere smaller.

George rents a one-bedroom apartment. The development is close to shops, transport routes and amenities in Burnham on Sea. He says, "I'm really happy living here. There are lots of likeminded people and it's a very quiet and peaceful place to live. There is a communal lounge and people to socialise with which is good, although I tend to keep myself to myself.

"When I first moved in, I was on a shorthold tenancy, but now I have moved onto an assured tenancy, which means I can stay here as long as I wish. I have no intention of moving as I've found a place I want to stay, so having the assured tenancy gives me peace of mind."

As an extra incentive to anyone thinking of moving this autumn, Girlings is giving people the chance to win a Facebook Portal if they move into one of their properties before 30 November 2020.

To register for property alerts or find out more visit www.girlings.co.uk or call 0800 525 184

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This is an exciting opportunity to join a small and talented team responsible for moving oil trains arriving from and departing to the National Rail Network, within a preserved heritage setting.

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Michael Rigg Tel: 07904 952505.

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Please email your CV and Application Form
(downloadable from the website) to;
vacancy@ribblerail.co.uk

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We are now developing our continuing programme of online auctions for 2020 and winter/spring 2021 with additional sales and special events. Full details will be available shortly.

Dispatch of items is now undertaken in-house, a unique service, buyers usually receiving their purchases within seven days of the auction closing.

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Of particular interest for inclusion in our auctions: loco name, number and works plates, totems and other enamel signs, doorplates, signal instruments, keys and tablets, GWR lever plates, etc, lamps, notices or any other railwayana. Also posters, railway tickets, slides and photographic negatives.

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO OCTOBER 1920

Great Central memorial locomotive

IN ADDING to the 'Lord Faringdon' class of 4-6-0 locomotives, Mr J G Robinson has fittingly inaugurated the new series by constituting the first memorial engine, appropriately named *Valour*.

No. 1165 bears the nameplate description "In memory of G.C.R. employees who gave their lives for their country, 1914-1918".

The engine is a duplicate in all respects to No. 1169, "Lord Faringdon," excepting that the cab is fitted with side windows.



100 YEARS AGO: GCR 4-6-0 No. 1165 *Valour* prepared for Armistice Day, November 11, 1920. *RM* ARCHIVE

50 YEARS AGO OCTOBER 1970

American tour of *Flying Scotsman*

REPORT of the American tour of Alan Pegler's Pacific, LNER No. 4472 *Flying Scotsman*, gives detail of 'Mission III' from the National Railroad Museum at Green Bay to Toronto, Montreal, Detroit, Chicago, and back to Green Bay.

The train was scheduled to leave Green Bay on July 19, and return there on November 1.

There is talk of a possible tour to the West Coast of the USA via Canada, next year which would mean the locomotive might never run again in Britain.

Locomotives moved from Ashchurch

TO CONSOLIDATE its position, and increase the number of working locomotives at Didcot, the Great Western Society has moved 2-6-2 tank No. 6697 and 4-6-0 No. 7808 *Cookham Manor*, from outdoor storage on the Dowty Railway Preservation Society site at Ashchurch, Glos, to Didcot, where they will be under cover for the first time. They were booked to be diesel-hauled via Gloucester and Swindon over the weekend of August 15/16 as an exceptional load, under headcode 8X68.

Cambridge-St Ives closure

PASSENGER services between Cambridge and St Ives will be withdrawn from October 5, and from that date, stations at Histon, Oakington, Long Stanton, Swavesey and St Ives will be closed. Alternative bus services have been arranged as required by the Minister of Transport.

20 YEARS AGO OCTOBER 2000

M40 Trains retains Chiltern franchise

M40 TRAINS has become the first rail operator to retain a franchise, beating off competition from Go-Ahead to win the extended Chiltern Railways contract. Subject to a review in 2005 of the company's progress, the franchise will last for 20 years.

M40 managing director Adrian Shooter said he was delighted to have the chance to create "a railway fit for the 21st century".

Steam sheds bulldozed

THREE engine sheds have been demolished in the last few weeks and another is uncertain following an arson attack.

First to go was the former Highland Railway shed at Perth North, used for storage since closure in 1938.

This was followed by the demolition of the ex-L&Y shed at Southport, derelict since being vacated by the 'Steamport' preservation group. Finally, Sutton Oak – which had been in use as a Morrison's supermarket – is being knocked down to make way for a larger store on the same site. The listed former Midland shed at Northampton – having been closed in 1924 – suffered £50,000 worth of damage following an arson attack and may be condemned on safety grounds.

RCTS
Britain's leading Railway Society

The RCTS: then and now

RAILWAYS and coal have been inextricably linked for around 200 years. For much of that time coal provided the power for the railways and the national rail system carried it from pits to the end user, be it industry, power production or many others.

The movement of coal to electricity generating stations has much reduced over recent decades as a result of many challenges. Among the most recent is the desire to reduce Co2 emissions and thereby offset global warming, with the UK aiming to use greener, renewable sources as much as possible.

The movement of coal by rail from collieries has been documented in words and pictures in *The Railway Observer* for many years, ever more so as the decline in coal-produced electricity continued.

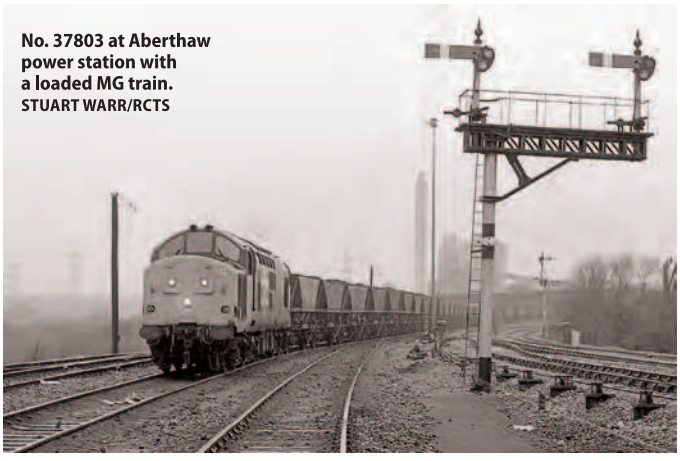
One example of this decline has been the reduced reliance upon, and the ultimate closure of, Aberthaw 'B' power station in the Vale of Glamorgan, South Wales, on March 31, 2020. The first power station at the site opened in 1960 and the majority of its coal and that for the subsequently built 'B' facility came from Welsh collieries such as Tower, Ffos-y-Fran and Cwmgwrach, all within a radius of about 30 miles and rail-connected.

Coal trains were extremely common in steam days, and reports in *The Railway Observer* were few and far between about those destined for Aberthaw, but in the subsequent 60 years' reporting of the merry-go-round workings became increasingly frequent and appeared almost monthly towards the end, and also followed the evolution of motive power from '5205' tanks to Class 66s.

In addition to *RO* the RCTS has for many years published authoritative and detailed books on railway related subjects.

A new venture has seen the publication of their first album of photographs, The Journey by Stuart Warr, which is described as a railway odyssey in monochrome from the 1970s to the present day.

It features more than 200 quality and thought-provoking black & white images of steam, diesel and electric trains throughout Britain, and includes the image shown here, this being of a Railfreight grey-liveried Class 37 No. 37803 entering the yard at Aberthaw with a train of merry-go-round hoppers loaded with coal to feed Aberthaw 'B' power station's voracious appetite.



No. 37803 at Aberthaw power station with a loaded MG train. STUART WARR/RCTS

This picture was taken on April 4, 1987, from the platform of the 1964 closed Aberthaw station. In the background, through the mist, the power station can be seen.

The wagons would be hauled through the power station's discharge plant by a slow-speed-fitted Class 47 and once empty they would return, again Class 37-hauled, to collect more supplies from the colliery.

Stuart was not the only photographer recording events around Aberthaw at that time and RCTS member S K Miles had an image in the *RO* in 1987 of the naming of Nos. 37800 and 37801 at Aberthaw.

The book is available to order on the society website with a discount for members.

For information on the society and to order the book visit: www.rcts.org.uk

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Mike Pavie



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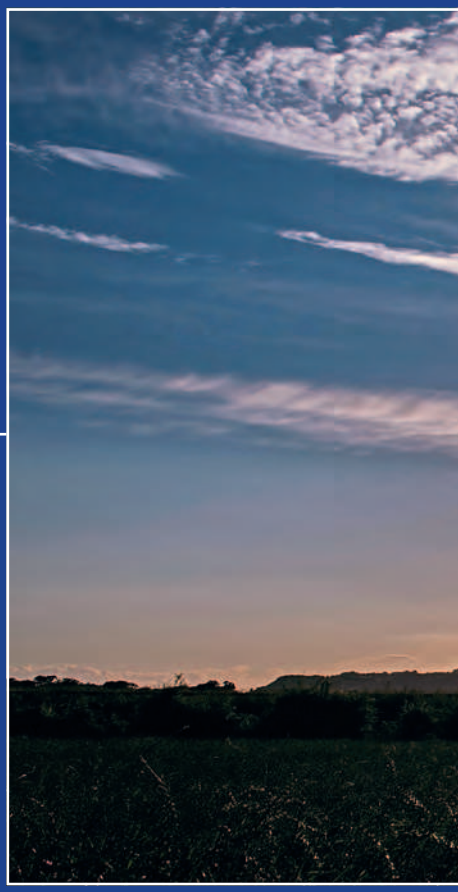
Panorama



The Bristol Harbour Railway's Avonside 0-6-0ST *Portbury*, running in its Inland Waterways & Docks guise as No. 34, re-creates the golden age of the industrial dockside systems alongside M-Shed museum's Bristol four-axle flatbed lorry during a 30742 Charters event on February 18, 2017. EDDIE BOBROWSKI



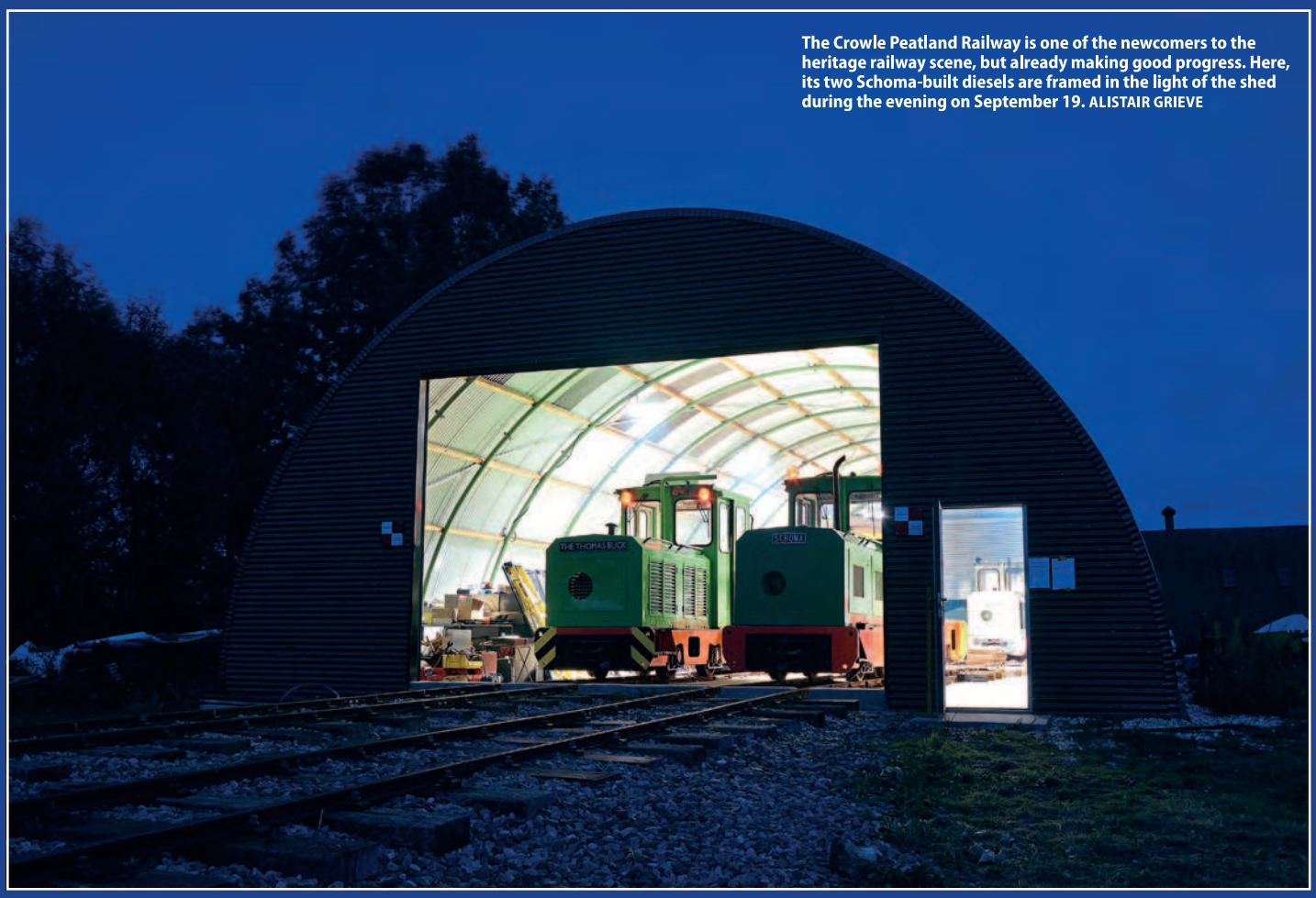
Collett '14XX' 0-4-2T No. 1450 with auto-coach *Chaffinch* trundles along in the sunset at the Gloucestershire Warwickshire Railway on June 3, 2017. JACK BOSKETT.



The sun's rays pierce the gloom of the taxi road at Liverpool Street station on an unknown date in 1945. C R L COLES/ RAIL ARCHIVE STEPHENSON

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The Crowle Peatland Railway is one of the newcomers to the heritage railway scene, but already making good progress. Here, its two Schoma-built diesels are framed in the light of the shed during the evening on September 19. ALISTAIR GRIEVE



www.porterbrook.co.uk

Panorama



BR '2MT' No. 78022 bursts out of Mytholmes Tunnel, near Oakworth, and begins the climb of the 1-in-90 bank with the 11.00 Keighley-Oxenhope service at the Keighley & Worth Valley Railway on January 19. PHIL JONES

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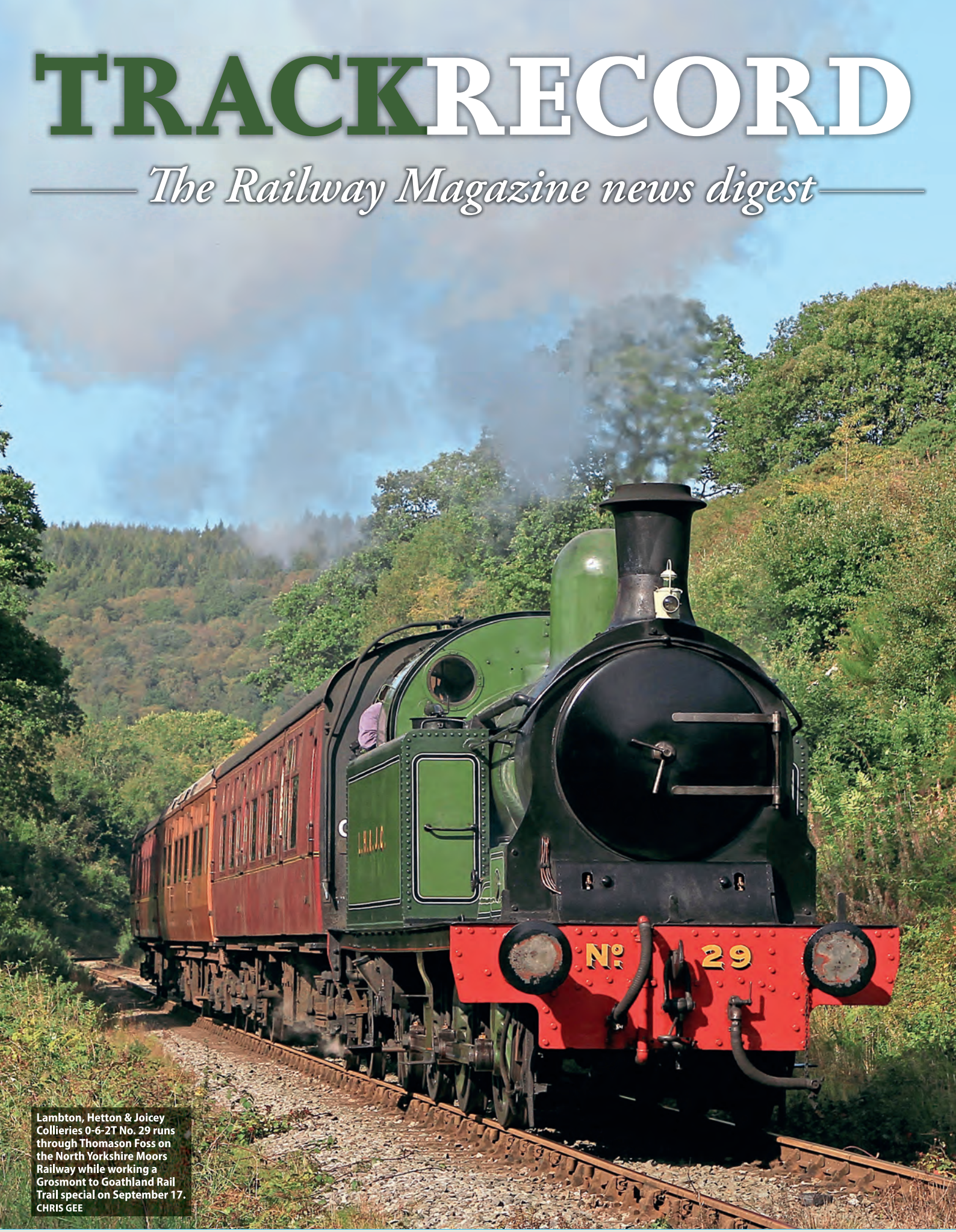
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Lambton, Hetton & Joicey Collieries 0-6-2T No. 29 runs through Thomason Foss on the North Yorkshire Moors Railway while working a Grosmont to Goathland Rail Trail special on September 17. CHRIS GEE

P62 STEAM P70 INDUSTRIAL P72 HERITAGE TRAMS P73 FREIGHT P74 IRISH P74 METRO
P76 NARROW GAUGE P78 CLASSIC TRACTION P82 NETWORK P86 RAILTOURS P90 WORLD
P92 TRACTION & ROLLING STOCK P95 STOCK UPDATE P98 OPERATIONS



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Llangollen's new station taking shape at Corwen Central

SIGNIFICANT progress was made on the Llangollen Railway's new terminus station in Corwen in early September as the railway pushes forward with plans to open the station next year.

On the Monday (7th) a team from Barnett Engineering arrived on site to erect the internal steelwork of the new waiting room. By the end of the day, four tons of steel was in place, forming an oblong box 15m x 4m within the foundations of the building.

The ground around the final pair of canopy columns has been reinstated, and the area rolled and drainage inserted.

Two days later (September 9) Wrexham Paving was on site to begin the block laying of the platform surface.

Rapid progress was made, so that by Saturday morning (11th) the eastern ends of platforms 1 and 2 were completed.

Blockwork

Completion of work around the base of the new waiting room will allow the blockwork to be extended into the western end of the platforms.

The ground frame for the east end loop and siding has also now been installed with rodding, and the station's new running-in board was erected on September 26.

■ In an unusual twist the Llangollen Railway welcomed 'Manor' No. 7822 *Foxcote Manor* back in late-August, less than a month after the locomotive departed for another extended hire at the West Somerset Railway (WSR).

An unforeseen loco shortage at Llangollen, coupled with the WSR's decision not to run any trains this year, resulted in the 'Manor' returning to North Wales.

It is expected to stay until at least mid-October.



The smart new platform surface at Corwen Central after laying of the block paving on September 12. GEORGE JONES

Tornado back in Brunswick for A1 Trust's 30th anniversary

THE A1 Steam Locomotive Trust (A1SLT) has marked the 30th anniversary of its formation by returning its *raison d'être* – 'A1' No. 60163 *Tornado* – to British Railways locomotive (Brunswick) green.

During the course of the Peppercorn Pacific's first 10-year boiler certificate it carried representations of all the historic liveries worn by the original Peppercorn 'A1s', including locomotive green and BR express passenger blue.

However, the LNER- style Apple green with British Railways on the tender is the loco's 'official' livery, and it has therefore carried this paint scheme twice.

The decision to repaint No. 60163 was made primarily as a way of acknowledging three decades of the A1SLT, but also as a 'nod' to the last of the original 'A1' class, No. 60145 *Saint Mungo*, which was the subject of a bold, but ultimately unsuccessful, preservation attempt following its withdrawal in 1966.



No. 60163 *Tornado* shows off its new coat of BR locomotive green following repainting by West Coast Railways at Carnforth. A1SLT

'Famous run'

A1SLT chairman Steve Davies said: "*Saint Mungo's* most famous run was on New Year's Eve 1965 when British Railways ran a special train from York to Newcastle and return to commemorate the ending of main line steam, the locomotive achieving 100mph on the return leg.

"Like others of the class it was bereft of its nameplates, but its performance inspired the formation of the A1 Steam Locomotive Trust in 1990 to build a brand new Peppercorn 'A1'.

"As part of the trust's 30th anniversary celebrations – and in recognition of the inspiration gained from this final survivor – we have repainted *Tornado* in BR locomotive green for the first time since 2012.

"We are grateful to Craftmaster Paints for their continued sponsorship of the painting of *Tornado* and to David Smith and West Coast Railways for completing such a fantastic job of repainting the locomotive in such a short time."

The new livery will be carried by the locomotive until its next overhaul, which is now scheduled for 2022.

The 'A1' in its new guise is now scheduled to work a series of main line charters and festive specials for the Railway Touring Company on the run up to Christmas.

The schedule includes:

■ **November 14 –** 'Cheshireman'-Bristol Temple Meads to Chester

■ **November 21 –** 'Cheshireman'-London to Chester and return

■ **November 24 –** 'Gloucester Christmas Market and Cardiff'-London to Cardiff and return

■ **November 28 –** 'Yuletide Express'-Ealing Broadway to York and return

■ **December 3 –** 'Worcester Christmas Fayre'-Norwich to Worcester and return

■ **December 5 –** 'Lincoln Christmas Express'-London to Lincoln and return

■ **December 8 –** 'Bath and Bristol Christmas Express'-London to Bath & Bristol and return

■ **December 12 –** 'Edinburgh Christmas Market'-York to Edinburgh and return

■ **December 17 –** 'Christmas White Rose'-Cambridge to York and return

■ **December 19 –** 'Christmas White Rose'-London to York and return

For further information visit: www.railwaytouring.net/uk-day-trips

'King' bows out of service at Didcot as boiler ticket expires

THE all-too-brief reign of the Great Western Society's 'King' No. 6023 *King Edward II* is over.

The Collett 4-6-0 bowed out of public service at Didcot Railway Centre on September 13, having reached the end of its current boiler ticket.

The 'King's' actual last day in steam was on September 15 for a private event for the Didcot workforce that afternoon, with the boiler ticket expiring at midnight.

It was a sad day for those who have worked closely with the locomotive since it first returned to steam in 2011 after a Project Impossible restoration.

Karl Buckingham, the loco's chief engineer, even likened the dropping of the last fire to being made redundant.

No. 6023 will now form part of the non-operational fleet on static display at Didcot while the restoration of 'Castle' No. 4079 *Pendennis Castle* is completed.

The 'Castle's' boiler passed its hydraulic exam in early September, with the steam test expected before this issue went on sale.

Once No. 4079 is in traffic and any teething troubles ironed out, the 'King' will be moved into the workshops for pre-overhaul assessment.



No. 6023 *King Edward II* has its fire dropped during the 'King's' last public weekend in steam at Didcot Railway Centre on September 12. DON BISHOP

Patterns produced for Churchward 'County' cylinders

THE first phase in the manufacture of the cylinders for Churchward 'County' 4-4-0 re-creation No. 3840 *County of Montgomery* has been completed with the production of the sacrificial patterns for casting.

The two polystyrene patterns for the twin 18in x 30in cylinders have been produced for the Churchward County Trust (CCT) by Premier Patterns in Smethwick. They are the first GWR cylinder patterns featuring inside steam pipes to be made using the polystyrene method, and once inspected are due to be sent to Russell Ductile Castings in Scunthorpe for the actual casting to take place during October.

"The completion of the cylinder patterns marks another major milestone in the production of No. 3840's bottom-end," said CCT chairman Gary Boyd-Hope.

"I'd like to thank those who have already joined our Cylinders Club for helping us get this far. However, we really need more supporters to sign up to help pay for the casting and final machining in due course."

The CCT's Cylinders Club aims to raise the required £40,000 by attracting 40 supporters to each donate £1,000, either as a one-off donation or through a monthly standing order of £25 per month for 40 months, £50 per month for 20 months or £100 per month for 10 months.

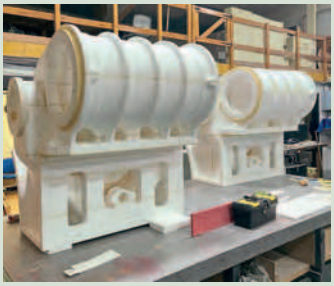
Club members receive:

- An invitation to the launch of *County of Montgomery*
- A seat on the locomotive's first train
- A special certificate acknowledging membership of the Cylinders Club
- A framed and mounted print of No. 3840 by artist Stuart Black
- Their name on a roll of honour
- Life membership of the CCT

The names of all Cylinders Club members will be put into a ballot with the winner receiving a cast brass replica of *County of Montgomery's* cabside numberplate.

"With assembly of the main frames now underway at Tyseley Locomotive Works, the extension frames awaiting completion with Roach Precision, and now the cylinders awaiting casting, the completion of a new 'County' 4-4-0's chassis for the 21st century is tantalisingly close," added Mr Boyd-Hope.

Details of the Cylinders Club and how to join can be found on the CCT website at: www.churchwardcounty.org.uk



Right: The two upturned cylinder patterns for No. 3840 *County of Montgomery* as seen at Premier Patterns shortly after completion in mid-September. ANDY TIMMINS/PREMIER PATTERNS

Final push begins on Hawksworth 'County' at Didcot – extra £175,000 needed

ALL that is standing in the way of the Great Western Society's (GWS) Hawksworth 'County' 4-6-0 No. 1014 *County of Glamorgan* potentially steaming in the next two years is £175,000.

The figure is a significant sum in its own right, but the GWS has already spent more than £960,000 on re-creating this missing link in the ranks of preserved GWR two-cylinder 4-6-0s, and the shortfall will be enough to see the locomotive in steam by 2022.

The GWS has therefore launched a 'final push' appeal to raise the required sum, and hopes to have all fundraising completed by the end of 2021.

A Boiler Club was set up some time ago, which has already raised £80,000 of the required £125,000 to finish No. 1014's boiler. Membership of the Boiler Club costs £1,000, payable in one lump sum or in monthly instalments.

The Thirty Counties Club offers the opportunity for supporters to adopt one of the original class members, again for a £1,000 donation, with members receiving a limited-edition mounted print of *County of Glamorgan* by railway artist Jonathan Clay.

Work on the locomotive is making significant strides around the country.

At Didcot the loco received its 'face' in mid-July when the completed smokebox was fitted, providing the real first glimpse of a 'County', not seen since the last of the original locos was cut up in 1965.

In mid-August the double-chimney formerly carried by No. 1006 *County of Cornwall* was fitted, together with a '1014' smokebox numberplate, and the incomplete loco posed alongside 'Saint' No. 2999 *Lady of Legend*.

Work on the loco's boiler continues at Heritage Boiler Steam Services, with the riveting of the boiler barrel to the former Stanier '8F' firebox due for completion this autumn.

A new front tubeplate has also been recently manufactured by Goodman Metal Works in Nottingham, while the connecting and coupling rods are nearing completion at Ufone Engineering and Boro Foundry, respectively.

More information on how to donate to the £175,000 appeal can be found at: www.county1014.org



Didcot's semi-complete Hawksworth 'County' No. 1014 *County of Glamorgan* and 'Saint' No. 2999 *Lady of Legend* pose side-by-side on August 13. FRANK DUMBLETON

Bahamas making a rare move south for Mid-Hants 'Pines Express' gala

STANIER 'Jubilee' No. 45699 *Bahamas* will make its first visit to a heritage line in more than 23 years this month when it stars at the Mid-Hants Railway's (MHR) Autumn Steam Gala.

The 'Pines Express'-themed event on October 16-18 will serve as a real feather in the cap for the MHR, being one of only a handful of preserved lines attempting to host any sort of gala in the current coronavirus climate.

The railway is hopeful the presence of the double-chimney 'Jubilee' will bring visitors to the line, particularly as it will be the first time *Bahamas* has visited the south of England since it was bought for preservation in 1967.

It has also not visited another preserved line, other than the Keighley & Worth Valley Railway, since 1997.

The gala will also provide a first opportunity for many to see the Somerset & Dorset Railway Trust's recently arrived '7F' 2-8-0 No. 53808 since it joined the resident steam fleet after departing the West Somerset Railway.

The last time the '7F' visited the MHR it was carrying SDJR Prussian blue livery, so its presence in BR black will undoubtedly prove popular.

'Jubilees' were regular performers on the Manchester to Bournemouth 'Pines Expresses' (only as far as Bath Green Park), so the presence of *Bahamas* and the '7F' made a Somerset & Dorset-esque gala too good an opportunity to miss.

Somerset & Dorset

Also in service during the weekend will be Southern 'S15' 4-6-0 No. 506, Ivatt '2MT' 2-6-2T No. 41312 and BR Standard '4MT' Mogul No. 76017, the latter two both representative of Somerset & Dorset classes.

However, despite the presence of a 'celebrity' locomotive and a timetable that includes the running of goods trains, this will not be a 'traditional' steam gala as there will be a minimum visitor threshold in order for the event to take place, but also a maximum threshold of 500 visitors per day.

Ticket holders will be able to start their journey from any of the line's stations, and there will be no restrictions on getting on and off the trains at stations.

Tickets will be available on the day, priced at £45 per adult, although a £5 saving can be made per ticket if booked in advance. If, for any reason, the minimum visitor threshold is not reached and the event cannot go ahead, those who have booked in advance will receive a refund for their ticket.

For further information and tickets visit: https://tinyurl.com/y63hnlke



'7F' 2-8-0 No. 53808 arrives at the Mid-Hants Railway's Alresford station on the back of a low loader following its transfer from the West Somerset Railway on August 27. S&DRT

West Somerset embroiled in "hostile takeover" attempt, say chairmen,

THE chairmen of the West Somerset Railway's three supporting/operating organisations have united in their condemnation of what they describe as a "hostile takeover campaign", after a small group of railway volunteers and supporters came together to implement a restructure of the railway.

On September 4, the West Somerset Steam Railway Trust (WSSRT) received papers proposing to appoint 14 named additional trustees to its board, with the overall aim of pushing through a merger between the trust and the West Somerset Railway Association (WSRA).

This would create a new controlling charity, with West Somerset Railway plc as its subsidiary operating company.

As a direct consequence the WSSRT postponed its Annual General Meeting (scheduled for September 19) in order for the trust to take legal advice.

The 14 individuals in question, since reduced to nine, are seeking early implementation of recommendations made in a recent independent Peaceful Somerset report by North York Moors Historical Railway Trust chairman John Bailey.

This was written on behalf of the Heritage Railway Association following WSR plc's eviction of the Somerset & Dorset Railway Trust from Washford station.

The report recommends the creation of a new controlling membership charity for the railway, which would be the leaseholder of the line, with a subsidiary operating company for the railway.

New charity

This new charity would not replace the WSSRT and WSRA, but rather compliment them, allowing both to continue with their own independent and/or specific charitable objectives.

These recommendations have been endorsed by the WSRA, WSSRT and the WSR plc.

However, the nine prospective directors instead wish to reduce the number of organisations involved with the railway, and would instead see a merger between the WSSRT and the WSRA to form a new charity inspired by the Bailey report.

In a statement they said: "By streamlining the complex structure and bureaucracy of the charities of the WSR, this will increase the fundraising potential for both the WSSRT and WSR as a whole, and encourage greater volunteer and community engagement.

"We provide a categorical assurance that, if we are elected as trustees, we will protect and uphold the activities of the WSSRT, specifically in continuing the excellent work that the WSSRT has done on its heritage carriages, the museums at Bishops Lydeard and Blue Anchor, and with its educational outreach activities."

However, such a merger would have profound implications for all parts of the railway, not least the WSSRT's members, who previously have expressed a wish to remain as a separate charity focusing on the museums, carriage restoration programme and educational outreach.

In a letter to supporters, the WSR plc directors said: "The takeover proposal would result in the effective destruction of the steam trust, so risking the future of the projects it has so successfully carried out to date."

The three chairmen (Jonathan Jones-Pratt - WSR plc; Mike Sherwood – WSRA; and Chris Austin - WSSRT) met on September 15 and subsequently asked John Bailey to assess their shared vision for a way forward.

Confidence

His resultant paper highlighted the need to maintain the confidence of the railway's stakeholders and "those external bodies on which the railway depends", including the Office of Rail and Road, auditors, banks, Somerset County Council (which owns the lease), potential donors and staff and volunteers; this is something that internal wrangling could undermine.

Mr Bailey therefore outlined two available options – evolution or revolution.

"Evolution involves moving as quickly as possible to create a new charity," he said.

"Although progress might appear slow, a lot has been going on behind the scenes. No one should be under any doubt that evolution is *not* a 'rearranging of the deck chairs'. It is immensely encouraging that all three chairmen agree the WSR is not their personal fiefdom; the plc now has a strong cohesive board committed to implement the Bailey Report recommendations.

"It recognises that communication with stakeholders, especially the railway's volunteers and supporters, has not been up to scratch.

"Revolution is the plan recently proposed by the group seeking to take over the WSSRT in order to dominate the plc. It's far from clear that's achievable and would require acquiescence by the plc.

"If despite such obvious barriers the plan were to succeed those newly in charge might find external confidence has evaporated. They inherit a desert where they would be duty bound to put the plc into administration."

At the time of writing the WSSRT had not come up with a new date for its AGM, and was using the postponement to consider the unprecedented nature of the situation, discuss it with those affected and take advice where necessary.

S&D Trust seeks new home after Washford finally closes its doors

VISITORS were able to take a last look at the Somerset & Dorset Railway Trust's museum at Washford station, West Somerset Railway, on August 29-30, ahead of its vacation of the site at WSR plc's request.

The trust was given notice to quit the site in February and, following a series of discussions, meetings and Heritage Railway Association mediation, is now looking for a new permanent home for its collection.

The Mid-Hants Railway, which recently became the temporary home of the S&DRT's '7F' 2-8-0 No. 53808 (see separate story), has offered to help house part of the collection of vehicles and artefacts, although much will have to go into store unless a new base is found before the trust has to quit the Washford site in February.

Several of the wagons are expected to become part of the MHR's demonstration goods train.

S&DRT members have already contributed more than £15,000 to its Safeguarding Our Future appeal, launched earlier this year, but this has now been extended under the banner Progressing Our Future, to help cover the extensive costs of relocation.

In a statement the trust said: "We appeal to people from the wider heritage railway movement for donations to accomplish this move.

"Although the trust has some funds to begin the huge task of transporting some stock, it will be a very costly exercise to complete the whole operation within the next few months.

"The trust has the largest collection of artefacts from the Somerset & Dorset Railway and this will have to be carefully removed and possibly stored for the immediate future."

The move will include the trust's collection of vintage carriages and wagons, signalling and other equipment. It may also include the track and ex-Radstock three-way point from Washford yard, although a decision as to whether this will be left has yet to be made.

The trust's Peckett 0-4-0ST *Kilmersdon* remains at the Helston Railway, despite having reached the end of its hire period.

The loco is likely to go for a contract overhaul before it moves to its new home.

For details on how to donate visit: www.sdrt.org





Above right: The Somerset & Dorset Railway Trust's yard at Washford, as seen during the final open event at the station on August 29.

Right: Part of the S&DRT's collection of heritage wagons at Washford on August 29. Some of these are expected to be rehomed at the Mid-Hants Railway. BOTH: PETER NICHOLSON



BR Standard '5MT' No. 73156 gets away from Quorn & Woodhouse with its final run of the day at the Great Central Railway on August 22. The train was a special charter. CLIVE HANLEY

No lottery support for Great Central despite almost £3million in emergency grants

A BID by the Great Central Railway (GCR) for £250,000 of resilience support from the National Heritage Lottery Fund's Heritage Emergency Fund (HEF) has been turned down.

To date more than 35 heritage railways and museums have benefited from awards, ranging from £3,000 to the maximum of £250,000, providing a resilience buffer against the loss of income caused by the coronavirus.

Lines to receive the maximum amount include the Bluebell, Ffestiniog & Welsh Highland, Mid-Hants and Severn Valley railways, along with Crich Tramway Village.

It is understood the GCR's bid was rejected on the grounds it included funding to cover capital works that are outside the permitted emergency costs.

"This is another bitter blow from the Heritage Lottery Fund – they don't seem to like us very much, having turned us down for the museum grant three years ago and now this," said the GCR's managing director Michael Gough.

"I am stunned, to be frank – the bid was accompanied by a very thorough cash flow analysis.

"I was sure they would see how we are running out of funds and would have helped us this time.

"For me, it really brings into perspective and offers a stark comparison to the generosity of the folk who come here, enjoy the heritage we are protecting and write in enclosing a £10 donation to help us."

Emergency appeal

In late-August the GCR launched a £354,000 emergency appeal to help see it through the Covid-19 crisis, allowing it to continue with essential works planned.

The railway's management had previously made a conscious decision not to mount a crisis appeal similar to that launched by other heritage railways, so it didn't impact on its other on-going appeals.

However, as the crisis has gone on, funds set aside for many other planned projects have been used up for day-to-day cash flow, and the GCR has felt compelled to seek the public's financial assistance.

The appeal will help replenish funds used in the recent replacement of the bridge deck on Bridge 341, just north of Quorn & Woodhouse station, as well as essential works in Quorn yard, including car park resurfacing, and the continuation of the conversion of the former goods shed to a classroom and education centre.

Funds from the appeal will also be used to renew or reinstate fencing along the line.

Mr Gough added: "The enforced closure has impacted massively on our operations and available cash flow.

"We are, however, committed to ensuring that we expand our activities for the remainder of the year as best we can.

"A successful appeal will help to ensure all of our operations are well maintained and we can enter into 2021 with renewed hope for our future and the preservation of our heritage."

Donations to the appeal can be made at: www.gcrailway.co.uk/emergency-project-appeal/

LOTTERY EMERGENCY FUND AWARDS TO HERITAGE RAILWAYS AND MUSEUMS

THE following preserved railways, railway museums and attractions have all received grant aid from the National Heritage Lottery Fund's Heritage Emergency Fund. They are:

Railway/Museum	*Grant (£)*
Amberley Museum	50,000
Bahamas Locomotive Society	61,500
Bluebell Railway	250,000
Bowes Railway	27,000
Bressingham	46,700
Caledonian Railway	115,500
Colne Valley Railway	29,800
Crich Tramway Village	250,000
Didcot Railway Centre	9,900
Downpatrick & County Down Railway	60,000
East Lancashire Railway	194,300
Ffestiniog & Welsh Highland Rlys	250,000
Foxfield Railway	81,500
Gwili Railway	22,400
Isle of Wight Steam Railway	39,300
Keighley & Worth Valley Railway	50,000
Keith & Dufftown Railway	127,200
Lincolnshire Coast Light Railway	10,000
Llangollen Railway	161,700
Mid-Hants Railway	250,000
Middleton Railway	39,300
Midland Railway Trust	104,000
Nene Valley Railway	£47,000
North Norfolk Railway	6,500
Princess Royal Class Locomotive Trust	9,600
Railway Preservation Society of Ireland	19,500
Severn Valley Railway	250,000
South Devon Railway	124,800
South Tynedale Railway	49,400
Stainmore Railway	33,500
Strathspey Railway	45,500
Vintage Trains	49,900
Welshpool & Llanfair Light Railway	25,200
Wensleydale Railway	50,000
West Somerset Steam Railway Trust	28,700
Yorkshire Dales Railway	41,900
2874 Trust	3,000
6024 Preservation Society	8,500

'B17' project leaving Llangollen to join 'Clan' in Sheffield

THE project to build all-new Gresley 'B17' 4-6-0 No. 61673 *Spirit of Sandringham* is relocating to the Ecclesfield engineering works of CTL Seal Ltd, near Sheffield.

The move follows the decision by the Llangollen Railway to shut down its contract engineering operation in a bid to stave of going into administration.

CTL Seal is no stranger to the new-build locomotive scene, having made great strides in the construction of the Standard Steam Locomotive Company's BR 'Clan' No. 72010 *Hengist* since the project moved to Sheffield in the spring of 2018.

The B17 Steam Locomotive Trust therefore felt that CTL Seal would be the best choice to continue the construction of No. 61673, with both projects benefiting from the flexibility of skilled resources corresponding with either available funding or work programme demands.

The 'B17's' frames, which were erected at Llangollen, are expected to move from North Wales to Ecclesfield during October or November.

They will be joined by the B17SLT's GER and LNER tenders, which had previously been in store at the Mid-Norfolk Railway.

On September 7, volunteers from both organisations joined CTL Seal staff to lay track panels in the yard at Ecclesfield, which will be used to house the two tenders along with wheelsets and other items.

In order to offset some of the £5,000 costs associated with the move of the tenders and frames, the B17SLT had launched Sandy's Fighting Fund (named after its teddy bear mascot).

Donations can be sent to The B17 Steam Locomotive Trust (marked for Sandy's Fighting Fund), c/o Brian Hall, 171, Clifton Road, Shefford, Bedfordshire SG17 5AG.

Alternatively, donations can be made by bank transfer to the B17SLT account (number 53357821), sort code: 20-41-12

Hengist frames on the move for milling

THE frames of new-build BR 'Clan' Pacific No. 72010 *Hengist* were moved from the assembly shop to the machine shop at CTL Seal's factory in Sheffield on September 11 in readiness for the hornguides to be machined.

Milling was underway five days later after the frames had been set up on CTL's large machining station.

It marks another milestone in the construction of the 'Clan', and follows the completion of riveting work on the frames by Varley Boilers at the end of August, as well as orders being placed for the bogie cannon box casting pattern and two pony or trailing truck wheels.

Geoff Turner, 'Clan' project engineering director, said: "We're all delighted to see the frames being successfully moved into the machine shop.

"I'd like to thank Varley Boilers for their work on the riveting of the frames, and our partners CTL Seal for their on-going hard work and support."

The project is still seeking donations to its Steam Raisers appeal, which was launched in August to raise £60,000, and will be used to finance design work, and source a manufacturer, for No. 72010's new Class 6 boiler.

Details can be found at: www.theclanproject.org



The upturned frames of No. 72010 *Hengist* are moved into the machine shop at CTL Seal Ltd, near Sheffield, on September 11. PAUL DAVIDSON/CTL SEAL

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Aln Valley reopening deferred to 2021 after ORR finds multiple 'shortcomings'

NORTHUMBERLAND'S Aln Valley Railway (AVR) will not reopen before Easter 2021.

This follows an inspection by the Office of Rail and Road (ORR) which raised multiple concerns over the line's safety management system, maintenance policies, record keeping and crew competencies.

The railway has come a long way since the first track was laid only eight or so years ago, having expanded operations beyond its Alnwick Lionheart headquarters and onto the former Alnmouth branch.

Track laying on the extension has reached a point where a new temporary terminus – Greenrigg Halt – has been established, which the railway had hoped to open this year.

Concerns over the AVR's safety management system (SMS) were first raised last year, prompting the line's trustees to ask Green Dragon Rail to carry out a full health and safety audit last autumn.

A number of issues were highlighted as a result, including crew competencies, which the railway had started to work through.

Competency assessments had been due to take place in late March, but the enforced coronavirus lockdown subsequently prevented these from taking place.

However, volunteer concerns over the AVR's working practices resulted in letters being sent to the ORR, and inspectors Steve Turner and Ian Skinner visited the line on July 22-23.

They found multiple causes for concern, from a lack of a rule book and rule/route knowledge assessments for loco and train crews, to the use of an outdated SMS, dating from 2011.

The railway was also unable to satisfactorily demonstrate the recording of volunteer competencies and track safety, while no fitness-to-run exams appeared to have been recorded on the line's steam fleet for two years.

'No surprises'

A statement released by the AVR on September 15 said: "It's fair to say there were no surprises in their findings, but because of a number of specific shortcomings in the railway's procedures, it was all agreed it would be best to defer reopening until we have resolved these issues.

"We are now working closely with the ORR to resolve these issues. The review was very informative, and as a growing railway the advice given was gratefully received.

"Key areas that require improvement are mainly within maintenance policies, standards and record keeping for our locomotives, and on the assessments, and recording of competence for people in safety critical roles.

"Covid-19 has naturally affected our efforts in correcting the shortcomings earlier in the year."

Infrastructure on the extension provided another area of concern for the ORR inspectors, principally the seven-arch Cawledge Viaduct.

Mr Turner recommended that the structure be reassessed; the last structural engineer's report was received in 2018.



Ex-Lambton 'Austerity' No. 60 top-and-tails with Hudswell, Clarke 0-6-0T *Richboro* at Willowdene on the relaid section of the original Alnwick to Alnmouth formation during the Aln Valley Railway's 50th anniversary event on May 5, 2018. HENRY ELLIOTT

Restriction

That report did not preclude trains from running over it, but did include a 3mph speed restriction.

The new platform at Greenrigg Halt will also need to be structurally assessed before it can be brought into use.

Aln Valley Railway chairman Tom Spence said: "We are saddened to bring news such as this.

"Reports from our regulatory body are often seen as bad news, but on this occasion we are looking forward to working with the ORR as they have given us a clear path forward to enable us to commence our passenger services once more at Easter 2021."

SIDELINES

'Scotsman' visit to Mid-Norfolk postponed

A VISIT by the National Railway Museum's 'A3' No. 60103 *Flying Scotsman* to the Mid-Norfolk Railway this autumn has been postponed by 12 months.

The Gresley Pacific was originally booked to star at the MNR's 25th anniversary celebrations this month, but the Covid-19 crisis has resulted in the visit being put back to October 2-18 next year.

Toddington 2-8-0's wheelsets return

THE wheelsets of Gloucestershire Warwickshire Railway-based GWR '28XX' 2-8-0 No. 2874 have returned to Toddington following re-tyring at the South Devon Railway.

All four coupled wheelsets have been so treated, together with the pony wheelset, with all also having their axle journals turned.

£10,000 equipment theft at Churnet Valley

THE Churnet Valley Railway lost an estimated £10,000 of signalling equipment during the weekend of September 5-6 when thieves broke into storage containers within the railway's private sidings at Froghall.

The loss includes a large quantity of interlocking equipment, some of which had been designated to help with the planned reopening into Leek.

'Patriot' group launch appeal to finish motion of new-build No. 5551

THE LMS-Patriot Project is hopeful its new '5551 Club' will help raise essential money needed to complete major work on the motion of new-build 'Patriot' No. 5551 *The Unknown Warrior*.

The project is seeking 500 people to join the club for a single donation of £55.51. If all 500 places are taken, the appeal will have received £27,755, which with Gift Aid could potentially net just shy of £35,000.

To encourage people to join, members are being offered the chance to win a seat on No. 5551's first train, something that is ordinarily only available to donors of £1,500 or more.

The names of all 5551 Club members will be added to a draw, and a winner selected once the 500 members target has been reached.

Inspect and report

The locomotive's motion parts moved from Statfold Engineering to the Princess Royal Class Locomotive Trust's (PRCLT) West Shed on August 12. This will allow PRCLT engineers to inspect and report on what work is required to complete all pieces to a satisfactory standard.

A comment on The LMS-Patriot Project stated: "Going on what we know from the connecting rods, which were the only parts worked on at Statfold Barn, we expect all the bearing brasses and oil rings installed at Llangollen will require replacement due to incorrect sizes or poor quality machining."

Further details of the 5551 Club can be found at: www.lms-patriot.org.uk



Paul Middleton's Cockerill 0-4-0VBT *Lucie* makes its first moves under its own steam in 20 years at Grosmont on August 19. ANDREW JEFFERY

'Piglet's' *Lucie* joins North Yorks Moors steam ranks

COCKERILL 0-4-0VBT *Lucie* has steamed for the first time at the North Yorkshire Moors Railway.

The move follows completion of an extensive restoration by owner Paul 'Piglet' Middleton, the railway's traction and rolling stock manager.

The 1890-built locomotive moved from its previous home at the Middleton Railway in September 2017, and has since undergone a full rebuild and return to its original condition when it worked for Tramways de l'Est de Bruxelles in Belgium.

The loco made its first independent moves since late-2000 at Grosmont on August 19, and has subsequently undergone running-in tests and trails over increasing lengths of the NYMR line.

On September 5, it successfully completed runs between Grosmont and Goathland, having no trouble (albeit light engine) on the stiff climb of Grosmont bank.

Further running-in will take place during the autumn, with the loco expected to assist with steam heating of the carriage stock during the NYMR's festive season service.



No. 4555 stands in the back of the shed at Cranmore on August 31 with various equipment attached for examination of the firebox. PETER NICHOLSON

Prairie out, Prairie in at East Somerset Railway

THE hire of Small Prairie No. 4555 by the East Somerset Railway (ESR) has not got off to an auspicious start, having already been withdrawn for repairs after only a handful of steamings.

The 2-6-2T arrived at Cranmore in March at the start of a two-year hire from the Dartmouth Steam Railway, and arrived almost straight after the completion of an extensive overhaul carried out at Paignton and Tyseley Locomotive Works.

Other than a guest appearance at South Devon Railway gala in March, the loco steamed once at the ESR prior to the Covid-19 lockdown, and again when it worked the railway's reopening trains on July 18.

However, No. 4555 was subsequently withdrawn after cracks in the laps of the firebox along a previous insert repair were discovered. The boiler will have to come out to facilitate further assessment and repair, which will be carried out at Tyseley.

ESR chief engineer Steve Masters told *The RM*: "Until they have a closer look we don't know how much work the repair will entail. Hopefully it can be done in situ and the loco can return in time for our season next year."

The unavailability of the '45XX' left resident Ivatt '2MT' 2-6-0 No. 46447 in sole charge of the railway's passenger operation.

Another GWR Small Prairie – '4575' No. 5542 – has been hired in to cover for No. 4555.

The loco arrived on September 24, and is expected to stay in Somerset until early next year.

Bo'ness line runs test trains, but no reopening before December

THE Bo'ness & Kinneil Railway continued to run 'shakedown trains' during September ahead of a potential reopening at the end of the year.

Crew familiarisation runs began in August to ensure footplate crews and guards are fit to work passenger services once the railway is able to reopen.

The trains ran from Bo'ness to a point about half a mile from the site of the landslip near milepost 28½. The runs featured former Caledonian Railway 0-4-4T No. 419, 1899-built Neilson Reid 0-6-0T No. 1, and Class 37 No. 37703.

Landslip repairs

At the time of writing the railway was still closed between Bo'ness and Birkhill while landslip repairs are affected. The Scottish Railway Preservation Society's Emergency Landslip Appeal, which was launched following the washouts of August 11-12, raised more than £118,000, smashing its original £100,000 target.

On September 28 the railway informed supporters that it would remain closed throughout October and November, and had cancelled its 'Santa Special' season owing to the difficulties of staging the event amid the current Covid-19 restrictions.

The Winter Diesel Gala on December 28 is also cancelled, but the railway is looking at possibly running some trains towards the end of the month.



Caledonian Railway No. 419 is pictured shortly after departing from Kinneil with the 10.54 training run on September 12. The train is top-and-tailed with Neilson Reid 0-6-0T No. 1. IAN LOTHIAN

Elsecar Railway Trust hands back lease for colliery line

A QUESTION mark hangs over the future of Barnsley's Elsecar Heritage Railway (EHR) after the line's custodian, the Elsecar Heritage Railway Trust (EHRT), handed back the lease of the mile-long line to the local council.

The sale of the EHRT's 1954-built Peckett 'OQ' 0-6-0ST *Mardy Monster* during June raised concerns over the trust's financial situation, coming less than a year after the group bought it from previous owner, Harry Stenton.

Mr Stenton sold the loco to the EHRT in the hope it would complete the overhaul he started, but could not afford to complete himself.

The Peckett was sold through AES South Yorkshire, which had been looking after the railway interests at Elsecar for the trust.

The new owner has yet to be formally identified, but it is known the powerful loco left Elsecar in early July and is currently in store in the Midlands.

No trains had operated over the line since before the Covid-19 lockdown, which no doubt had a significant negative effect on the financial viability of the railway. However, the news the EHRT had surrendered its lease of the line back to Barnsley Metropolitan Borough Council (BMBC) on August 20 still came as a surprise to many.

'Viable attraction'

A statement was subsequently posted on the EHR website, saying: "Elsecar Heritage Railway Trust has faced a number of challenges in recent times, as landlord to the site Barnsley Council have been in regular contact with trustees of Elsecar Heritage Railway Trust to look at ways to address these challenges and to make the railway a viable attraction.

"The board of trustees have expressed that their best, and only, course of action is to surrender their lease to the railway sites that are owned by Barnsley Council while further work takes place to determine their next steps.

"The railway sites include Elsecar, Cortonwood and the railway line between them."

By early September notice had appeared around the railway announcing the land was BMBC property, and discussions were taking place with the EHRT and the management of the neighbouring Elsecar Heritage Centre over options to revive the railway as a viable attraction.

Coun Robert Frost, regeneration spokesman for BMBC, said: "As landlord to the site, we've been in regular contact with trustees of Elsecar Heritage Railway Trust to look at ways to address these challenges and to make the railway a viable attraction.

"The railway is an important part of Barnsley's history and visitor offer and we're committed to securing the future of the railway for residents and future generations to enjoy."



Right: Signs have appeared around the Elsecar Heritage Railway announcing it is back in Barnsley Metropolitan Borough Council (BMBC) hands, and no access is permitted. ANTHONY COULLS

Steam Portfolio Track Record



Hudswell, Clarke 'Cornist' 0-6-0T *Samuel Fox & Co No. 20* (*Jennifer*) slogs through Berwyn with a service train for Carrog at the Llangollen Railway on August 28. The locomotive was making a rare appearance on LR metals, as it is normally found on the hire circuit. KENNY FELSTEAD



Newly arrived resident at the Spa Valley Railway, 'Battle of Britain' Pacific No. 34053 *Sir Keith Park* passes Lealands, near Groombridge, with the 10.36 Eridge-Tunbridge Wells West train on September 13. DAVID STAINES





The Ffestiniog Railway's Hunslet 2-4-0STT *Blanche* hauls the 14.20 departure from Harbour station round Whistling Curve as it approaches its Tan-y-Bwlch destination on August 11. TERRY EYRES



Hawksworth '15XX' 0-6-0PT No. 1501 – back in traffic for the first time in almost a year – passes Rifle Range Halt on the Severn Valley Railway with the 13.00 Kidderminster-Bewdley service on September 18. BRAD JOYCE



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SIDELINES

'Austerity' returns to North East

HUNSLET-BUILT 'Austerity' 0-6-0ST No. 69 (3785/1953) has returned to the North East after more than 40 years in the Yorkshire Dales.

No. 69 arrived at the Stephenson Steam Railway (Stephenson Railway Museum) on August 26 from the Embsay & Bolton Abbey Railway, where it had been based since entering preservation in the late-1970s.

It had previously worked at South Hetton Colliery in County Durham, which later became the Hawthorn Combined Mine.

The locomotive remained in active use on the Hetton system until 1973, when it was relegated to standby duties. It finally made the move to Embsay in 1977.

The railway plans to begin work on No. 69's restoration next year, once it has completed the overhaul of 1939-built Peckett 0-6-0ST *Ashington No. 5*.

Colin McAndrew returns to Chasewater

LOCOMOTIVE Services Ltd of Loughborough has completed the 10-yearly overhaul of Andrew Barclay 0-4-0ST *Colin McAndrew* (1223/1911) for owner Keith Sargeant.

The tiny 10in-cylindered locomotive returned to its long-standing home at the Chasewater Railway on August 25.

Industrial steam to the fore as more lines reopen

THE ranks of heritage railways back in business grew further during late-August, seeing a welcome return to action for a number of former industrial locomotives across the country.

The rebranded **Stephenson Steam Railway** (formerly the Stephenson Railway Museum) reopened on August 28, with services operating all through the bank holiday weekend.

Of particular note was the return to service of Bagnall 'New Standard 18' 0-6-0ST 401 (2994/1951), resplendent in its newly-applied Steel Company of Wales maroon livery.

The locomotive was in action again the following weekend, working a number of demonstration freight trains for the purposes of crew training.

The bank holiday weekend (August 29) also saw the **Pontypool & Blaenavon Railway** operate its first passenger trains since Christmas.

Andrew Barclay 0-4-0ST *Rosyth No. 1* (1385/1914) took charge of a reduced service over the three days, formed of just two coaches, which worked between Blaenavon High Level, Furnace Sidings and Whistle Inn, and excluded the Big Pit branch.

The pre-booked trains were a sell-out, and provided a first public outing for the Mk1 coaches following repairs and repaint by West Somerset Restoration at Williton.

The first train of the day on the 29th was seen off by the Sennedd (Welsh Parliament) member for Torfaen Lynne Neagle MS, who has been a big supporter of the railway during the current crisis.

The railway went on to run every Saturday during September under similar arrangements.





Above: Barclay 0-4-0ST *Rosyth No. 1* stands at Blaenavon High Level with the Pontypool & Blaenavon Railway's second train of the day on August 29. ALISTAIR GRIEVE

Left: Bagnall 0-6-0ST No. 401's newly applied Steel Company of Wales livery is shown to good effect as the loco undertakes a light-engine test run before working the Stephenson Steam Railway's first public trains on August 28. MATT DITCH

In the Midlands, the **Chasewater Railway** ran on August 30, its first passenger trains since the beginning of March and the first steam-hauled ones since New Year's Day.

All trains were 'book in advance', and while not sell-outs, the railway did cover its running costs for each day.

In charge was Hudswell, Clarke 0-4-0ST *Waleswood* (750/1906), which was handling duties on its own for the first time in 40 years.

Andrew Barclay 0-4-0ST *Spitfire* (1964/1929) had the honour of working the **Lincolnshire Wolds Railway's** first trains of the season on August 30.

Trains ran between Ludborough and North Thoresby, but passengers were not permitted to disembark or join the train at the latter stop.

The railway ran similar services on September 6 and 13; all trains being pre-book only.

Meanwhile, the **Foxfield Railway** has used much of September to reassess and train its volunteer crews, and complete essential track maintenance, ahead of a return to service in October.

The railway plans to run each Sunday through the month, with three trains departing Caverswall Road each day at 11.30, 13.15 and 15.00, and all tickets needing to be booked in advance.

However, the Foxfield board has made the difficult decision not to operate its popular series of 'Santa Special' trains this year.

Other industrial steam operators such as the **Tanfield** and **Embsay & Bolton Abbey** railways have been back in steam for several weeks, but the **Ribble Steam Railway** remains closed for the time being, having cancelled all open days and events for the remainder of the year.

Heritage lottery emergency support for Foxfield Railway

THE Foxfield Railway has secured a grant of £81,500 from the National Lottery Heritage Fund's 'Heritage Emergency Fund' to help cover its expenses following its enforced closure owing to Covid-19.

The award will also help offset the loss of the railway's popular and lucrative 'Santa Specials', which will not run this year owing to the difficulties of social distancing, reduced capacity and the safety of its volunteers.

"This is a tremendous boost to the railway which has come at a critical time," said acting Foxfield chairman, Dave Scragg.

"I want to personally thank the directors and heads of departments involved in the application, in particular the efforts of Richard Warren and Jane Bate, for the hard work put in to achieve this outstanding result."

The Foxfield Railway Society has been running an emergency appeal of its own, which has received more than £12,500 donated to date, along with a previous grant of £10,000 from Staffordshire County Council.

Passenger trains are set to resume on October 4.

For further information, including timetables and tickets, visit the new website at: www.foxfieldrailway.co.uk

Peckett No. 2000 completes Beamish hire

FORMER British Sugar Corporation Peckett 'B3' 0-6-0ST No. 2000 has come to the end of its hire agreement with Beamish Museum, after more than two years in the North East.

The 1942-built loco arrived at Beamish in August 2018, initially for a year's hire, but its extended stay has been severely hit by the coronavirus.

The loss of income from the museum's closure has resulted in the transport team needing to review its future outgoings for the short-term, and it has said it is unlikely to hire in any more locomotives.

The Rowley station site is also in need of some work to the track, which has subsequently joined a growing list of work which will need to be prioritised through the winter and into spring of next year.



Peckett No. 2000 awaits departure from Beamish Museum's Rowley station on June 22 last year. MICHAEL DENHOLM

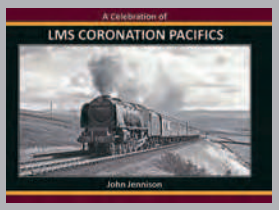
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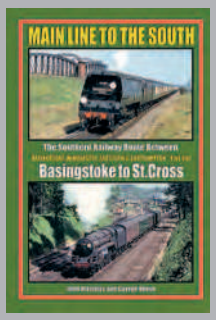
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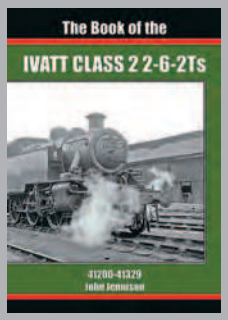
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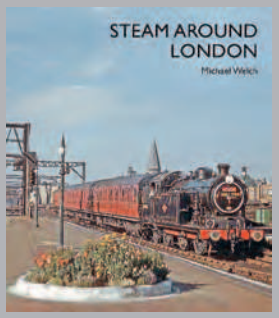
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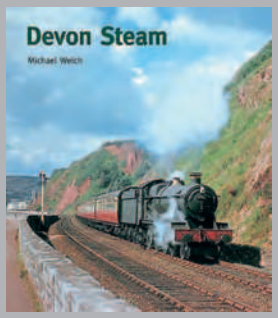
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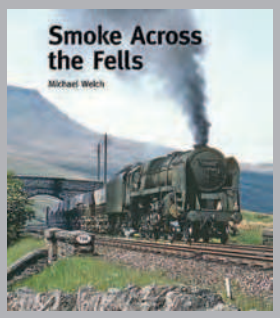
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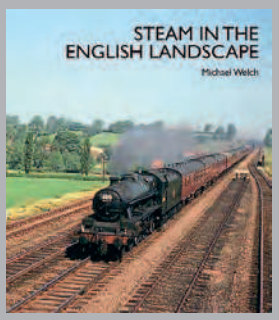
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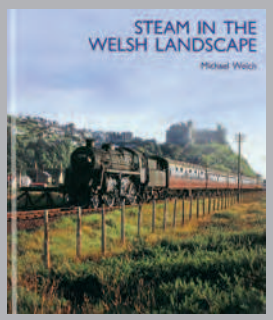
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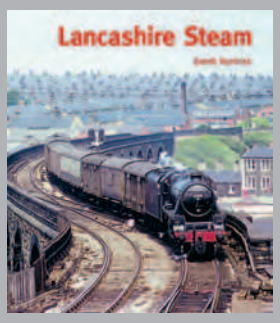


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Seaton Tramway celebrates half century of operation

DEVON'S Seaton Tramway used the ideal conditions of August 28 to celebrate 50 years of operation over the former Southern Region branch line.

All 13 of the tramway's operational fleet were in action at various times throughout the day, with a full timetable linking Seaton and Colyton.

The trams in action included all three of Seaton's heritage cars – No. 14, the 1904-built former Metropolitan Electric Tramways 'A' car (No. 94); No. 16, the former 3ft 6in-gauge Bournemouth Corporation Tramways car No. 106; and Exeter Corporation Tramways No. 19, originally built in 1906, also for the 3ft 6in-gauge.

During the course of the day the scaled-down Blackpool 'Boat' No. 4 was brought out for a midday departure, which was shared 'live' on Facebook, while Bournemouth-inspired open-topper No. 8 re-created the first passenger service it worked from Riverside Depot at 14.30 on August 28, 1970.

The 2ft 9in-gauge tramway has come a long way in the subsequent five decades, seeing the line extended toward Seaton's Harbour Road and a new £3million station built at Seaton.

The tramway is currently working on its Travels Through Heritage and the Axe Valley project, which will see the construction of two new stops along the three-mile line, which will open to passengers next year.

Despite being able to showcase the main fleet, the on-going fallout from Covid-19 meant the August 28 anniversary celebrations were not quite what the tramway had planned. Therefore the full celebrations for its 50th year will now be held in 2021.

TRAMLINES

Lincolnshire home for Lisbon No. 711

FORMER Lisbon tram No. 711 is being given a new lease of life at the Crowle Peatland Railway, near Scunthorpe, after more than 20 years in storage at Walton-on-the-Naze in Essex.

Once restored, the 1936-built car will provide passenger accommodation as hauled stock behind the railway's Schoma locomotives.





Above: The goal of the restoration team is to return No. 298 to its 'new' condition when it ran in Blackpool, as seen in this 1937 works shot at Brush. TMS

Left: Restoration of Brush car No. 298 has been slow but steady, with this 2013 view showing the tram before it was placed in store away from Crich. TMS

Crich to complete restoration of Blackpool Brush No. 298

FORMER Blackpool Corporation Brush car No. 298 (635) will be restored to its original 1930s splendour at Crich thanks to a £373,000 initiative between the Tramway Museum Society (TMS), the Blackpool Railcoach Fund and the Tramcar Sponsorship Organisation.

The car is one of 20 streamlined single-deck trams built by the Loughborough firm in 1937 as part of Walter Luff's modernisation of the Blackpool system, and remained in service until withdrawal in 1974. It was subsequently acquired by the TMS and a fund established to pay for its restoration.

Over the course of the next 20 years, No. 298 was stored at various locations in the North West, while components were recovered, sourced or made, and steady progress made on the car's restoration.

The car was transferred to Crich in 2006, but has spent the last five years in store off-site.

Major task

However, No. 298 has not been forgotten and a group of TMS volunteers and supporters have drawn up a plan for a full restoration back to 1930s condition.

The funding will be provided by the Blackpool Railcoach Fund and the Tramcar Sponsorship Organisation (TSO), the latter having agreed a contract with the TMS to undertake the work at Crich.

A major task will be the manufacture of a new underframe, which will be undertaken by an outside contractor. The tram is expected to return to Crich by the end of the year for work to begin, with completion anticipated by 2024.

Frank Bagshaw, secretary of the TSO, said: "This is an exciting development, and it has been important to negotiate such a contract with the TMS to ensure a tight control over expectations and finance.

"It lays the groundwork for future restoration projects."

The Brush cars owed much of their design to the earlier English Electric 'railcoaches', which had helped transform the Blackpool operation under Walter Luff.

They were built with such features as sliding sunshine roofs, curved roof windows, luxury upholstered seats for 48 passengers, heaters and all finished in the popular art deco styling of the period. They were equipped with two 57hp Crompton Parkinson motors and had a top speed of around 35mph.

16 survivors

Remarkably, 16 of the 20 still survive today, although a combination of withdrawals, conversions and sales have reduced the number of operational passenger-carrying examples to four (two in Blackpool), or five if car No. 737 – rebuilt to resemble a fishing trawler – is included.

For details on how to support No. 298's restoration, write to: TSO Treasurer, 2 Mayflower Cottages, Standish, Wigan, Lancashire WN1 2UR, or alternatively email brent.higham@outlook.com

LOTTERY SUPPORT FOR CRICH IN COVID-19 CRISIS

THE National Heritage Lottery Fund (HLF) has thrown Crich Tramway Village what it describes as a "lifeline" after the Derbyshire museum received £250,000 in emergency funding to help it cope with the challenges faced by the national Covid-19 crisis.

Crich's income has been severely affected as a result of the coronavirus lockdown, leaving the organisation no choice but to request help and sfrom Tramway Museum Society members and the general public.

The £250,000 grant has come from the HLF's Heritage Emergency Fund (HEF), which is specifically aimed at keeping heritage businesses running through the post-lockdown period.

The museum has received an additional £25,000 from Amber Valley Borough Council's Local Authority Discretionary Grant fund, which together with the £41,000 raised in-house will help the popular attraction keep its doors open.



'BALLOONS' BOUNCE BACK IN BLACKPOOL: Blackpool's heritage trams made a welcome return to the Golden Mile during the August Bank Holiday weekend, albeit with new social distancing and Covid-19 precautions in place. Among the historic fleet to resume operations were 'Balloons' Nos. 700, 715 and 717, 'Standard' car No. 147, open 'Boats' Nos. 227 and 600, and former Bolton Corporation double-decker No. 66. Here, 'Balloon' No. 717 returns south at Gynn Square on August 29, the first day of operation in the 'new' era, while working the 10.30 Promenade tour from North Pier to Pleasure Beach and return. IAN DIXON

TRAMLINES

Folkestone's Leas Lift has new cafe

A NEW cafe opened in the lower station of Folkestone's historic Leas Lift funicular on September 12 as efforts to breathe life back into the cliff railway continue.

The Grade II-listed building has been renovated for the opening of the Lift Cafe, which will help the Folkestone Leas Lift Company CIC continue with its plans to reopen the lift, which has not operated since 2017.

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Huge lift for UK railfreight as HS2 construction trains start

AUGUST 25 saw the first of an estimated 15,000 trains delivering construction materials to Birmingham for Phase 1 of the High Speed 2 (HS2) project.

Aggregate from Hindlow, near Buxton in Derbyshire, is being transported to HS2's new handling facility at Washwood Heath in Birmingham by GB Railfreight.

Up to 10 million tonnes of aggregates is expected to be moved by rail over the next decade, with more traffic due to be generated by the removal of waste material from tunnels and cuttings, cement and concrete traffic and other construction materials.



GBRf No. 66731 *Capt Tom Moore* passes Stableford, between Crewe and Stafford, on August 25 with the first 6G99 Hindlow to Washwood Heath, delivering aggregates to Birmingham for HS2 construction work. ANDREW JEFFERY

Piling

Ten trains per week will each bring around 1,500 tonnes of aggregate supplied by Rail Stone Supplies (RSS) to Washwood Heath to construct a large piling platform for HS2's Bromford tunnel approaches, embankments, and internal roads around the site.

Bromford Tunnel is the most northerly tunnel on Phase 1, taking the line into Birmingham Curzon Street station.

The Washwood Heath railhead is managed by HS2's main works civil engineering joint venture Balfour Beatty VINCI.

Over the next four months, more than 150 trains will bring up to 235,000 tonnes of stone from quarries in the Peak District, equating to an estimated 13,000 lorry movements.

Each freight train replaces 70 heavy lorries, a total of 1.5 million lorry movements over the 10-year construction project.

Mike Lyons, HS2's Civils client director, said: "Today marks a significant milestone in our ambitions to reduce the project's carbon footprint throughout construction.

"We've been working closely with Network Rail, our contractors, and freight operators for a number of years to make this possible, and to deliver on our commitment to move as much material as possible by rail rather than road and help benefit the environment."

Peak

A peak of around 17 trains per day will serve the Phase 1 programme beyond 2022. Other rail-served sites include HS2's Rail Logistics Hub at Willesden, in north London, which will handle up to eight trains a day between 2020 and 2024.

These will transport a total volume of around six million tonnes from the Euston approaches, including excavated material from tunnel-boring machines.

Later this year, around one million tonnes of spoil from Euston station will also be removed by rail.

HS2 has been working with Network Rail for several years to ensure capacity is available for HS2's contractors to deliver their requirements by rail rather than road.

Trafford resignalling to boost rail freight

FREIGHT and passenger operators will benefit from a £36million resignalling scheme on the former Cheshire Lines Committee (CLC) route west of Manchester by autumn 2021.

Work to resignal the line between Flixton and Manchester city centre started in August and will continue for the next 12 months.

Improvements will also be made to signalling at Freightliner's container terminal and the Trafford Park Euro Terminal served by DB Cargo and GB Railfreight, and within the Trafford Park depot estate, allowing more frequent and longer freight trains to be operated.

Neil McNicholas, Freightliner's managing director for rail services, said: "Freightliner welcomes the proposed delivery of the signalling upgrade in the Trafford Park area. "Crucially, this upgrade will support the running of longer trains from our terminal, improving productivity and efficiency."

Green fuel plant for Teesside

RAIL freight operators look set to benefit from a new alternative fuel plant being built at A V Dawson's port facility in Middlesbrough.

Waste Knot Energy has chosen the rail-connected site as the location of its first fuel pelleting plant, which will transform non-recyclable waste – otherwise destined for landfill – into a low-emission bulk alternative to coal and pet-coke for industries such as cement and steel.

Once complete, the plant is expected to manufacture in excess of 240,000 tonnes of fuel pellets per year, which will be transported by rail to customers in the UK or exported by sea from a nearby quay.

GB Railfreight wins five-year Drax biomass extension

GB RAILFREIGHT (GBRf) will continue to haul imported biomass from the Ports of Tyne and Liverpool to Drax power station in North Yorkshire until at least 2025.

GBRf has been delivering biomass to the UK's largest power station since 2010, when it began delivering imported pellets from the Port of Tyne in converted coal hoppers.

As it gradually converted from burning coal to biomass, Drax invested in a fleet of purpose-built, high-capacity wagons to increase the efficiency of the operation.

Drax supplies 11% of the UK's renewable electricity.

Using sustainable biomass instead of coal has reduced emissions by more than 80%.



GB Railfreight will continue to haul imported biomass to Drax from the Ports of Tyne and Liverpool until 2025 after their current deal was extended for a further five years. No. 66703 *Doncaster PSB 1981-2002* poses at the unloading facility with a train of custom-built Drax biomass hoppers. GB RAILFREIGHT

Nuclear traffic returns to Sharpness

RADIOACTIVE waste traffic returned to the Sharpness branch in Gloucestershire in August after a gap of five months, and is expected to operate on a monthly basis.

DRS Nos. 68005 *Defiant* and 68018 *Vigilant* visited on September 3 with a single container flat to collect waste from the Magnox loading compound of the closed Berkeley power station.

October 25, 2020, marks the 60th anniversary of the closure of the line as a through route when the Severn Rail Bridge was struck by two barges and damaged beyond economic repair. RICHARD GILES



New DB Cargo UK chief: 'We are seeing green shoots of recovery'

DB CARGO UK's new CEO Andrea Rossi started work on September 1, stating his immediate priority as "mitigating the impact of the coronavirus pandemic on colleagues, the company and its customers".

Mr Rossi said despite a sudden and significant drop in traffic during the pandemic, DBC had continued to deliver industry-leading levels of service to its customers, and announced several major contracts with Royal Mail, Drax and Tarmac, which he said would provide a solid platform on which to rebuild.

He added: "We're by no means out of the woods yet, but we're already seeing the green shoots of recovery in key markets such as steel and construction.

"There's no question that our diverse portfolio has been a strength that will see us through this."

Irish News Track Record



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Unit No. 8108 passes White Rock at Dalkey on July 28 last year. The Dublin to Greystones route is to be rebranded DART+ Coastal South. JAY MONAGHAN

Irish Rail begin stations upgrade

LIFT facilities at 12 stations on the Irish Rail network will be upgraded this year as part of a €3.3million investment programme to improve the reliability of lift systems and accessibility of the rail network for customers with reduced mobility.

The 12 stations are located within Dublin city and county: Balbriggan, Bayside, Clonsilla, Clontarf Road, Donabate, Dun Laoghaire, Malahide, Raheny, Rush & Lusk, Salthill & Monkstown, Skerries, and Tara Street.

Work at Malahide and Donabate was already well underway at the time of writing.

All 12 stations will receive new lift control systems, including recabling of lift control equipment and sensors, while Skerries, Balbriggan and Dun Laoghaire will also see the installation of new heavy duty stainless steel electric traction lifts.

In total, 52 stations across the network will see major investment in lift facilities as part of a multi-annual programme up to 2024.

Consultation on DART+ West plan

IARNRÓD Éireann-Irish Rail and the National Transport Authority (NTA) have unveiled plans for a €2.6billion extension of electrified DART services from the centre of Dublin to Drogheda, Celbridge and Maynooth.

The scheme has been branded DART+ and aims to double peak-hour commuter capacity from the current 26,000 passengers per hour in each direction, to 52,000 an hour by 2028.

Electrification of the three routes will come with the provision of a fleet of new trains, while the current DART route from Connolly to Greystones will also be upgraded and rebranded as DART+ Coastal South.

The Maynooth line will be first of the three lines to be upgraded, with public consultation starting in late August. Dubbed DART+ West, the scheme will involve the electrification and resignalling of about 40km of the Sligo line as far as Maynooth/M3 Parkway, together with capacity enhancements at Connolly station to facilitate increased train numbers.

Relocation

The scheme may potentially see a relocation of Docklands station to Spencer Dock to increase capacity and better serve the Docklands area. This is subject to assessment.

A number of level crossings will be closed and replacement facilities created as part of the upgrade, while a new DART Metrolink interchange station will be constructed at Glasnevin in due course.

Additionally, a new DART depot facility will be built on land west of Maynooth, around midway between there and Kilcock. This will be used for servicing and stabling of the new trains.

The NTA says DART+ West will increase capacity on the Maynooth line from the current seven trains per hour in each direction up to 15 trains per hour, subject to demand. This will boost passenger capacity from 4,500 last year to 13,750 passengers by 2025.

The NTA will seek a railway order for DART+ West from planning body An Bord Pleanála in the first half of next year, which will be followed later in the year by another application for DART+ South West. This will see part of the Kildare line electrified and upgraded as far as Hazelhatch/Celbridge. The plan includes provision for three new stations on the line at Cabra, Heuston West and Kylemore.

Drogheda

DART+ Coastal North is the name given to the proposed electrified line to Drogheda, on the former Great Northern line, which will see DART services extended beyond the current terminus at Malahide. However, it is likely to be the second half of 2022 before a railway order application is made for this phase of the project.

Similarly, the order for the upgrade of the Greystones line is not expected to be made until the beginning of 2023.

For further information visit https://tinyurl.com/y2nqtu3n

Metro Track Record



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T&W boosts driver training after shortfall

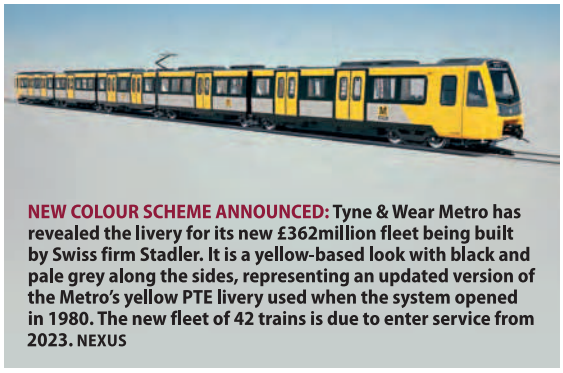
TYNE & Wear Metro owners Nexus has announced its largest ever driver training programme.

This follows reports there will be service cuts this winter because of a crew shortage.

Thirty new drivers are being taken on after the training programme was halted earlier this year because of coronavirus.

Training across the UK rail industry had been stopped while national assessment centres were unable to run the required aptitude tests.

The new intake will be ready to start work in spring 2021, but the delay means there will be an estimated shortfall of train crew of 10% in December and 13% in January. A revised timetable will be announced in October.



NEW COLOUR SCHEME ANNOUNCED: Tyne & Wear Metro has revealed the livery for its new £362million fleet being built by Swiss firm Stadler. It is a yellow-based look with black and pale grey along the sides, representing an updated version of the Metro's yellow PTE livery used when the system opened in 1980. The new fleet of 42 trains is due to enter service from 2023. NEXUS

Bath plans 'no risk' for residents

THE Bath Area Trams Association has announced it is in detailed discussions with US-based transport firm TIG/m and consultants TenBroeke Engineering.

BATA has surveyed 11 possible lines, and a study by W S Atkins is said to have found at least four that are likely to be viable.

Tenbroeke believes a further favourable feasibility study will allow it to arrange private funding.

TIG/m can supply, install and operate a complete tram system of track and trams that is free of overhead wires.

The company has already installed similar tram systems around the world.

Such a 'turnkey' approach avoids the need for an expensive and time-consuming procurement process, but also means there is no financial risk on local residents.

The trams would be powered by hydrogen, which means there is no need to attach overhead wires to any heritage buildings in the city.

Luton's DART airport link project team applies for operating powers

LUTON'S £225million Direct Air-Rail Transit (DART) scheme has submitted an application for a Transport and Works Act Order to the Department for Transport.

The order would grant powers to safely and efficiently run the service after its construction is completed. It began in April 2018. It would cover the ability to issue tickets and levy penalty fares, banning dangerous items, dealing with bad behaviour and working with the police.

The DART will connect the Airport Parkway station to the airport in under four minutes.

The link is scheduled to open in 2021 and allow a combined journey from St Pancras to the airport terminal in 30 minutes.

It will use a cable-driven, double-shuttle people mover capable of operating 24 hours a day, seven days a week.

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Ffestiniog & Welsh Highland Railways Behind the Scenes ~ Departs 15 October 2021 - 5 Days from £795pp
A splendid opportunity to visit the Ffestiniog and Welsh Highland Railways and enjoy the sights not normally seen by the average passenger. The railways are steeped in history and this holiday offers a unique tour of the world's oldest narrow gauge railway as well as the UK's longest and newest narrow gauge railway.

Northern Ireland ~ Departs 30 June 2021 - 6 Days from £795pp
Meet in Belfast to begin this 6-day rail holiday which explores the railways of Northern Ireland. As well as riding railways large and small we include visits to the Giants Causeway and the Whitehead and Foyle Railway Museums plus a distillery tour. Free time to explore Belfast and Derry/Londonderry.

Lake District Steam Extravaganza ~ Departs 23 July 2021 - 8 Days from £1,522pp
This tour coincides with the Threlkeld Quarry and Mining Museum Annual Steam Gala and the Cumbria Steam Gathering. We experience steam in all its forms in the Lake District, a UNESCO World Heritage Site. Plus rides on various steam and scenic railways, a steam gondola cruise and the largest collection of steam vehicles in the North.

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From the beauty of the Snowdonia National Park in the north to the nation's capital city in the south, this tour will take you on a journey across the magnificent landscape of this country taking in some of its most historic castles and famous narrow gauge railways along the way.

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£250,000 heritage lottery grant support for Ff&WHR

THE Ffestiniog & Welsh Highland Railway (Ff&WHR) has landed a £250,000 grant from The National Lottery Heritage Fund's Heritage Emergency Fund to help it through the Covid-19 crisis.

Both Ff&WHR lines closed in March in line with the national lockdown. Ffestiniog Railway restarted operating on July 20 and Welsh Highland Railway on August 18, but both are only running over part of the lines and with reduced capacity because of social distancing measures. Overall, the loss of peak-season trains has had a devastating effect on income.

The National Lottery's Heritage Emergency Fund comprises £50million, assembled in response to the Covid-19 outbreak to support the heritage sector.

The Ff&WHR grant will enable work to continue on the National Lottery-backed Boston Lodge development and conservation project.



Ffestiniog Railway's George England 0-4-0STT No. 4 *Palmerston* climbs towards Tan-y-Bwlch with the 10.00 departure from Porthmadog on August 30. The loco had returned to service earlier in the month following work on the chassis (*RM* August), meaning for the first time in many years FR had three George England locos available for service, the others being *Prince* and newly restored *Welsh Pony*. ROBERT FALCONER

VoR invites bids to view 'Collection X' – and much more

THE Vale of Rheidol Railway (VoR) isn't running trains during 2020 because of the coronavirus pandemic, but is offering a range of unique behind-the-scenes opportunities in an on-line auction, with money raised aiming to help it through the Covid-19 crisis.

Top of the eye-catching offers are two guided tours of 'Collection X', which has 40 locomotives assembled by the late Peter Rampton (*RM* Sept 2019) stored out of public sight in Surrey.

Also offered are days touring the sheds at Aberystwyth and Capel Bangor, the latter including access to the two sheds housing other Collection X locomotives normally inaccessible to public view.

Other one-off opportunities open to bids include two all-day experiences on the footplate of a VoR 2-6-2T, a full-line return journey on a Permaquip p/way vehicle for two people, and full-line trips on the footplate of Hunslet 0-4-0ST *Margaret* (from Aberystwyth to Devil's Bridge, September Devil's Bridge to Aberystwyth).

The auction includes a number of other special opportunities. To see details, place bids or donate visit: www.32auctions.com/rheidolrailway.

The auction is expected to run from September 25 to December 18, 2020.

Passenger numbers rising...

THE **Welshpool & Llanfair Light Railway** (WLLR) extended operation of two of its four Wednesday and Saturday trains through to Welshpool Raven Square from September 9.

The WLLR is operating five days a week (no Monday or Friday trains), with other services being only to Castle Caereinion and back to Llanfair.

It had restarted running over just the Llanfair Caereinion to Castle Caereinion section on August 1.

In common with most lines that have reopened, social distancing means the railway is carrying fewer passengers than normal, however August saw more than three-quarters of the available 'bubbles' on trains booked.

Revenue is about 40% of what would have been anticipated for August, but nevertheless valuable income.

The **Talyllyn Railway** (TR) sold out most of its trains during August, which had reduced capacity with 40-60 per train compared with a normal 100-plus.

Demand was levelled out through the day and this produced an average revenue per train actually higher than in 2019, although fewer trains have been running.

When operating restarted the TR's revenue was down £548,000 compared with 2019.

The impact has been reduced by cutting expenditure, staff being on furlough, an appeal which has raised more than £110,000, and grants of £25,000 from Gwynedd Council, £12,500 from the Welsh Government and £45,700 from The National Lottery Emergency Heritage Fund.

The **Sittingbourne & Kemsley Light Railway** (SKLR) sold more than 270 'compartments' during August with more passengers travelling on Wednesdays this year than in 2019.

Each train has 12 available compartments, with three trains being operated each day.

Numbers for Sundays were down, but the SKLR only ran three Sunday trains compared with six during August 2019.

These encouraging figures prompted SKLR to extend Sunday operating into September, with trains in October being considered.

Fourth Snaefell MR tram livery unveiled for 125th anniversary

ISLE of Man Transport marked the 125th anniversary of the Snaefell Mountain Railway (SMR) on August 21 by unveiling tram No. 5 in a newly applied livery of ivory upper and lower parts separated by a horizontal teak band. The new look matched the appearance of SMR trams when the line opened on August 21, 1895.

No. 5 was arranged outside Laxey SMR shed alongside tram No. 1 (ivory with a blue band) and No. 2 (teak and red – the standard livery for many years).

Not present for the line-up was tram No. 4, which is ivory and teak with green lower panels.

The SMR has not reopened following closure during the Covid-19 lockdown, Isle of Man Transport having not taken up the Manx Electric Railway Society's offer to donate £9,000 towards running costs.



Snaefell tram No. 5 in its new livery pictured alongside Nos. 1 and 2 on August 21. At this stage finishing touches still needed to be applied to the new (125-year-old) scheme. LIAM MILLER/ISLE OF MAN TRANSPORT

Boiler lifted from Isle of Man No. 9 *Douglas*

THE frames and tanks of Isle of Man Railway Beyer, Peacock 2-4-0T No. 9 *Douglas* were relocated to Port Erin carriage shed in mid-August.

The move followed No. 9 being sandblasted and receiving a coat of red oxide, after it was decontaminated of asbestos. The work included lifting the boiler, which remains stored at Douglas.

For the last decade, No. 9 *Douglas* (and No. 5 *Mona*) had been stored in a polythene asbestos containment 'tent' in the main carriage shed at Douglas, having been long out of service.

The presence of asbestos in the locos was one of the factors which led to Nos. 5 and 9 being transferred into IoM government ownership in 2011.

They had previously been part of the collection owned by the Isle of Man Railway & Tramway Preservation Society.

What the future holds for No. 9 *Douglas* remains unconfirmed.

Early overhaul for *Hugh Napier*

FFESTINIOG Railway (FR) has started a 10-year overhaul of National Trust-owned Hunslet 0-4-0ST *Hugh Napier* a year early.

The tubes were thin and *Hugh Napier* was unlikely to see much use in 2020 because of Covid-19.

Having been stripped down no boiler work other than replacement tubes was found necessary, with an hydraulic test anticipated by the end of September.

The chassis has required attention to the wheelsets, horns, slidebars, crossheads and rod ends.

Hugh Napier could operate at FR's October 9-11 Bygones Weekend and during autumn works trains.

Lincolnshire Coast line marks 60th anniversary

LINCOLNSHIRE Coast Light Railway (LCLR) marked the 60th anniversary of its original opening by re-creating scenes on August 27 that had been photographed on that date in 1960.

The original LCLR served a holiday camp and beach at Humberston, near Cleethorpes, and on its August 27, 1960, opening laid claim to being the first heritage railway in the world to be built by enthusiasts, as distinct from being a line revived by preservationists.

The railway carried two million passengers before it closed in 1985.

Following a lengthy period of storage at Burgh-le-Marsh the locos, stock and equipment were relocated to Skegness Water Leisure Park, where the revived LCLR opened in 2009.

Original scenes from the opening day of the line between North Sea Lane station and Humberston Beach were re-created at Skegness using the same locomotive and one of the early carriages.

LCLR remains closed because of Covid-19, but volunteers, some from the earliest days, operated the train and adopted the role of passengers – socially distanced and protected by face masks.



The 60th anniversary train pictured on August 27 features guard Chris Bates (a Lincolnshire Coast Light Railway volunteer since Easter Monday, 1961), driver Mick Allen (a volunteer since August 29, 1960) and Motor Rail 'Simplex' diesel 3995/1926 LCLR No. 1 *Paul*, which hauled the first LCLR train at Humberston in 1960. DAVE ENEFER/LCLR

Restored Corris carriage No. 17 returns to Tywyn

THE body of the Talyllyn Railway's ex-Corris bogie carriage No. 17 returned to Tywyn on August 12 following extensive refurbishment at Stanegate Restorations in Haltwhistle.

The body will be returned to its bogies and details completed at the TR.

The lorry delivering the carriage body to Tywyn was in the area, so the Corris Railway took the opportunity of relocating the boiler and smokebox for its new-build 0-4-2ST 'Falcon' No. 10 from display at Maespoeth Junction to Alan Keef Ltd's works near Ross-on-Wye.

The body of ex-Corris bogie carriage No. 17 is lowered onto accommodation bogies at Talyllyn Railway's Tywyn Wharf station on August 12. BARBARA FULLER



Vale of Rheidol to complete *The Earl* overhaul for W&LLR

WELSHPOOL & Llanfair Light Railway's (W&LLR) appeal to fully finance the overhaul of Beyer, Peacock 0-6-0T No. 822 *The Earl* has reached its target.

The loco was sent to Vale of Rheidol Railway (VoR) in June 2019 for overhaul thanks to a substantial legacy, but with income drying up because of Covid-19 there was concern *The Earl* may have to return to W&LLR uncompleted.

The initial success of the appeal enabled W&LLR to approve reassembly of the chassis (*RM* August).

It has now been able to give VoR the go-ahead to fully complete the overhaul at Aberystwyth.

The Earl should return to operation for the majority of next season.

Good news... more railways reopening after lockdown

THE **Welsh Highland Railway** (WHR) restarted passenger services following Covid-19 lockdown on August 18.

Operation was limited to one return trip between Caernarfon and Beddgelert on four days a week up to October 1, with no running between Beddgelert and Porthmadog.

West Lancashire Light Railway restarted steam-hauled passenger trains on August 23.

Leighton Buzzard Railway started passenger operating on September 19, with trains to run on Sundays through to November 1, together with selected other days during October.

All 2020 special events have been cancelled but 'Santa' trains are planned for December.

Old Kiln Light Railway resumed operation on August 23.

Crowle Peatland Railway, which does not yet offer passenger rides, held public open days during September when its operational locomotives were demonstrated.

The lower gallery of the Narrow Gauge Railway Museum at **Talyllyn Railway's** Tywyn Wharf station has been reopened for self-guided tours.

Arrangements to enable Covid-19 safe access have been aided by grants totalling £19,700 from the Welsh Government and The National Lottery Emergency Heritage Fund.

However, **North Ings Farm Museum & Railway** has decided it will not reopen to the public in 2020.

The **Bala Lake Railway** has also reopened.

Auction of model loco bequest raises £132,000 for Welshpool

WELSHPOOL & Llanfair Light Railway (WLLR) finances have been boosted by £132,000 following an August 18 auction held by Gildings Auctioneers in Market Harborough.

Going under the hammer was an extensive collection of model locomotives and equipment bequeathed to WLLR in the will of Leicester-based enthusiast Kenneth 'Mike' Abbott, who died at the age of 89 last year.

He was not a WLLR volunteer but enjoyed visiting the mid-Wales line.

The collection had been estimated as likely to raise £70,000, but bidding exceeded expectations, with all 229 lots sold, just seven selling below estimate.

A top performer was a 45mm-gauge live steam model of Vale of Rheidol 2-6-2T *Owain Glyndwr* made by Roundhouse, which realised £2,800 plus premiums – nine times more than its £300-£500 estimate!

No hiding place: Scarborough North Bay vandal caught on CCTV

NORTH Bay Heritage Railway in Scarborough was hit by a spate of vandalism in early/mid-August, which included compartment screens fitted to combat Covid-19 transmission being kicked out of carriages stored overnight at Peasholm Park Station.

Fortunately, they were not broken and could be reinstalled.

On August 19 it was announced Scarborough police, aided by CCTV images, had identified the culprit.

The railway held a September 26-27 gala featuring its 20in-gauge steam-outline internal combustion locos *Neptune*, *Triton*, *Poseidon*, *Robin Hood* and replica Bagnall Sipat class 0-4-0ST steam loco *Georgina*.

SINGLE LINES

➜ RENOWNED railway artist Eric Leslie died on August 30. His distinctively styled illustrations and paintings of charming narrow-gauge scenes helped provide publicity and funds for a number of lines, including the Lynton & Barnstaple Railway (where he volunteered until unable to undertake heavy work), Welsh Highland Heritage Railway, and Ashover Light Railway Society.

➜ THE components of former Woolwich Arsenal Avonside 0-4-0T *Woolwich* (1748/1916) were moved into Statfold Narrow Gauge Museum Trust's (SNGMT) Jack Lane Works on August 12 as the prelude to rebuilding the 18in-gauge loco. *Woolwich* was transferred into SNGMT ownership earlier this year (*RM* Feb). It took the workshop place previously occupied by the tender of Hudswell, Clarke 0-6-0 Lautoka Mill No. 11 *Fiji*, which is currently being overhauled. The tender has been returned to the roundhouse.

➜ WESTONZOYLAND Pumping Station Museum has reached its £20,000 appeal target for construction of a locomotive & rolling stock shed for its 2ft- gauge railway thanks to a £10,000 grant from the Garfield Weston Foundation.
A kit building has been ordered from Steel Building Systems and a concrete slab floor, incorporating track, will be installed by volunteers.

➜ A 2FT-GAUGE Avonside 0-4-0ST acquired in Australia by Bala Lake Railway volunteers is due to arrive at Llanuwchllyn in late-October. It was built in 1922 for a Queensland sugar plantation but hasn't steamed for 60 years.

➜ WELSHPOOL & Llanfair Light Railway (W&LLR) general manager Charles Spencer will step down on March 31 after six years in the post. He will be retiring to live in the Isle of Man, his wife's original home, but intends to continue volunteering on the footplate of W&LLR locomotives.

➜ THE Gigantic Locomotive Company has reached agreement with Hornby Hobbies for it to use the Basset-Lowke trademark in construction of its re-creation of the one-time Ravenglass & Eskdale Railway (R&ER) Bassett-Lowke Class 60 4-6-2 No. 2 *Colossus*. The agreement enables the locomotive to be referred to as Basset-Lowke works number 61, thus continuing the heritage of the original builder.

➜ 1863 MOUNTAINEER Locomotive Ltd has opened a Cylinder Fund having raised the finance for the wheels and axles for replica Ffestiniog Railway George England 0-4-0TT *Mountaineer*. The cylinders will cost £6,000. Patterns have been prepared for core testing.

➜ RHYL Miniature Railway's Henry Greenly-designed 'Barnes Atlantic' No. 105 *Michael* ran for the final time before withdrawal for overhaul on August 31. Work will not begin on *Michael* until the current overhaul of fellow Albert Barnes & Co 4-4-2 No. 101 *Joan* is completed next year.

➜ APEDALE Valley Light Railway held a September 12-13 Joffre Gala to say farewell to Kerr Stuart 0-6-0T+WT 'Joffre' 3014/1916, which is now withdrawn for overhaul.



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SIDELINES

Three-car 'Pacer' for 'Whisky Line'

CLASS 144 'Pacer' No. 144022 (DMS No. 55822, MS No. 55858 and DMSL No. 55845) was moved to the Keith & Dufftown Railway on September 4.

'Pacer' arrives at Foxfield

CLASS 142 'Pacer' No. 142055 (DMS No. 55705 and DMSL No. 55751) was delivered to the Foxfield Railway on September 11. It has been acquired for preservation by the Pacer Rail Group.

ELR Class 104 DMU dismantled for spares

BIRMINGHAM RCW Class 104 DMCL No. 50556 (53556), in very poor condition, has been stripped of parts at the East Lancashire Railway with the rest scrapped.

CFPS launches crankshaft appeal

CLASS Forty Preservation Society's No. 40135 has suffered a cracked crankshaft and an appeal has been launched. An engine strip down is required.

For details of how to contribute, see: www.cfps.co.uk/the-perils-of-40135.

Bodmin 'Crompton' sold to Sonic Rail

CLASS 33 No. 33110 has been acquired by Sonic Rail Services (SRS), Essex.

It had been put up for sale by the Bodmin & Wenford Railway (*RM* March, p94).

SRS also owns Nos. 33018 and 33202 *Dennis G. Robinson*.

■ Our thanks to contributors: Anthony Barton; Pete Briddon; Josh Brinsford; Keith Bulmer (C58LG); W P Finch (WLA); Alistair Grieve; IDRS; Chris Lowe and Andy Patten (C58LG); and Chris Weeks.

Spa Valley services resume

THE Spa Valley Railway has restarted train services with Covid-19-secure measures in place.

Class 33 No. 33063 *R. J. Mitchell* is seen applying the power at Pokehill Crossing with the 11.30 departure from Tunbridge Wells West to Eridge on September 12. This was the first day trains ran through to Eridge following the lockdown.

The 'Crompton' was top-and-tailing with Bulleid Pacific No. 34053 *Sir Keith Park*, making its debut on the Kent line. MARTYN TATTAM



German railbus at museum as restoration is completed

RECENTLY overhauled Waggon & Maschinenbau four-wheel diesel railbus No. E79963 is seen in platform 2 at the East Anglian Railway Museum, Chappel & Wakes Colne station, on August 15.

This photo opportunity was arranged by 30742 Charters, and is believed to be the first time the railbus has been in that platform since the 1960s.

No. E79963 was allocated to Cambridge during its life with BR in East Anglia, and worked a number of branch lines in the area, including the Colne Valley line from Haverhill to Chappel & Wakes Colne.

It was used on the last train between Saffron Walden and Audley End on September 6, 1964.

Once based on the North Norfolk Railway it returned to Essex in February 2012. STEVE DALY





The remains of Class 58 No. 58022 touches down at Wirksworth, Ecclesbourne Valley Railway, on August 18. The 'Bone' will be a donor of parts, including the main frame, with stripping of components now underway. COURTESY IDRS

Dismantling of Ivatt Diesel Group's Class 58 continues

THE dismantling process of 10000 donor loco Class 58 No. 58022 for use on the Ivatt Diesel Re-creation Society's (IDRS) construction of a new-build version of pioneer LMS/English Electric Type 4 has progressed at Wirksworth.

This follows the removal of the engine and related components of No. 58022 and its move to the Ecclesbourne Valley Railway (*RM* Sept, p11).

On September 4 the engine bay roof panels and body side frameworks were moved up to the workshop on September 4, known as LMS 10000 Centenary Works.

Nuts, bolts and other bits and pieces were collected from the engine bay, and a large amount of rust and muck was removed. See feature on p44.

Diesel services resume at the Severn Valley Railway with 'pioneering' operation

DIESEL-HAULED operations restarted on the Severn Valley Railway on September 4 with the launch of 'The Pioneer' train.

These runs provided three round trips each day from Kidderminster to Bridgnorth.

Individual compartments for up to six people are £75, plus a fare of £40 for two and £20 for one at tables in an open, non-compartment coach, where passengers need to wear face coverings.

Diesel services started with a bang with four Class 50s operating the service, each train top-and-tailed.

These were Nos. 50007 *Hercules* (50014 *Warspite* on one side), 50033 *Glorious*, 50035 *Ark Royal* and 50049 *Defiance*.

All trains were sold out.

A repeat performance for the 'Hoovers' was scheduled for September 18, with Class 42 'Warship' No. D821 *Greyhound* and Class 14 No. D9551 taking over duties on Friday 25th.

This was to be the first time hydraulic power had been in operation on the SVR this year.

'Crompton' No. 33108 took charge for the day on Friday 11th.

'The Pioneer' diesel train runs on selected Sundays and Fridays in October, departing Kidderminster 09.45am, with three return workings each day to Bridgnorth, the last return to Kidderminster at 18.15 or 18.45.

October 4 sees the Class 50s in action again, and on the 9th it is 'Warship' No. D821, while it is hoped October 18 sees the return to service of Class 40 No. 40106 *Atlantic Conveyor*. Power for October 23 is still to be confirmed.

All operations are subject to Covid-19 restrictions in force on the day, tickets are online at www.svr.co.uk or by calling 01562 757900.

Unique loco available for preservation

AN UNUSUAL 4wDE loco that is located at a secure private site in East Sussex is up for sale.

The owner hopes it will go for preservation at a heritage railway, and is offering to move it to the site.

Numbered 97701, it is a conversion from the power unit of a Matisa ballast cleaner, originally No. DR 76105.

The shunter was officially TOPS No. 97601, but this identity has never been carried as it was wrongly numbered as 97701.

This was the TOPS number of another conversion, a battery-electric departmental unit, previously a Class 501 EMU used on the Merseyrail third-rail system.



Shunting loco No. 97701 is the only example of its type, being a 4wDE conversion from the power unit of a Matisa ballast cleaner. It is seen in a secure yard in East Sussex in August. ANTHONY BARTON

Powerful

The ballast cleaner was Matisa 2655, one of two C311-type units supplied to BR in 1975. This was a powerful machine designed to lift track, skim off the top layer of ballast then clean and repack it.

It worked around the York area until 1986, and on withdrawal went to Kilmarnock Civil Engineers' depot, where the power unit was separated from the rest of the machine and converted for use as a loco.

It worked for a while as yard shunter at Slateford Civil Engineers depot, Edinburgh, along with similar conversion No. 97703/2 (correctly 97603/2).

After a period of use powering engineers' trains on Tay Bridge No. 97701 was stored until 1990.

It was then sold to a private buyer, who kept it at Robertsbridge on the Rother Valley Railway project, East Sussex, until sold again in 2013.

Anyone interested in acquiring this unusual loco should contact the owner by email at: nicholashaywood@hotmail.co.uk

New specialist road-haulage service off to a busy start

LONG-TIME industrial locomotive specialist and regular *RM* contributor Pete Briddon is working in conjunction with long-established transport contractors Heanor Fleet Services Ltd to provide specialist transport for shunting locos and rolling stock.

Recent loco moves have been 165DE 0-4-0DE Ruston & Hornsby 423658 of 1958 from Bo'ness & Kinneil Railway to the Briddon's base at Darley Dale, Peak Rail, for a private owner.

Stanton No. 50 (Yorkshire 2670 of 1958) 0-6-0DE 'Janus' type, has been collected from Stainmore Railway, Kirkby Stephen, with traction motor problems for attention at Darley Dale.

Also in August, English Electric D1120 of 1966 0-6-0DH *David J. Cook* was collected after some months delay for fitting of vacuum brakes at Darley Dale for the Somerset & Dorset Railway at Midsomer Norton.

On September 7, 0-6-0DM Hudswell, Clarke D1186 of 1959 was delivered to the North Dorset Railway project, Shillingstone, following purchase from Andrew Briddon, Darley Dale earlier in the year (see below).

Mr Briddon can be contacted on 07775 562235 or by email transport@petebriddon.co.uk



HUDSWELL, Clarke D1186 of 1959 (Hunslet rebuild 8526 of 1977) is seen at the North Dorset Railway project, Shillingstone, on September 13.

It was delivered by Peter Briddon/Heanor in full working order on September 7, and put to immediate use the moment it came off the road vehicle.

The 0-6-0DM was built for the Manchester Ship Canal Railway (MSC), where it was numbered 2001, later D1.

It was the first diesel-mechanical loco bought by MSC and later named *Ashdown*.

It was rebuilt in 1977 (Hunslet 8526) and sold to Newport coal distribution depot, Gwent, where it was named *Pride of Gwent*.

D1186 changed its name again, to *Bill Caddick*, when on the former Vale of Glamorgan Railway, Barry.

PETER NICHOLSON

Class 58 restoration project revived

THE Class 58 Locomotive Group (C58LG) has been reformed following a period of stagnation caused by several issues.

The on-going aim is to provide support and expertise for the continued restoration and eventual running of Class 58 No. 58016, currently based at Leicester.

An online newsletter outlining plans and requests for assistance in the running of the group was published in late-August. It was sent to all past members as well as all known interested parties in the hope supporters will renew their membership from 2021.

Prior to the coronavirus lockdown, three former committee members met in Nottingham to discuss the revival of C58LG and the restoration of No. 58016.

It was agreed free membership would be available to past members of the group for this year, and that all communications would be electronic.

Active role

A second newsletter will be published in October and interest in the project will be generated through the group's Facebook page.

The committee is chaired by the original chairman Paul Fuller, but many positions are vacant. Anyone wishing to join in an active role should contact Paul by email at the address (right).

Positions will be formalised at an AGM in mid-2021.

No. 58016 entered preservation 10 years ago, and a significant amount of restoration has been undertaken, including an engine swap at Barrow Hill.

Unfortunately, work has been hindered by various issues following the move to Leicester in 2015, where the host has become extremely busy with mainline work, and as a result, the future location of the loco is now being reconsidered.

It is hoped this relaunch of C58LG and an appeal for help will be successful in securing a sustainable future for the group and the loco.

Donations can be made via paypal.me/58lg, or for further information and to offer support, contact the chairman at: chairman@c58lg.co.uk

'Western' activities resume on Severn Valley

THE Severn Valley Railway's (SVR) Kidderminster Diesel Depot reopened to volunteers on July 4.

There are restrictions on numbers attending the depot, along with reduced opening hours, with social-distancing measures also in place.

This has enabled Western Locomotive Association (WLA) volunteers to continue working on its two Class 52s.

Nos. D1013 *Western Ranger* and D1062 *Western Courier* have operated on the SVR every year since arrival in 1979. Work is focused on returning No. D1062 to service, and it is hoped it will be available for use on the SVR's diesel services (see separate item) before the year's end.

Following the return of refurbished cardan shafts on August 1, the first job was to reinstall a modified long cardan shaft into the 'B'-end bogie.

The loco was lifted using the depot's permanent jacks and the bogie was wheeled out.

No. D1062 was lifted again on August 15 when the 'A'-end bogie was wheeled out and a new equalizing beam installed.

The loco was lowered on to its bogies on August 22 and most of the connecting-up has now been completed.

No. D1013 *Western Ranger* has not been ignored and work has restarted on a long-term refit.



Right: No. D1062 *Western Courier's* 'B'-end bogie is wheeled out at Kidderminster on August 1. The refitted clean-looking, modified long cardan shaft is at the top of the picture. PAUL FINCH/WLA



PRIVATELY owned Class 37 No. 37023 is seen at Blaenavon on the Pontypool & Blaenavon Railway on August 29. It has been stored for many years and is now being resurrected to serve as a stand-by loco. The power unit is being lifted out, and following a deep clean inside a replacement unit will be installed. ALISTAIR GRIEVE



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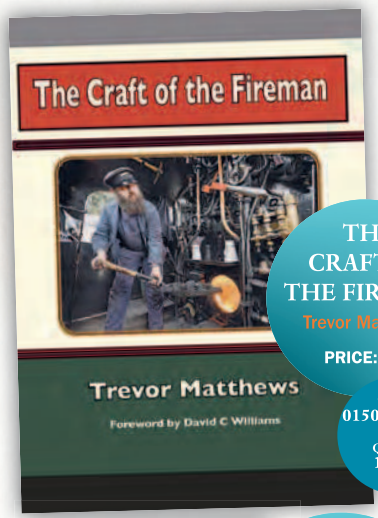
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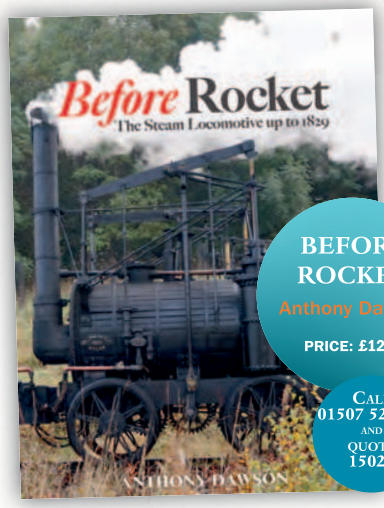
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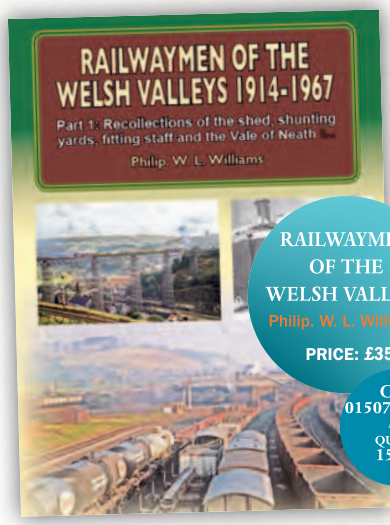
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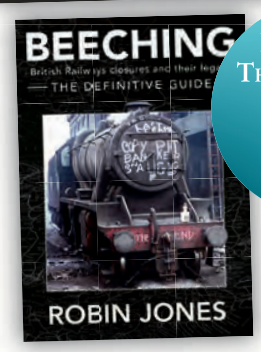
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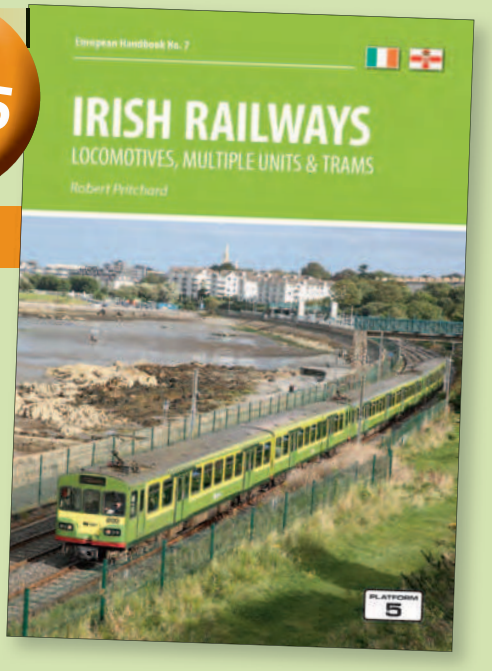
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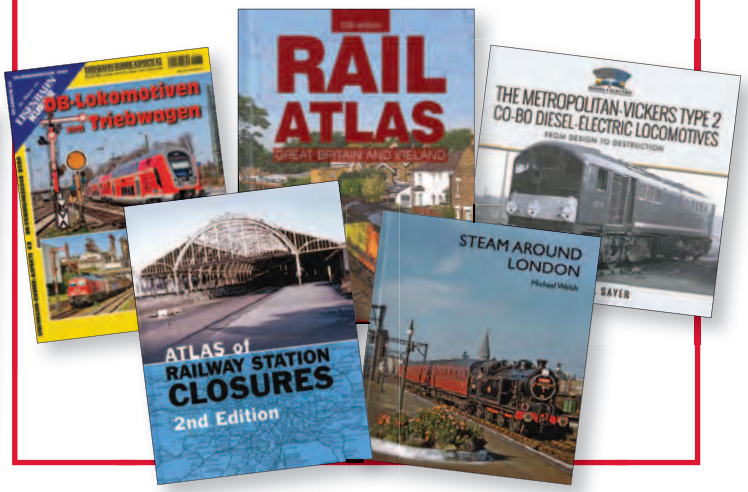
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SIDELINES

Public consultation on Ely upgrade

THE first phase of public consultation is now underway for Network Rail's Ely Area Capacity Enhancement (EACE) scheme, which will allow more freight and passenger trains to run through the Cambridgeshire city.

Network Rail plans to increase capacity through Ely to 11 train paths per hour in each direction and has secured £13.1million from the Department for Transport and £9.3m from Cambridgeshire and Peterborough Combined Authority to develop detailed proposals for the project.

£5m upgrade for Crumlin bridge

WORK started in September to replace the deck of the River Ebbw rail bridge in Crumlin, South Wales.

The £5million project involves the installation a new steel and concrete structure capable of carrying two tracks, enabling more trains to run on the Cardiff/Newport-Ebbw Vale route.

Five miles of additional track has already been laid between Cross Keys and Aberbeeg, and plans are being developed for other further upgrades required to increase train frequencies on the Ebbw Vale line.

Festival sculpture returns to Waterloo

A 'LOST' sculpture that was originally created for the Festival of Britain in 1951 is returning to London's Waterloo station after almost 70 years, thanks to Network Rail and Historic England.

'The Sunbathers', by Peter Laszlo Peri, features two terracotta figures, and was originally mounted on a wall close to the station's York Road entrance.

It was presumed lost until rediscovered at a London hotel in 2016.

Coulsdon South work complete

CONSTRUCTION of a new footbridge and lifts between the platforms has been completed at Coulsdon South in Surrey.

Platform edge tactile paving has also been installed and the station power supply upgraded.

NR redesigned the planned footbridge to reduce the amount of steelwork required and avoid the need to re-locate a taxi building.

Dawlish sea wall final phase works approved by council

TEIGNBRIDGE District Council has approved Network Rail's plans for the remaining section of the enhanced sea wall at Dawlish.

The project will provide increased protection for the Exeter to Plymouth line from extreme weather and rising sea levels.

Network Rail hopes to begin construction work on the second section of wall, between the Coastguards and Colonnade breakwaters, later this year. It follows the opening of the first section at Marine Parade in July, and will complete the £80million Government-funded project.

The work will include a high-level wider and safer public promenade incorporated into a new sea wall, ramped pedestrian access to the beach, a footbridge to link the two parts of the sea wall and an accessible footbridge with lifts at Dawlish station.

The timber seaward platform will also be rebuilt to improve accessibility.

Construction is expected to take around two years and deliver a £10m boost to the local economy, with another £5m expected to be spent on local labour, materials and accommodation at Marine Parade.



A computer-generated image showing how the final phase of the £80million sea wall upgrade will change the appearance of the famous promenade. NETWORK RAIL

E&G repair work initially hindered but line reopens

EFFORTS to repair ScotRail's flagship route after August 12's canal breach continued well into September, but were hindered by water draining from saturated ground above the line, *writes Ian Lothian*.

When a 30-metre section of the Union Canal's northern bank collapsed near Polmont after torrential rain, millions of litres of water drained out, washing away or contaminating more than a kilometre of the key Edinburgh Waverley to Glasgow Queen Street line.

By September 6, the Down line had been relaid, but water was continuing to drain from nearby boggy ground.

Substantial progress has been made by Network Rail engineers enabling them to announce reopening via Falkirk High from September 21.

The work has needed more than 15,000 tonnes of soil and stone, a kilometre of new double-track railway, 4,424 concrete sleepers,10,000 tonnes of new ballast and 27 engineering trains.

More than 3,000 metres of signalling cables have been replaced and new OLE masts installed.

■ Journeys between Edinburgh Waverley to Glasgow were further disrupted by a landslip near Shotts on August 23, affecting the Central route.



Network Rail engineering staff walk along the flooded trackbed of the main Edinburgh to Glasgow route at Lathallan, near Polmont, on September 6. IAN LOTHIAN



The Clacton branch in Essex will be closed for 23 days in February/March 2021 while Network Rail replaces mechanical signalling and point mechanisms with new electronic equipment. NETWORK RAIL

Spring blockade for Clacton resignalling modernisation

TRADITIONAL mechanically operated signalling and point control is to be replaced on the Clacton-on-Sea branch in Essex over the next few months.

Preparations are underway for modernisation between Thorpe-le-Soken and Clacton, much of which will take place during a 23-day blockade scheduled for February 20-March 14, 2021.

Track remodelling and alterations to overhead line equipment will also take place during the closure, as well as the installation of point motors to power switches and crossings.

Control of the new colour light signalling and points will transfer to Colchester powerbox.

Newark to Lincoln multi-million pound resignalling set for 2022

PREPARATIONS are underway for the resignalling and modernisation of the Newark to Lincoln route in 2022.

The multi-million pound project will see old telecommunications and signalling technology replaced, and control of the line transferred to the Lincoln Signalling Control Centre.

As a result, Swinderby mechanical signalbox will be closed and 14 level crossings along the line will receive upgraded barriers, obstacle detection technology and warning lights.

Cross Lane level crossing in Collingham will be closed and replaced by a new road.

Once the work is completed, line speeds will be raised from the current maximum of 50-70mph to 75mph, reducing journey times for East Midlands Railway and LNER trains to and from Lincoln.



A computer-generated image of the new Thanet Parkway station, near Ramsgate. KENT COUNTY COUNCIL

Strong support for £34m Thanet Parkway project

THE Isle of Thanet looks set to gain a new parkway station by 2023 after Kent County Council's planning committee approved the £34million project.

Thanet Parkway is situated near Pegwell Bay, on the outskirts of Ramsgate, and will be served by Southeastern services on the Ramsgate to Dover and high-speed Ramsgate-Canterbury-Ashford-St Pancras International routes, providing better links across Kent and fast journeys to and from London.

The station will feature two platforms connected by an underpass, with stair and lift access, 317 parking spaces, electric car charging points, and a pick up/drop off area for 20 vehicles. There will also be bus stops and a bicycle park.

Local roads will be upgraded to cater for the additional traffic expected to be generated by the station.

The project has received £12m from the Government's Getting Building Fund, £5.8m from Kent County Council, £14m from the South East Local Enterprise Partnership, and £2m from Thanet District Council.

It is hoped the new station will help to stimulate economic regeneration in the area, which currently suffers from poor links to the rest of the UK economy.

NR takes full advantage of August Bank Holiday with raft of engineering work

HUNDREDS of engineering projects took place around the country over the August 29-31 Bank Holiday weekend.

On the West Coast Main Line, work included track renewals between Rugby and Coventry and completion of resignalling work at Ditton on Merseyside.

Control of the latter location has now shifted to Manchester Rail Operating Centre.

Further south, another concrete bridge section was removed from the Bletchley flyover as part of the structure's reconstruction for East West Rail.

Flexibility

In Norfolk, a new stabling siding for eight-car EMUs was completed and commissioned at King's Lynn. The new siding will provide greater operational flexibility for the upgraded Fen Line service to be introduced in December.

It marks the completion of a £29million programme to upgrade the Ely to King's Lynn route for longer trains, which included extending platforms at Littleport and Wisbech over the last 11 months.

Elsewhere in East Anglia, overhead line equipment (OLE) was upgraded at East Tilbury in Essex and track repairs were undertaken at Cantley to reduce the number of track faults.

More than half a mile of track, drainage, overhead wire and structure works took place at Needham Market, near Stowmarket, and planned bridge strengthening work was undertaken on the Gospel Oak to Barking line in north London.

South of the Thames, work between August 28 and September 1 included track repairs at Leatherhead and Oxted Viaduct in Surrey, replacement of pointwork at Whitton Junction between Twickenham and Feltham and at Crayford Junction in south-east London, plus work to connect South Western Railway's new £60m Feltham EMU servicing depot to the main line.

The station footbridge at Ashford in Middlesex was also replaced over the weekend, and drainage work in the Crawley area was undertaken improve the stability of the track and reliability of track circuits.



Left: The £29million programme of improvements to the Ely to King's Lynn Fen Line was completed over the August Bank Holiday weekend with the completion of a new eight-car EMU stabling siding at the line's northern terminus. NETWORK RAIL

Catford Loop

In south-east London, one of the biggest projects of the weekend was the £9.1m replacement of a Victorian bridge at Catford, requiring the closure of the Catford Loop and the Lewisham to Hayes branch.

While the lines were closed, an embankment between Nunhead and Crofton Park was strengthened with soil nails and a 300m pile wall to remove the risk of landslips and track and conductor rail was replaced between Ravensbourne and Beckenham.

Redevelopment underway at Chart Leacon works

DEMOLITION work is underway at the former Ashford Chart Leacon works in Kent, which is being redeveloped as a new maintenance facility.

Chart Leacon has been empty since closure in 2014 but is now being demolished by Balfour Beatty to create space for five new stabling sidings, which will be used to undertake servicing and light maintenance on Southeastern EMUs.

The facility will create 50 jobs in Ashford.

Spoil and waste material from the site is being removed by rail, with GB Railfreight using Class 73 electro-diesels, based at nearby Tonbridge.

Nos. 73201 Broadlands and 73213 ran top-and-tail with Nos. 73119/136 on the first train, which operated on September 3.



A last look inside the former Southern Railway, BREL and Bombardier works at Chart Leacon in Ashford before they are demolished and replaced by new EMU stabling sidings. NETWORK RAIL

180th celebrations for Temple Meads

BRISTOL Temple Meads celebrated its 180th anniversary with a special socially distanced event on September 1.

Network Rail and Great Western Railway used the event to showcase the station's historic status and a bright future on the eve of a £24million, two-year renovation starting later this year.

The two-year programme will involve extensive metal and woodwork repairs and the complete re-glazing of the Grade I-listed roof and platform canopies, as well as a new colour scheme.

Life of leisure for Leicester Central

LEICESTER'S former Great Central Railway station has been refurbished ready for its new role as a leisure and entertainment venue.

Closed to passengers in May 1969, the main station buildings – dating from 1899 – are to house a bowling alley, cafes, crazy golf, beer hall and event space, with the former goods yard remodelled as a 'street food' court. No opening date has been set. CHRIS MILNER





Wigan NW platform extension

PLATFORM 3 at Wigan North Western station is being lengthened to accommodate four-car trains, increasing capacity on services to Manchester and Leeds via the Calder Valley.

The £4million project will also allow Northern to move more trains in and out of its new stabling facility at nearby Springs Branch.

Work started in September and should be completed in December. NETWORK RAIL

Salvation for unique North Midland station

A DERELICT Grade-II*-listed former North Midland Railway station at Wingfield in Derbyshire has been rescued by volunteers, and looks set to be restored after decades of neglect.

The 1840-built station – said to be one of the oldest in the world still standing – was compulsorily purchased by Amber Valley Borough Council from its former owner, and has been handed over to Derbyshire Historic Buildings Trust (DHBT).

The building is the last surviving example of the work of architect Francis Thompson, who was commissioned to build 24 NMR stations between Derby and Leeds.

DHBT has won a £137,000 grant from the National Lottery Heritage Fund to start repair work and hopes to gain funding of almost £600,000 for the full restoration.

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SIDELINES

Soham station contract awarded

J MURPHY and Sons has won the contract to build the new Soham station in Cambridgeshire.

When it opens in late-2021, the station will reconnect Soham to the national rail network for the first time in 55 years.

Enabling works are expected to begin shortly, with main construction works following in 2021.

Big cash injection for Flitwick transport hub

THE South East Midlands Local Enterprise Partnership (SEMLEP), which covers Bedfordshire, Milton Keynes and Northamptonshire, has been allocated £27.3million to fund a variety of projects, including a new transport interchange at Flitwick station, near Bedford.

A £2.2m grant will help to fund the development of the project, which will provide improved passenger facilities at the Thameslink-served station.

Repairs for 'iconic' Carnforth clock

AUGUST 9 saw the iconic clock that featured in the classic 1945 film Brief Encounter removed from its position at Carnforth station for repairs.

Dating from 1895, the clock's original faces and mechanism were lost in the 1970s but reunited and restored in 2002.

The latest renovation is being undertaken by the same team that repaired it almost 20 years ago.

Hurst Green station makeover complete

REPAIRS and refurbishment have been completed at Hurst Green station on the Oxted line in Surrey.

The wooden trestle sections of the platforms were upgraded, with trestle legs repaired and platform slabs replaced in just 27 hours.

Renewal work on Crewe bridge

THE Crewe to Chester line reopened on August 24 after a nine-day closure to reconstruct a major road bridge in Crewe.

The £5.7million project involved the complete renewal of Boulderstones bridge, carrying the A530 Middlewich Road over the railway.

The original bridge was removed in June.

Better passenger access at Cadoxton

A £3MILLION project has delivered new passenger lifts and a footbridge at Cadoxton station, near Barry, in South Wales.

Other improvements include a new waiting shelter on platform 2, wider doorways and a new ramp for the ticket office, and the installation of tactile paving on the platform edges.

Network Rail announces dates for 2021 King's Cross closures

WORK continues apace to remodel the approaches to London King's Cross with Network Rail announcing dates for the latest series of engineering blockades at the southern end of the East Coast Main Line.

King's Cross was closed for work on platforms, tracks and the removal of lighting columns over the weekend of September 5-6. October 17-18, November 14-15, 21-22 and 28-29 will see the station closed again for overhead line and signalling renewals.

Reduced timetable

An amended timetable will operate on December 24 and December 31-January 3 because part of the station will be closed for engineering work, limiting the number of platforms available. From December 25-30, King's Cross will be completely closed to passengers.

Looking further ahead, a temporary, reduced timetable will operate at King's Cross between March 1 and June 4 next year during extensive remodelling of the track layout and phased closures of platforms.

During weekday peak times, arrivals will be reduced to 10 trains per hour (from the usual 12).

On January 30-31, February 26-28, April 23-25 and June 5-6 there will be no trains to or from King's Cross, and Thameslink services will be suspended between Finsbury Park and St Pancras International because of engineering work on the approaches to Gasworks Tunnel and King's Cross.

Network Rail is replacing and remodelling life-expired trackwork at King's Cross as part of the £1.2billion East Coast Upgrade project.

It will be replacing 1970s' signalling and preparing the southern end of the ECML for the introduction of European Train Control System (ETCS) in-cab digital signalling.

Most significantly, the long-disused third bore of Gasworks Tunnel is being brought back into operation to expand the station approaches to six tracks, creating additional capacity and flexibility.



September 5-6 saw the latest weekend-long closure of King's Cross for remodelling work. Network Rail has confirmed the dates for a further series of engineering blockades at the station during the final quarter of 2020 and 2021. NETWORK RAIL

Making progress

Further north, NR's contractors are making progress with the new grade-separated junction and almost two miles of new line at Werrington, north of Peterborough.

Engineering work from January 16-24 will disrupt services, with a reduced timetable in operation on both the ECML and Peterborough to Leicester route.

A further three-day closure is planned for mid-2021 during which no trains will run between Stamford/Grantham and Peterborough as NR connects the new infrastructure to the tracks.

Alloa-Longannet passenger service studies underway

STUDIES to assess the feasibility of reinstating passenger services between Alloa and Longannet are now underway, focusing on site surveys and geological investigations.

The project is at an early stage, but the Scottish Government is supporting the reopening and electrification of the seven-mile former freight line linking Clackmannanshire with Fife.

If the project goes ahead, three new stations could be built at Clackmannan, Kincardine and Longannet, served by half-hourly ScotRail electric trains extended beyond Alloa.

The line could also provide an electrified link to Talgo's proposed train building facility and test centre on the site of the now-demolished Longannet power station, although this is dependent on Talgo winning orders from UK train operators.

New start for BR Western Region office blocks

ONE of the most recognisable buildings in Swindon is set for a new lease of life after Network Rail took back ownership on August 10.

The Signal Point office block still bears a huge British Rail logo on the front and will now be improved by Network Rail to transform it into a landmark entrance to the town.

InterCity Place in Plymouth is also being redeveloped as part of a major revamp of the city's station area. This building is being refurbished and modernised for use by the University of Plymouth Faculty of Health.

A new hotel and multi-storey car park are also planned for the new gateway to the city, known as Brunel Plaza.



Signal Point in Swindon is now back in the Network Rail property portfolio. NETWORK RAIL

Restoration for Stephenson viaduct

A 180-YEAR-OLD viaduct designed by railway pioneer George Stephenson is undergoing a £3.7million restoration.

Grade II-listed Gauxholme Viaduct, near Todmorden, will be shotblasted back to bare metal for structural repairs before being restored to its original Victorian splendour.

The work requires a nine-day closure of the Blackburn to Manchester via Todmorden line between October 24 and November 1.



NETWORK RAIL

Siemens wins Valley Lines resignalling deal

TRANSPORT for Wales (TfW) has awarded Siemens a three-year contract for the renewal and replacement of lineside signalling infrastructure as part of the Core Valley Lines Transformation programme.

The project will also include the creation of a new integrated control centre designed to improve reliability and increase the operational flexibility of the railway.

Siemens will manufacture, install, test and commission 50 new signals over 300 axle counter sections and 98 signalling location cases.

The new 'intelligent' infrastructure will allow TfW to offer quicker journeys and a doubling of train frequencies to four trains per hour on all Core Valley Line routes radiating from Cardiff to Treherbert, Aberdare, Merthyr Tydfil, Coryton, Rhymney and Cwmbargoed.

Ownership of these lines was taken over by TfW from Network Rail in March 2020 and is now leased to Amey Keolis Infrastructure (AKIL).

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The boiler of resident 'Castle' No. 5043 *Earl of Mount Edgcumbe* is lifted at Tyseley Locomotive Works as work to return the double-chimney 4-6-0 to steam in 2021 continues. MICHAEL WHITEHOUSE

'Jubilee' and 'Duchess' join Vintage Trains for 2021

TWO former LMS express thoroughbreds are set to join the Tyseley stable for the first part of next year as Vintage Trains (VT) prepares to announce its 2021 comeback charter programme.

Stanier 'Jubilee' No. 45596 *Bahamas* and 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland* are lined up join resident 'Castle' No. 7029 *Clun Castle* on VT's spring and summer programme which, despite being unavailable at the time of writing, will include what VT describes as "favourite haunts", along with some new destinations.

Tyseley's other double-chimney 'Castle' – No. 5043 *Earl of Mount Edgcumbe* – will return to service during the middle of next year upon completion of its overhaul.

The 'Earl's' return sets VT up to deliver on its highly-anticipated promise of double-headed 'Castles', bringing Nos. 7029 and 5043 together on the main line for the first time. No dates have yet been set for when the two double-chimney 4-6-0s will pair up, but it is expected any trains they do haul together will be very popular.

"We will be adding entertainment options to some of our trains and also be running double-headed Class 20s," said VT chairman Michael Whitehouse.

"We also expect to offer some weekday excursions from Birmingham to Stratford-upon-Avon, which will include some 'Shakespeare Expresses', but with a difference. Of course, our train plan is subject to satisfactory resolution of social distancing."

Additional drivers

VT is currently finalising a return to work plan following the Covid-19 lockdown, which will include the management and development of staff competencies ahead of a return to charter operation next spring.

The publicly owned operator is also looking to train additional steam drivers, firemen and guards to cope with an expanded programme and provide additional flexibility.

Mr Whitehouse added: "We have prepared a train plan for the whole of 2021, which has been discussed and agreed in principle with Network Rail.

"There are several prerequisites to deal with before we can yet put this on sale. However, we are on track with the planning for the first half of 2021 and the summer Sundays of the 'Shakespeare Express'. Our current intention is to place tickets for these trains on sale by Christmas."

In addition to the overhaul of No. 5043, the recently returned engineering team at Tyseley has also started work on the overhaul of Pullman BRE Parlour Car No. 353, thanks to the success of VT's Pullman Club, which was launched to support the continued use of the Tyseley Pullmans on the national network.

VT hopes to refurbish three of its Met-Cam Pullman cars – Parlour Car Nos. 349 and 353, and Kitchen Car No. 361 – to the standard achieved with First Class Kitchen Car *Eagle*.

To date the club has raised more than £75,000, but VT says it needs to raise a further £25,000 to complete the work on No. 353 in time for the 2021 season.

See: www.pullmanclub.co.uk

New date for UK Railtours' East Anglian *Clan Line* 'foreign' jaunt

UK RAILTOURS' has announced its steam-hauled excursion of 2021, which will take main line favourite Bulleid 'Merchant Navy' No. 35028 *Clan Line* from London to 'foreign' territory in East Anglia on April 24.

The appropriately named 'Merchant of Norfolk' is a rescheduled tour from April 18 this year, taking the Southern Region Pacific from King's Cross to Norwich.

It will be *Clan Line's* first visit to Norwich, and only its second departure from King's Cross.

The train is provisionally booked to leave King's Cross at just before 08.30, and will follow the southern portion of the East Coast Main Line to Hitchin, picking up at Potters Bar and Stevenage, then on to Cambridge.

Here, the train heads east, running across the flat, rural fenlands of Norfolk to Norwich, where arrival is expected at lunchtime.

Passengers will then have around four and a half hours in Norwich, with an option to join a three-hour Norfolk Broads cruise from Wroxham.

The return leg back to London will follow the outbound route, arriving back at King's Cross at 21.50.

Tickets for Standard Class travel are priced at £119 (£109 for juniors), increasing to £179 for First Class (non-dining) and £249 for First Class (dining).

Further information and booking details can be found at: www.ukrailtours.com/product/the-merchant-of-norfolk/

Tributes paid to West Coast fireman Mike Middleton

THE main line steam family has come together to pay tribute to West Coast Railways fireman Mike Middleton following his death after he collapsed aboard 'Royal Scot' No. 46115 *Scots Guardsman* on August 18.

Mr Middleton was firing the Fowler/Stanier 4-6-0 on a return 'Dalesman' service from Carlisle to York when he fell ill on the footplate. The train was stopped at Garsdale, where Mr Middleton was treated by paramedics, but he sadly died in the ambulance.

Social media platforms immediately filled with tributes to the well-liked and respected fireman.

'Awful'

West Coast posted on Twitter: "West Coast Railway Company are deeply saddened at losing our fireman Mike Middleton last night (Tuesday) near Garsdale after being taken ill on 1Z34. Our thoughts are with his family and friends at this awful time."

However, perhaps the most poignant and moving tributes were paid by the crews of locomotives working subsequent excursions over the Settle & Carlisle line.

The following day, on August 19, a wreath adorned No. 70000 *Britannia*, which sounded an extended whistle as it ran through Garsdale with a Saphos Trains' 'Fellsman'.

A similar tribute was paid four days later by the crew of 'Jubilee' No. 45699 *Galatea* while working a Railway Touring Company 'Waverley' excursion.

Wreath

A wreath was later placed on the platform fence at Garsdale, while another adorned the smokebox of *Scots Guardsman* when it returned to 'Dalesman' duties on September 1.

Mr Middleton will also be much missed by his volunteer colleagues on the Ffestiniog & Welsh Highland Railways.

The *RM* team sends its condolences to Mr Middleton's family and friends.



The whistle of No. 46115 *Scots Guardsman* sounds in tribute to the late Mike Middleton as the wreath-adorned 'Royal Scot' heads north through Garsdale station and past the recently restored signalbox with the 'Dalesman' on September 1. DAVE COLLIER

InterCity 'Scots' as LSL '90s' head to Glasgow

INTERCITY-LIVERIED Class 90s Nos. 90001 *Royal Scot* and 90002 *Wolf of Badenoch* will live up to their Scottish names during late-November and early-December when they haul two named specials to Glasgow.

The First Class-only 'Royal Scot' will take No. 90001 and Locomotive Services Ltd's InterCity set from London Euston and over the West Coast Main Line on November 21.

A 07.10 departure from Euston is followed by pick-ups at Milton Keynes (07.55), Rugby (08.30), Nuneaton (08.45), Crewe (09.40) and Preston (10.25), before the '90' speeds north over the Cumbrian fells and across the border.

Explore

The run will include an ascent of Beattock before reaching journey's end at Glasgow.

Passengers will have the afternoon to explore the city and its shops before the '90' retraces its steps for the southbound leg, arriving back in London at 22.25.

No. 90002's turn comes on December 5 when it hauls the 'Midland Scot' from Birmingham to Scotland's second city.

The train again will utilise the First Class InterCity set, and make a prompt 08.05 departure from Birmingham International.

Additional pick-ups will be made at Birmingham New Street (08.20), Wolverhampton (08.40), Crewe (09.30), Warrington Bank Quay (09.50), Wigan North Western (10.05) and Preston (10.25).

From here the journey mirrors that of the 'Royal Scot', with another afternoon available in Glasgow to enjoy the pre-Christmas build-up.

Prices start at £99. For more information and booking visit: https://inter-city.co.uk/trips-tours/

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
NB – Northern Belle
0844 8404525
RTC – Railway Touring Company
01553 661500
SD – Steam Dreams
01483 209888
SR – Statesman Rail
0345 3102458
ST – Saphos Trains
saphostrains.com
WCRC – West Coast Railways
01524 737751

COVID-19

- NOTE: This list was current at the time of writing in early September. 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.
- Tours may start and finish elsewhere.



Double 'Duffs' to Dartmouth

STATESMAN Rail's 'Dartmouth Statesman' tour on August 28 saw Locomotive Services Ltd's Brush Type 4 pair Nos. D1944 and D1935 team up for a late-summer run from Rugby to Kingswear.

The duo had a good run down to Bristol, reaching Bristol East Junction 17 minutes early. However, delays at Temple Meads resulted in a late departure, which had become a 20-minute deficit by Taunton.

However, by Starcross the train was only 8min down, passing through Dawlish 2min early, and rolled into Kingswear precisely on schedule at 13.00.

The return leg saw the '47s' put in a fine performance, running well ahead of time for most of the journey, and reaching Rugby 20 minutes early.

The pair is seen on the outward leg about to head under the skew bridge at Teignmouth, on the famous sea wall section. JENNY WESTWATER

OCTOBER/NOVEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
October				
5-9	Jacobite	Fort William-Mallaig (am service)	45407/62005	WCRC
7	Severn Valley Enterprise	Crewe-Bridgnorth	46100/70000/34046	ST
8	Pendle Dalesman	(Scarborough)-Hellifield-Carlisle	35018/46115/45699/45690	WCRC
10	Cumbrian Mountain Express	(Euston)-Carnforth-Carlisle	35018/46115/45699/45690	RTC
12-16	Jacobite	Fort William-Mallaig (am service)	45407/62005	WCRC
14	Pendle Dalesman	(Wolverhampton)-Carnforth-Carlisle	35018/46115/45699/45690	WCRC
17	Northern Belle	Preston circular	6201	NB
17	Yorkshireman	Ealing Broadway-York	6233	RTC
19-25	Jacobite	Fort William-Mallaig (am service)	45407/62005	WCRC
21	Pendle Dalesman	(Bangor)-Carnforth-Carlisle	35018/46115/45699/45690	WCRC
25	Tin Bath	Preston-Sheffield	TBA	RTC
28	Pendle Dalesman	(Scarborough)-Hellifield-Carlisle	35018/46115/45699/45690	WCRC
November				
14	Cheshireman	Bristol-Chester	60163	RTC
21	Welsh Marches Xmas Express	Wilmslow-Cardiff	46100/70000/34046	ST
14	Cheshireman	Euston-Chester	60163	RTC
22	Steam Dreams Excursion	London-York	TBA	SD
24	Gloucester Xmas Markets	Victoria-Gloucester	60163	RTC
26	Christmas Sussex Belle	Victoria-Eastbourne	45305/45212	RTC
28	York Yuletide Express	Ealing Broadway-York	60163/6233	RTC
29	Steam Dreams Excursion	Paddington-Bath	61306	SD

OCTOBER/NOVEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
October				
9	British Pullman	Victoria circular	DBC Class 67 x2	BEL
10	Settle & Carlisle Circular	Wolverhampton-Carlisle	LSL Class 47s	SR
16	Northern Belle	Coventry circular	WCRC Class 47/57	NB
16	British Pullman	Victoria circular	DBC Class 67 x2	BEL
18	Northern Belle	Preston circular	WCRC Class 47/57	NB
24	Royal Windsor Statesman	Wolverhampton-Windsor	LSL Class 47s	SR
30	British Pullman	Victoria circular	DBC Class 67 x2	BEL
31	Settle & Carlisle Circular	Shrewsbury-Carlisle	LSL Class 47s	SR
November				
4	British Pullman	Victoria-Bath	DBC Class 67 x2	BEL
6	British Pullman	Victoria circular	DBC Class 67 x2	BEL
7	Northern Belle	Liverpool circular	WCRC Class 47/57	NB
7	Settle & Carlisle Circular	B'ham Int'l-Carlisle	LSL Class 47s	SR
14	Settle & Carlisle Circular	Hereford-Carlisle	LSL Class 47s	SR
14	Midland Pullman	St Pancras-	LSL HST	SR
15	Northern Belle	Doncaster-London	WCRC Class 47/57	NB
15	British Pullman	Victoria circular	DBC Class 67 x2	BEL
20	Northern Belle	Man Vic-Winchester	WCRC Class 47/57	NB
20	British Pullman	Victoria circular	DBC Class 67 x2	BEL
21	Royal Scot	Euston-Glasgow	90001	SR
21	Northern Belle	Chester-London	WCRC Class 47/57	NB
25	British Pullman	Victoria-Chesterfield	DBC Class 67 x2	BEL
26	British Pullman	Victoria-Winchester	DBC Class 67 x2	BEL
27	Northern Belle	Newcastle-Chesterfield	WCRC Class 47/57	NB
28	Northern Belle	Hull-Edinburgh	WCRC Class 47/57	NB

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Railtours Portfolio Track Record



Stanier 'Black Five' No. 45407 *The Lancashire Fusilier* gets away from Fort William with the morning 'Jacobite' service for Mallaig on September 23. STEVE SIENKIEWICZ



Class 40 No. 40145 approaches Garsdale with the 'Staycation Express' (1Z42) from Appleby to Skipton on September 12, the final day of the service for this year. Type 4 No. 47712 is on the rear. ANDREW JEFFERY

The afternoon light hits Bulleid 'West Country' No. 34046 *Braunton* beautifully as it makes the crossing of Eckington Bridge with Saphos Trains' returning 'Cotswold Express' from Worcester on September 12. ANDREW BELL





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DB orders 400 bi-mode 'Vectrons'

GERMAN rail operator DB has agreed a contract for up to 400 bi-mode 'Vectron Dual' locos for use by freight operator DB Cargo.

Initially, 100 have been ordered for delivery from 2023.

Unlike the (Class 193) DB 'Vectron' fleet these locos will be lower-powered 120kph machines, with a rating of 2,200kW, operating as a 15kV AC electric or 950kW as a diesel.

The new Class 248 locos will feature handrails at both ends for use by shunting staff, and will replace DB's 'V90'-design diesel-hydraulic locos (Classes 290-296).

Ceneri Base Tunnel opens

THE 15.4km Ceneri Base Tunnel, between Bellinzona and Lugano in Switzerland, was officially opened by Swiss President Simonetta Sommaruga on September 4.

The event was smaller than originally planned because of coronavirus restrictions.

Regular use of the new route by passenger and freight trains will begin in December.

The tunnel's opening marks the completion of the low-gradient, high-clearance transit route, suitable for four-metre-high intermodal trains across Switzerland, which was approved in a national referendum in 1998.

The route also uses the 57km Gotthard Base Tunnel, to the north, which opened in 2016. The twin-bore tunnels forming the Ceneri Base Tunnel are connected by cross passages every 325 metres.

At the tunnel's northern end, a new connection using a viaduct enables direct Lugano to Locarno trains, reducing travel times between the two towns by 21 minutes to 30 minutes.

Loco-hauled services renaissance in Portugal

PORTUGESE national rail operator Comboios de Portugal (CP) is planning to reinstate loco-hauled regional trains and expand inter-city services.

This follows a decade where services were cut back, and non-electrified routes were mostly operated using hired DMUs from RENFE in neighbouring Spain.

CP has re-opened its workshops at Guifões, near Porto, to overhaul rolling stock and several 1400 class diesel locos, which were built by English Electric/Sorefame 1967-1969 with 1,300hp EE 8CSVT engines, have been in regular use working services on the Porto to Régua line in the Douro Valley since July.

CP has also sent several 2600/2620 Class electric locos – built by Alsthom/Sorefame 1974-987, based on the French 'BB15000' design – for overhaul.

These were all stored by 2012 and 19 will be reinstated to operate services on the country's main electrified routes.

Electrification of the entire route between Porto and Valença, on the northern border with Spain, is now part complete, with electric operation of the full route anticipated within the next 12 months.

To enable the expansion of loco-hauled services some older CP coaches have been reinstated and overhauled, with 51 second-hand inter-city coaches being bought from RENFE in Spain.

These were delivered by rail for overhaul in Portugal in July and August.

Loco-hauled trains were still fairly rare when unique blue-liveried No. 1413 was seen operating a special train to Pinhão across the Douro Valley on September 23, 2019. 1400 Class locos now work regularly on this line. DONALD TAGGART



Competing operators work together in Western Australia

FOLLOWING the takeover of the Koolyanobbing iron ore mine (195km west of the gold mining city of Kalgoorlie) by Mineral Resources in 2018 rail traffic has increased substantially, and now sees multiple freight operators all working for one customer, often together.

Mineral Resources exports the ore via the port at Esperance, on the south-east coast of Western Australia, and initially rail transport was undertaken by national freight operator Pacific National using Class NR diesel locos (GE C44aci), plus Mineral Resources' own MRL locomotives (also GE C44aci) hauling mineral resources-owned iron ore wagons.

Mineral Resources decided to increase ore production and Pacific National had to lease additional locomotives from Chicago Freight Car Leasing Australia (CFCLA) – also GE C44aci (their 'CF' class).

As iron ore production further increased (to around 13 million tonnes annually) Mineral Resources decided to also use freight operator Aurizon with its crews, locomotives, and wagons (the latter from the former Koolyanobbing operation pre takeover).



Four GE C44aci locos: Aurizon AC4306 and Pacific National NR24 leading, with Aurizon ACC6031 and leased CF4408 mid-train, working Aurizon-operated empty iron ore train 6040 to Koolyanobbing, approaching Gibson on June 26. Only Aurizon locomotives are distributed power equipped, so all trains run with Aurizon providing one of the pair of locomotives (at head and mid-train). However, the other locos can be a mix of Aurizon, Pacific National, Mineral Resources and CFCLA locomotives. PHIL MELLING

The re-introduction of Aurizon into the mix saw them reopen their locomotive and wagon facilities at Esperance, which had been mothballed with the loss of the contract following the takeover of the mine.

Normally, Pacific National and Aurizon are competitors, but to satisfy Mineral Resources and their increasing tonnage all the locomotives and wagons were put into a common pool.

Train lengths needed to increase so distributed power operation has been introduced to run longer trains, with two locomotives at the front and two more in distributed power mode inserted around 110 wagons (from the front) with 50+ wagons trailing the second set of locomotives.

Crews are drawn from Pacific National and Aurizon running their 'own' mixed sets, which get swapped around each day as trains cycle through Esperance.

Our thanks to Phil Melling for the information in this report.

Harz 'Kamel' diesels in daily use

HARZ Mountain rail operator Harzer Schmalspurbahnen (HSB) in central Germany has been using one or more of its Class 199.8 'Harzkamel' V100 Ost diesel locos instead of steam locos or DMUs throughout the summer of 2020.

This is likely to continue for much of the rest of this year, although the routes operated change from week to week and are shown on the operators' website.

Ten mainline DR Class 112 (later DB Class 202) diesel-hydraulic locos were rebuilt between 1990-92 as six-axle metre-gauge locos, with the original aim of replacing steam.

German re-unification in 1990 led to a surge in tourist visitors to the Harz region and the railway so the plans to replace steam locos were abandoned.

They are known as 'Kamel' (Camel) because the centre cab 'hump' in six of the diesels remain in the HSB fleet, although not all are in use.

The other four were rebuilt back to standard gauge and are used by German private operators.



HSB 'Harzkamel' No. 199 874 seen at Harzgerode on September 14 with train 8970, 09.33 Nordhausen Nord-Harzgerode, in place of a DMU. The train was operated back down the short branch to Alexisbad by the driver standing at the back of the train operating the loco by radio. D LANGHAM

New 'Line 3' for metros in Mexico and Bulgaria

THE Mexican city of Guadalajara gained a third metro line on September 12, connecting the districts of Zapopan, Guadalajara, and Tlaquepaque.

The 21km Line 3 route runs north-east to south-east across the city and has 18 stations: 13 on viaduct and five underground.

Alstom supplied 18 'Metropolis' EMUs and an automated signalling system in a contract worth €240million.

Around 230,000 passengers are expected to use the new line daily.

In the Bulgarian capital Sofia, the central section of new Line M3 opened on August 26.

Siemens has supplied 20 'Inspiro' EMUs, built jointly by Siemens in Vienna and Newag in Poland, which has undertaken final assembly to operate services.

The new trains are driverless operated using communication-based train control (CBTC), incorporating axle counters. Half-height platform edge barriers have been installed at all stations.

Planning is underway to extend Line M3 at both ends.

Amtrak halts its Talgo VI train operations



A Talgo VI set passing the Puget Sound at Chambers Creek Regional Park, south of Tacoma, on June 23, 2018. It is on the US coastal route via Point Defiance with a Seattle to Portland service led by Amtrak 'Cascades'-liveried EMD F59PHI loco 466. Since mid-2019 this loco has been owned by Chicago area commuter operator Metra, which has renumbered it as their number 89. KEITH FENDER

SINCE July American national operator Amtrak has withdrawn all its Talgo VI trains used to operate 'Cascades' services between Eugene, Portland and Seattle from July.

Services north of Seattle to Vancouver, in Canada, have been suspended since March following the closure of national borders because of coronavirus.

Withdrawal of the Talgo trains, which were built in 1998, was recommended by US federal safety regulator the National Transportation Safety Board after the December 18, 2017 DuPont derailment south of Tacoma, which killed three people.

The incident also saw the destruction of several Talgo vehicles, plus a new 'Charger' diesel locomotive, on the inaugural journey over the new inland route, avoiding the coastal route via Point Defiance.

No date has yet been set to move services back from the coastal route via Point Defiance to the new inland route via DuPont and Lakewood.

It has been closed since the fatal derailment.

The significant reduction in service levels because of coronavirus has provided Amtrak with the opportunity to remove the vehicles (formed as 12-car sets) owned by the Washington State Department of Transportation (WSDOT) from use.

Two later-built Talgo VIII push-pull sets, dating from 2013, and owned by Oregon Department of Transportation, will remain in use as these have improved crashworthiness.

Amtrak has transferred some 1988-90 built 'Horizon' single-deck coaches to the Pacific coast from the Chicago area to partly replace the Talgo VI trains until WSDOT has ordered replacements.

A new 'Charger' loco has already been built, paid for by Amtrak's insurers.

First trams arrive for new Swedish tramway

THE first of seven five-section, 33-metre-long 'Urbos' trams was delivered to the southern Swedish city of Lund in July. They have been built by CAF in Zaragoza, Spain. Subsequently, more vehicles have arrived and test operation has begun. The brand new, nine-stop, 5.5km-long tramway in Lund, between the main station and the Science Park at Brunnshög, is scheduled to open in mid-December 2020. Services will be operated by Norwegian state rail and bus operator Vy, under contract for regional transport authority Skånetrafiken.



The first two 'Urbos' trams for Lund, in green Skånetrafiken livery, outside the new depot at Brunnshög on August 31. JOHN WOMERSLEY



DB 66 helping to move German Panzers for NATO exercises

DB Cargo No. 66153 is seen by chance at Olecko, on the line between Ełk and Suwalki in north-east Poland, during a railtour organised by Polish operator Turkol on July 26.

It is operating a train of German Army Leopard II tanks bound for NATO exercises in eastern Poland or neighbouring Lithuania.

Turkol runs a wide range of trains each year, often with interesting itineries for the enthusiast see – www.turkol.pl.

DR IAN SCOTCHMAN

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SIDELINES

Further dispensation for EMR HST deadline

DISPENSATION for East Midlands Railway to operate its original Porterbrook-owned HST sets beyond the original July 28 deadline has been granted.

It follows the discovery that the ex-LNER sets intended to replace them need far more work than expected to meet required standards. The new deadline is December 31.

EMR will operate seven 'old' sets alongside three former Grand Central sets and two ex-LNER sets. A further two ex-LNER sets are being prepared for traffic and could replace two Porterbrook sets.

It is likely the Grand Central sets will continue to be used until December, when they will be replaced by former Hull Trains Class 180 'Adelante' DEMUs, which are being prepared at Etches Park depot.

It is possible a further HST dispensation may be needed because of the six-month delay introducing the Class 360/1 Corby electric service (now set for May 2021).

Five more Euro 66s for GB Railfreight

A FURTHER five Class 66 locos from Europe have been acquired by GB Railfreight as it prepares for future business and expansion.

Three former Swedish Class 66s have been acquired from Hector Rail (Nos. 66790-792, of which two are in traffic), and the five latest will be leased from Beacon Rail, having been surplus to requirements in Germany. These will take the next numbers 666793-797.

The acquisition takes GB's Class 66 fleet to 96, of which 13 have come from Europe.

No. 66734 was cut up after a derailment at Loch Trieg in 2012.

Night star generator van bought by ERS

EASTERN Rail Services, which has taken a lease on the Vauxhall carriage sidings at Great Yamouth, has bought Night Star generator vehicle No. 96374 from Wabtec and moved it to East Anglia. It joins five Mk3s owned by ERS and another generator car, No. 96371.

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Twelve Class 91s will be overhauled for LNER

LNER is giving 12 Class 91s G' exams to keep them in service on the ECML despite having accepted the whole 65-train 'Azuma' fleet for service.

The overhauls are being carried out at Wabtec Doncaster, and two of the Class 91s already in the works are the popular special-liveried locos No. 91110 *Battle of Britain Memorial* and No. 91111 *The Fusilier*.

Rolling stock owner Eversholt has awarded a contract to Wabtec for the work, and has extended LNER's lease on the fleet until summer 2023, with an optional extension to summer 2024.



No. 91111 *The Fusilier* leads No. 91127 and BN15 carriage set on 5F05, an 08.03 King's Cross-Neville Hill empty stock working past Great Paxton on September 11. On arrival at Leeds, No. 91111 worked light engine back to Doncaster works. JAMIE SQUIBBS

Modifications

Included in the deal are seven Mk4 carriage sets plus two spare vehicles, meaning LNER will have five spare locos available.

The 'G' exam for the Class 91s will include an overhaul of the bogies, involving work on gearboxes and wheelsets, cardan shafts, compressors and traction motors. Additionally, a number of reliability modifications are also planned.

The Mk4 coaches will receive an 'OH1' exam, which will cover the overhaul of bogies, couplers and doors and an interior saloon and vestibule exam. All work is due for completion by January 2022.

Changes to diagrams saw the last official Class 91 working between London King's Cross and Edinburgh on September 4 using No. 91109 *Sir Bobby Robson*, which was the loco that worked the first revenue-earning service to Edinburgh back in June 1991.

Requirements

However, three days later, No. 91124 worked from Peterborough to the Scottish capital and back to London as a result of 'operational requirements', as have a couple of other Class 91 and Mk4 sets.

With diagram changes, Class 91s should be limited to working London to York/Leeds/Bradford/Skipton.

■ On September 12, 'Azuma' set No. 801208 assisted failed 801206 from Newark Northgate to Doncaster, providing an unusual sight of an 18-car 'Azuma' formation. The final and 65th set to be handed over by Hitachi to LNER was No. 801201.

Avanti's 'Pride' train brightens West Coast

AVANTI West Coast's 'Pride' train has taken to the tracks.

'Pendolino' No. 390119 has been given a colourful vinyl wrap as part the company's policy on diversity and inclusion for its LBGTQ+ staff (*RM* Sept, p11).

The unit was unveiled the day after the September issue of *The RM* closed for press, and has settled into WCML schedules between London and Glasgow.

A name for the set will be announced during October.

No. 390119 is seen at Manchester Piccadilly on August 25 having worked its first journey from London Euston in its new livery.

PICTURE: TONY MILES





Loram on grand tour of UK…

LORAM ran a demonstration train to various parts of the UK over a six-day period during August, visiting Walsall, Nuneaton, Peterborough, Plymouth and Birmingham International.

The train was formed of Mk2 carriages Nos. 5810 and 5919, top-and-tailed by Nos. 37059 and 37069. It is seen waiting to leave Derby on August 13.

Loram's operating licence allows them to provide industry partners with traction training, route conducting, traction and rolling stock movements for TOCs and private owners, as well as new train commissioning, testing and fault-free mile accumulation.

PICTURE: BRAD JOYCE

Porterbrook confirms £55m fleet upgrade for GTR 'Electrostars'

TWO fleets of 'Electrostar' trains used on Govia Thameslink Railway services will benefit from a £55million modernisation programme.

The Class 377 fleet of 214 EMUs that work on Southern railway services along with both the newer Gatwick Express and Great Northern Class 387 fleets will be fitted with real-time information screens and combined USB/power points, as well as an on-board performance monitoring and fault diagnosis software to streamline maintenance. Energy saving lighting will also be fitted to the sets.

The upgrades follow research by Passenger Focus, and will be fully funded by Porterbrook.

The fault management software will help predict and diagnose faults, and in the long-term streamlining maintenance.

Passenger-counting technology will also be fitted, to allow GTR to better analyse how busy trains are, further helping to support social distancing. Driving cabs will be fitted with new forward-facing CCTV cameras.

GTRs Selhurst depot staff will undertake the upgrade work, which is expected to emerge in the autumn.

When the programme is in full swing, GTR's engineers will be working on a one-train-per-week basis – guided by the trains' manufacturer Bombardier –with the project spanning five years.

SWR unveils 'Arterio' brand name for 'Aventra' fleet



By Keith Fender

SOUTH Western Railway (SWR) has unveiled the first of its new Bombardier 'Aventra' EMUs along with the new 'Arterio' fleet name.

SWR says the new branding for the fleet is a play on the word 'artery', with the rationale being that SWR and its network is like the arteries for south-west London and beyond, connecting people with central London via the 'beating heart of the network at Waterloo station'.

The SWR 'Aventra' fleet is being financed by Rock Rail at a cost of nearly £1billion and will be delivered as follows:

- 60 10-car (556 seats, 740 standing places) Class 701/0 EMUs
- 30 five-car (269 seats, 330 standing places) Class 701/5 EMUs

Production at Bombardier's Derby factory was delayed for around three weeks as a result of the coronavirus lock down, before the factory reopened with revised manufacturing arrangements.

Tested

By late-August five 10-car Class 701/0 trains had been delivered. These are now being tested on the SWR network, with four trains based at Eastleigh and operating widely on the SWR electrified network. One set – No. 701004 – is based at Wimbledon depot for driver and technician training.

The first Class 701/5 five-car train was being tested at the Old Dalby test centre in late August. Future deliveries will include both 10- and five-car trains, although initially 10-car Class 701/0 units are planned to enter service first later this year.

SWR intends to introduce the Class 701 'Arterio' trains initially on the London Waterloo-Staines-Reading route, where Class 458 units dating from 1998 will be replaced.

Above: 'Arterio' EMU No. 701004 on Wimbledon depot after the unveiling of the fleet name. BOTH: KEITH FENDER

Below: EMU No. 701004 sits alongside 'Juniper' No. 458502, one of the sets that will be replaced by the 'Arterio' fleet.



All the new Class 701s will be based at Wimbledon depot in south-west London, although minor servicing and stabling will occur elsewhere, including a purpose-built depot being built at Feltham, on part of the old marshalling yard site due to open in early-2021.

The Class 701 trains will replace all older 1980s BR-built Class 455/456 trains as well as the more recent Siemens-built Class 707 'Desiro City' fleet, which will be transferred to SouthEastern from 2021/22 onwards. Initially, they may be sub-leased back to SWR as they will be the last of the current fleet to be replaced.

The fleet introduction plan will take two years to achieve and run alongside the Siemens-built 'Desiro' Class 444/450 fleet and the older Class 442 fleet, which is being rebuilt with new traction equipment.

The Class 701 trains have been built with Standard Class-only seating, using the same 'Fainsa' seats as used on Class 700 Thameslink trains. However, they are fitted with increased depth seat pads and are more comfortable.

The cab is designed for a single driver and equipped with a bank of CCTV screens, enabling the driver to see the entire length of the 10-coach train using the carriage mounted cameras. Other screens enable on-board CCTV to be monitored if required.

SWR plans to introduce the trains with guards onboard, although they are designed for one-person operation.

Biodigester

There is one accessible toilet for every five coaches, unlike many of the older trains they will replace, which have no toilets. The toilet system is supplied by Protec (based in Germany) and uses new biodigester technology. This separates liquid and solid waste and uses microbes in sealed tanks under the train to change the liquid to a solution that can be safely discharged to the track.

A bacterial system will reduce solid waste volumes, enabling the waste tanks to be emptied once every 45 days rather than the one to three days at present.

Depot CET facilities at Wimbledon will be upgraded with new equipment to work with the Protec-fitted trains.

Bombardier is fitting the same Protec system to the Class 720 'Aventra' EMUs on order for Greater Anglia, also due to enter service in 2020.

LOCO NAMING





GBRf NAMES LOCO AFTER BATTLE OF BRITAIN:
GB Railfreight has named Class 73 No. 73109 *Battle of Britain 80th Anniversary* to commemorate the feat by the Royal Air Force and those servicemen and women who made the ultimate sacrifice. The unveiling was carried out at Hastings depot during a restricted low-key event because of coronavirus. PICTURE: GB RAILFREIGHT

East Midland's enjoying 'Meridian' purple patch

EAST Midlands Railway has been vinyling more Class 222 'Meridian' DEMUs with its purple colour scheme.

EMR vinyled set No. 222104 for the franchise launch in August 2019, with all four vehicles in purple.

A modified version of the livery has emerged over the past few months, with just half of the driving cars and passenger door finished in purple. The carriage bodies are white and grey.

By mid-September, 'Meridian' set Nos. 222004/06/08/09/10/11/12/13/18/22 and 221101 had been give the new look, replacing the previous Stagecoach branding.



Set Nos. 222010 and 222011 pass at Great Bowden, north of Market Harborough, in the new EMR livery. Set 222010's numbers are both badly spaced and off centre. GARY S SMITH

Trains stored in former oil siding



A SHORTAGE of space at Leicester depot has seen vehicles from the DATS (Data Acquisition & Testing Solutions) test train stored in the former Total oil sidings at Rectory Junction, east of Nottingham.

The siding closed in October 2019, and this picture, taken on September 5, shows former EMR power car No. 43054 alongside No. 91122, 91128 *InterCity 50* and DB Cargo No. 90035. Power car No. 43066 is hidden behind 43054.

The DATS train is being used to test the Midland Main Line electrification from Bedford to Corby. BARRY DUFFIN



RHTT trains ready for action

THE annual leaf fall season is underway and rail head treatment trains (RHTT) have been deployed, ready to tackle leaf mulch, which can impact braking and adhesion.

The Central Scotland RHTT work has been done by an MPV set for many years, but has now moved to two Class 67s with RHTT wagons.

The operation sees the set work over the Borders Railway to Tweedbank before running round the Fife Circle and as far north as Ladybank. It then returns to Edinburgh to the Shotts line to Shettleston Loop and also Airdrie. Here, No. 67012 leads 67020 on September 15 as it runs downgrade from Midcalder Junction and approaches Kirknewton on its way back to Slateford Depot. IAN LOTHIAN

Preview of new West Midland Class 730s

WEST Midlands Railway (WMR) formally unveiled its new Class 730 EMUs after managing director Julian Edwards and West Midlands Mayor Andy Street visited the Bombardier production line at Derby in early September to see progress.

One set – No. 730001 – has been completed and is undergoing testing in the Czech Republic ahead of introduction to service early in 2021. The sets are part of the 'Aventra' family, but are different to previous 'Aventra' builds as they feature centre gangway doors.

The Class 730 fleet build consists of a total 81 sets, with 36 three-car units Class 730/0 90mph trains destined for WMR to replace the Class 323s on the Lichfield to Redditch/ Bromsgrove cross City line. The '323s' will transfer to Northern.

Two further sub-classes will be formed of 29 Class 730/1 five-car trains for outer suburban duties and 16 Class 730/2 sets (also five carriages) for long-distance workings from London to Crewe or Birmingham to Liverpool. Both these sub-classes will feature 110mph running.



One of the new Class 730 vehicles on the Bombardier production line. COURTESY WMR.

The trains offer intelligent air-conditioning systems, free wi-fi, at-seat power and USB sockets, as well as dedicated wheelchair spaces and bicycle storage.

Bombardier is also building 26 new Class 196 DMUs for WMR, with a second set having recently started testing.



Class 50 Nos. 50049 *Reliance* and 50007 *Hercules* were used to move tri-mode unit No. 769943 from Burton Wetmore Sidings to Reading Traincare Depot on August 7, and are seen passing Hinksey, Oxford. KEN BRUNT.

GWR takes delivery of first tri-mode unit at Reading

THE first Class 769/9 tri-mode multiple unit has been delivered to GWR at Reading depot.

Set No. 769943 is one of 19 units converted from a Class 319 and features three different power modes – 25kV, 750vDC third rail, or diesel power from two MAN D2876 Stage IIIB compliant diesel engines.

The first set will be used for staff and driver training, as well as main line testing ahead of introduction on the partly electrified Reading and Gatwick Airport route early in 2021.

GWR also has plans to use the units between Reading and Basingstoke as well as on the branches to both Marlow and Henley-on-Thames, in turn releasing Class 165/166 'Turbo' units to transfer to the Bristol area and provide increased passenger capacity.

■ Bi-mode Class 769 units are still undergoing testing from Transport for Wales, with no introduction date on the Rhymney route having yet been set.

More FGW 'Castle' conversions

THREE more power cars were moved from Laira depot to Wabtec Doncaster on September 15 as part of the move by GWR to create three more 'Castle' class 2+4 HST sets (*RM* Sept, p76).

The Rail Operations Group move used one of the power cars to haul the train, with ROG's own Class 47 on the rear.

Power car No. 43029 is seen hauling 43027, 43022, Mk3 No. 42580, Mk2 No. 6340 and No. 47815 past Wadborough, Worcs. BOB SWEET



WAGON REPORT

by S F Lappage

RAILEASE Ltd was set up in 1976 as a subsidiary of the Standard Railway Wagon Company, which had workshops in Reddish and Heywood.

In 1985 a small batch of PFA 82-tonne container flats were built for general hire – Nos. RLS 92543 to 562. They rode on Sambre-et-Meuse VNH-1 bogies, giving a maximum speed of 75mph. Tare weight was 20 tonnes.

Though few in number they have carried a wide variety of cargoes. They were firstly hired to Ciba-Geigy for the transportation of amino resins and plastics to Ireland via Fishguard and Stranraer in curtain side containers.

Others were later fitted with cradles and hired to Isis Link, carrying steel coils from Ravenscraig steelworks.

By 1995 most of the fleet was deployed carrying daily trainloads of red gypsum from Grimsby to a landfill site at Roxby.

This traffic originated at Tioxide which produced titanium dioxide, with red gypsum as a saleable by-product.

Two wagons were sold to Redland, becoming PXAs Nos. REDA 92545/546.

They were returned to Standard Wagon and converted into conveyor/boom unloading wagons for use with the innovative SDT or self-discharge trains.

Latterly operated by Lafarge Aggregates, these trains ran for more than 25 years until maintenance issues and an incident at Mountsorrel led to the withdrawal of the trains.

Today, the survivors, now 35 years old, are hired by Freightliner for the conveyance of deep-sea containers to and from the major ports, Felixstowe and Southampton.

Arlington Fleet Services, Eastleigh, has overhauled two IPA car transporters for GroupeCAT – Nos. 23 87 4382 042-9/043-7. The wagons carry new Land Rover 4x4 cars from Halewood to Southampton. Livery is dark grey.

Colas Railfreight operates a weekly cement train from Aberthaw to Moorswater.

The service started in 2016 after the installation of new loading facilities at the South Glamorgan site.

Ownership changes are commonplace in the cement industry and previous operators have included Blue Circle and Tarmac. However, the original owner was the grandly named Aberthaw and Bristol Channel Portland Cement Company.

Trains are formed of former Blue Circle PCA 'Metalair' tanks, including Nos. BCC 10671/674/676/677/681/683/685/687/689/692/696/989/990, Nos. BCC 11000/044/063/068/120/123/128/132/133/135/136.

Powell Duffryn built the wagons in 1984-87 at Maindy, Cardiff.

C F Booth, Rotherham, has scrapped former Redland PGA aggregate hoppers Nos. REDA 14507/508/512/515/516/753/757/760/766/769/771/773/776/784/791/800/802/805/806/808/813/815/821/826/831/832/834/839.

Balfour Beatty has disposed of Plasser & Theurer YOB 12-tonne heavy duty diesel hydraulic cranes Nos. DRP 81519/522. Dating from 1980, they were works Nos. 5517/520.

A rare sighting at Bescot yard on August 16 was Balfour Beatty blue-liveried BDA beam carrier No. 950412.

Before Privatisation it was part of the British Rail telecoms fleet, coded YVA 'Brill', and originally built in 1956 by Swindon works as unfitted bogie bolster D, No. B 942798.

Disposals of air-braked stock have been MHA ballast box opens Nos. 394114/861, MTA spoil open No. 395259, SPA steel carrier No. 460487, FNA nuclear flask transporters Nos. 550028/029/ 031/033/ 034/038/ 053, BBA flat No. 910561 and BDA bogie bolster flat No. 950377.



Rail ease KFA Flat No. RLS 92557 at Leamington on August 14.



Balfour Beatty BDA Crane Flat No. 950412 at Besot on August 16. BOTH IMAGES: S F LAPPAGE

Stock Update Track Record



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The first run of a hydrogen train over the National network occurred on September 22 when converted Class 319 No. 799001 worked from Long Marston to Evesham and back. The set is seen about to leave Long Marston to join the main line at Honeybourne. IAN NIGHTINGALE

LOCOMOTIVES

Allocations
43050 SBXL-COTS
43060 SBXL-COTS
43076 NL/EMPC-HQ/MBDL
43089 NL/EMPC-HQ/ICHP
66018 WQ/WFMS-TO/WBAE
66019 WQ/WFMS-TO/WBAR
66030 WQ/WFMS-TO/WBRT
66041 TO/WBAR-WQ/WFMS-TO/WBAR
66060 WQ/WFMS-TO/WBRT
66063 WQ/WFMS-TO/WBAE
66096 WQ/WFMS-TO/WBAE
66099 WQ/WFMS-TO/WBRT
66101 TO/WBBE-WQ/WFMS-TO/WBBE
66111 WQ/WFMS-TO/WBRT
66114 WQ/WFMS-TO/WBRT
66116 TO/WBAE-WQ/WFMS-TO/WBRT
66143 WQ/WFMS-TO/WBRT
66151 WQ/WFMS-TO/WBRT
66155 TO/WBAE-WQ/WFMS-TO/WBRT
66161 WQ/WFMS-TO/WBRT
66168 WQ/WFMS-TO/WBAR
66174 WQ/WFMS-TO/WBRT
66183 WQ/WFMS-TO/WBRT
66186 WQ/WFMS-TO/WBRT
66194 WQ/WFMS-TO/WBRT
66199 TO/WBAE-WQ/WFMS
66221 WQ/WFMS-TO/WBAR
66418 FD/DHLT-LD/DFIN
66419 FD/DHLT-LD/DFIN
66515 FD/DHLT-LD/DFIM
66538 FD/DHLT-LD/DFIM
70007 FD/DHLT-LD/DFGI
70008 FD/DHLT-LD/DFGI
70020 FD/DHLT-LD/DFGI
90003 FE/DHLT-CG/DFLC
90004 FE/DHLT-CG/DFLC
90005 FE/DHLT-CG/DFLC
90006 FE/DHLT-CG/DFLC
90007 FE/DHLT-CG/DFLC
90008 FE/DHLT-CG/DFLC
90009 FE/DHLT-CG/DFLC
90010 FE/DHLT-CG/DFLC
90011 FE/DHLT-CG/DFLC
90012 FE/DHLT-CG/DFLC
90013 FE/DHLT-CG/DFLC
90014 FE/DHLT-CG/DFLC
90015 FE/DHLT-CG/DFLC
90020 CE/WEDC-WQ/WQAA
90026 CE/WEDC-WQ/WQAA
90029 CE/WEDC-WQ/WQAA

Liveries
DB Cargo red with gliders: 90037
GBRf: 66792
Grand Central branding removed: 90026/29
TfW: 67008

Renumbered
66793 formerly 29004
66794 formerly 29005

Named
08780 *Zippy*
73109 *Battle of Britain – 80th Anniversary*
90001 *Royal Scot*
90037 *Christine*

Name re-applied
89001 *Avocet*

Names removed
43022 *The Duke of Edinburgh's Award Diamond Anniversary 1956-2016*
43048 *T. C .B. Miller MBE*

Stored/stopped locations
Barrow Hill: 43465
Crewe ETD: 90020/26/29
Doncaster Belmont: 91102/04/12/13/16/18/29/31
Doncaster Wabtec: 43022/27/29
Glasgow Works: 43030, 43140
Leicester: 43076/89
Long Marston: 43048/58
Neville Hill: 43272
Toton: 66199
Wishaw: 20016/81/88

Operational
43251, 66018/19/30/60/63/96/99, 66108/11/14/43/51/61/68/74/83/86/94, 66221, 66418/19, 66515/38, 70007/08/20, 90003-15

MULTIPLE UNITS

Allocations
62944/60 (442405/24) off registration - scrapped
142018/70/94 HT-NH
144002-05/08/09/12 NL-HT
153301/04/07/15/31/52/78 NL-NH
153302/18/68/72/74/82 NM/EMHQ-HQ/SCEC
156441 HT-NH
195022/23 HQ-NH
195131 HQ-NH
196102/03 newly delivered HQ/EJHQ
315803/08/22/25/31 IL/EKHQ-HQ/SAXU
317660/68 IL/EBHQ-HQ/SCEC
322481/82 HQ/SAXU-IL/EBHQ
701008/12 newly delivered HQ/HYHQ
710101/12/13/14/15/27 HQ-WN
710106 newly delivered HQ/EKHQ
720514/41/43/44/45/49/53 newly delivered HQ/EBHQ
745008 HQ-NC
769945 HQ/SBXH-RG/EFHQ
801201/10/28 HQ-DR
801212 newly delivered HQ/HBHQ

Liveries
EMR purple: 170419, 222104
EMR purple driving cars only: 158774, 180110/11, 222002/04/06/08/09/10/11/12/13/18/22, 221101
LNWR: 350106/08/ 15/22/30
Northern: 150001, 150111/28, 150210/24/26/68, 156465, 158842/43/53, 323223/24/25/31/37
Pride: 390119
SWR: 444024, 450127
TfW: 153362, 170204/06, 175116
+ Face masks: 508120/23/31/40/43

Names removed
156460 *Driver John Axon G.C.*
158796 *Fred Trueman Cricketing Legend*
222011 *Sheffield City Battalion 1914-1918*
390119 *Unknown Soldier*

Renumbered
170632-170532
170635-170535
319445-769945

Formations
170532: 50632+79632
170535: 50635+79635
730001-36: 490001-36+492001-36+494001-36
730101-29: 490101-29+491101-29+492101-29+493101-29+494101-29
730201-16: 490201-16+491201-16+492201-16+493201-16+494201-16

Now in passenger traffic
195022/23
195131
321903
322484/85
710101/12/13/ 14/15/27
745008
801201/10/28

Sold
Corby & District Model Railway: 55831 (144008)
Greater Manchester Fire & Rescue Service: 144009 at East Lancs Railway
Llangollen Railcars: 144010 at Weardale Railway
Sussex Police, Kingstanding: 142043

Preserved
Appleby-Frodingham Railway: 144017
East Kent Railway: 142036
Foxfield Railway: 142055
Keith & Dufftown Railway: 144022
Mid-Norfolk Railway: 142061
NRM: 77382 (442401) set aside at Eastleigh Works

Stored/stopped locations
Bristol Barton Hill: 56632/35
Clacton: 322481/82
Doncaster RMT: 144012/15/21
Eastleigh Works: 319009
Heaton: 144014/19
Northampton: 315811/33
Old Dalby: 345045, 720513/14/41/44
Oxford: 387137
Worksop: 144003/08/18, 720502/08/16/53

Disposals
C F Booth, Rotherham: Arrival date: September 10: 315808/22

Raxstar at Eastleigh Works: Cut dates: August 21: 62957 (442421); August 26: 71838 (442421); September 8: 77402 (442421); September 10: 71818 (442401); September 16: 62937 (442401); September 23: 71842 (442401). Awaiting cutting: 77406 (442401), 62943 (442407), 62947 (442412).

Sims Metals, Newport: Arrival dates: September 3: 315803/31; September 9: 315812/25



Newly repainted DRS Class 37 No. 37425 waits to leave Long Marston for Daventry on September 22. IAN NIGHTINGALE

HAULED COACHING STOCK

Allocations
40728 NL/EMHQ-HQ/SBXH
40803/09 off registration - scrapped
42229 off registration - scrapped
44073 off registration - scrapped

Liveries
Carmine & Cream: 6705/06/08
InterCity: 10416, 11068

Named
6705 *Ardnamurchan*
6706 *Mount Mgahinga*

Sold
DATS: 12064/91

Modifications
44078 TGS-TGF

Preserved
NRM Shildon: 40732

Stored/stopped locations
Crewe DD: 41160/66/67
Doncaster Wabtec: 42023/33/54/77/78/87/96, 42185, 42580
Eastleigh Works: 41183
Glasgow Works: 40622, 42007, 42125, 42564
Leicester: 40728
Neville Hill: 40708, 41083, 41159, 42130, 42228/86, 42322, 44050
Wolsingham: 40402
Worksop: 6352

Disposals
C F Booth, Rotherham: Cut dates: August 20: 40809, 42049; August 21: 42076

Sims Metals, Hull: Arrival dates: September 3: 11329, 12218; September 4: 10317, 12462

Sims Metals, Newport: Arrival dates: September 14: 40115/17, 44060/68/69/91

Traction Portfolio Track Record



GB Railfreight Class 73 No. 73213 leads 73128 on 4Z60, the 09.04 Tonbridge Yard-Ramsgate, which has exited Shakespeare Tunnel, Dover, on August 13. JAMIE SQUIBBS



Freight on HS1 as No. 92019 works train 6L25 from Dollands Moor to Ripple Lane, past Lenham, on September 15. JAMIE SQUIBBS





DC Rail was contracted to move aggregates from the Eastleigh virtual quarry to Southampton Up Yard between September 9-11, making recently refurbished Class 60 No. 60055 *Thomas Barnado*. The 2,400-tonne train was too long for the booked run-round at Totton, so this took place at Southampton Down goods loop. On September 10, No. 60055 is seen departing from Eastleigh with a rake of new blue-liveried VTG bogie box wagons. JOHN VAUGHAN



DRS Class 68 No. 68002 *Intrepid* crests Ais Gill summit on August 24 with the 12.46 Carlisle-Crewe Basford Hall engineers' working.
PAUL A BIGGS



A Colas Class 56 pairing of Nos. 56113 and 56090 are on the approach to Bamber Bridge station with the 10.05 Preston Docks-Lindsey empty bitumen train on September 14.
STEVE SIENKIEWICZ

Operations Track Record



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Nine minutes into a journey to the capital, GWR IET bi-modes Nos. 800002 and 800007 approach Oldfield Park station through the distinctive railway architecture of the city of Bath, working 1A16 10.30 Bristol Temple Meads-London Paddington September 1. Just visible in the distance is opposite direction traffic – 'Turbo' No. 166205 working the 08.23 Portsmouth Harbour-Cardiff Central. STEPHEN GINN

AVANTI WEST COAST

A NEW Avanti service, the 07.01 Lancaster-Euston via Birmingham, started on September 7. On September 8, this service was operated by Class 390 No. 390114 *City of Manchester.*

LNER

CLASS 91 No. 91101 was observed at Colton Junction on August 17 in charge of the 09.05 King's Cross-York service and the 12.02 return to King's Cross.

THE final Class 91 Anglo-Scottish service was scheduled to be operated on Friday, September 4, when Class 91 No. 91109 *Sir Bobby Robson* headed the 08.00 King's Cross-Edinburgh and propelled the 13.30 Edinburgh-King's Cross return, marking the end of Class 91s north of York. However, three days later, on Monday, September 7, the 07.08 from Peterborough to Edinburgh, which should have originated at King's Cross at 06.15 but was re-scheduled because of signal failure, and the corresponding southbound 12.00 Edinburgh to King's Cross, were powered by un-named No. 91124.

GWR

CLASS 57 Nos. 57306 *Her Majesty's Railway Inspectorate 175*, 57602 *Restormel Castle* and 57605 *Totnes Castle* were noted at Reading Train Care Depot from a passing train on Saturday, August 1.

THE stock for the 23.45 London Paddington-Penzance was seen at platform 1 on Wednesday, August 12.

Class 57 No. 57306 was at the rear of the train, having worked in the empty stock from Reading Traincare Depot, while No. 57604 *Pendennis Castle* was at the head of the train, which was formed of 17173+12100+ 10225+10616+ 10594.

It is reported that early on the same day, No. 57605 failed at Chippenham while working the 21.45/1A50 Penzance-Paddington. No. 57604 had to be dispatched from Reading to rescue the train, which terminated at Reading as a result.

It is understood the 'Night Riviera' became a sleeper service again with effect from Monday, August 24, when a limited number of berths were available.

OBSERVATIONS of the Marlow branch on August 12, saw two-car Class 165 No. 165125 working the 15.34 from Maidenhead to Marlow and the 16.00 back to Maidenhead. Later, the unit was seen forming the 17.47 Marlow-Bourne End and 17.58 return. At this time, three-car unit No. 165112 was working the 17.44 Maidenhead-Bourne End and18.00 from Bourne End to Maidenhead.

CLASS 319 No. 319425 – destined for conversion to Class 769 – was moved from Crewe to Brush Loughborough on August 14 by Class 57 No. 57312. Class 319 No. 319422 was top-and-tailed by Class 57 No. 57312 and Class 47 No. 47813 while working from Castle Donington to Wolverton on September 1.

greateranglia

CLASS 755 No. 755418 has been out of traffic since last November. On August 12 it was towed by Class 37 No. 37884 from Crown Point to Coldhams Lane, Cambridge.

TWO further Class 317 units – Nos. 317660+317668 – were moved from Ilford to Ely for storage on August 14 by Class 37 No. 37884.

THE new Class 720 units continue to be delivered from Litchurch Lane, with No. 720542 being moved to Wolverton on August 14 by Class 47 Nos. 47739+47727.

This was followed by No. 720543 on the same route on August 26, moved by Nos. 47727+47749.

The next delivery was No. 720544 to Old Dalby hauled by Nos. 47727+47739 on September 4. Four days later the same Class 47s took No. 720541 to Old Dalby.

CLASS 745 units are undergoing tyre turning at either Hornsey or Bounds Green. To reach Hornsey from Crown Point involves a complex route via Crown Point to Liverpool Street, then to Cambridge, and then back to Hornsey.

No. 745007 made the journey on August 18. This was followed on August 25 when No. 745004 made the same journey, both returning by the same route.

Units being treated at Bounds Green went direct from Crown Point: No. 755410 went south on September 1, returning north on September 4.

TWO further former Northern Class 322 units – Nos. 322482+322484 – were moved from Doncaster Belmont to Clacton on August 23 by Class 37 No. 37800.

ROG Class 47 No. 47812 was noted at 08.20 at Ipswich on August 27 in the process of being attached to Class 745 No. 745006, which had failed at platform 4 earlier in the morning and was blocking access.

By 8.30 the two were coupled together, with the Class 47 hauling the unit to Norwich Crown Point. Later in the day at 18.00, ROG's Class 37 No. 37608 *Andromeda* was noted on similar 'Thunderbird' duties at the sparsely used platform 4 at Manningtree station, a now regular haunt for the ROG locomotives on these duties.

ScotRail

A SINGLE Class 158 vehicle from No. 158709 arrived at Brodie Engineering, Caledonia Works in Kilmarnock. This ScotRail Class 158 is the first coach to arrive by road at the former Wabtec site, now taken over by Brodies, and will receive a damage repair, caused by a fallen tree.



Use of a pole has provided an elevated view of TransPennine No. 68022 *Resolution* arriving at Scarborough with the 06.54 from Liverpool Lime Street on September 5. MICK ATKIN

northern

CLASS 195s are being noted more frequently on Leeds-Barnsley-Sheffield local services through Woodlesford. On August 20, No. 195005 was seen on the 09.32 service. No. 195025 was on the diagram when observed on September 3.

THE 09.45 Liverpool Lime Street-Wigan North Western was worked by two Class 195s – Nos. 195108 and195103 – on Wednesday, August 20. This is normally an EMU working by either Classes 319 or 331.

Observations during the day noted this route was operated by two three-car units, with only the leading unit in each direction being available for passengers.

Also noted at Lime Street at various times during the day were two recently refurbished Class 323s – Nos. 323228 and 323233 – operating the Liverpool to Crewe via Manchester Airport service

OBSERVATIONS at Woodlesford on the morning of September 2 produced Class 158 Nos. 158851, 158787 and 158796, along with Class 150 No. 150203 on local services to and from Leeds and Sheffield.

TRANSPENNINE EXPRESS

OBSERVATIONS on August 22 found the 11.54 from Liverpool to Scarborough powered by Class 68 No. 68031 (loco at rear), with the 12.35 in the opposite direction being hauled by No. 68022 (loco leading).

BOTH of the 'reserve' DRS-liveried Class 68s worked out of Liverpool Lime Street on the morning of September 10, with No. 68034 on the 06.54 to Scarborough and No. 68033 on the 11.54 to Scarborough.

Merseytravel

THE first two Class 508s to be taken out of traffic and sent for scrap –Nos. 508110 + 508134 – left Birkenhead on August 16 hauled by Class 57 No. 57312 as far as Craven Arms, going forward to Sims Metals, Newport the following day.

TWO further new Class 777 units – Nos. 777008+777010 – were moved from Dollands Moor to Kirkdale by Class 66 No. 66756 on August 19.

Chiltern railways by arriva

THE empty stock train 5Z20 from Bristol Barton Hill Wagon Repair Depot to Wembley Light Maintenance Depot was seen passing Hanwell station on August 1 hauled by grey-liveried Class 60 No. 60055 with Mk3 No. 12627.

EMR

CLASS 222 'Meridians' are starting to be turned out in the new EMR Interim livery of silver coach sides with purple ends.

Among those seen in traffic so far are Nos. 222011 (now devoid of its *Sheffield City Battalion* name), 222018, 222022 *Invest in Nottingham* (still named), and No. 222101.

OVERGROUND

LATEST deliveries of Class 710 units from Litchurch Lane saw No. 710110 top-and-tailed to Old Dalby by Class 37 Nos. 37800 and 37601 on August 14. This was followed on September 1 by No. 710106, also to Old Dalby, moved by Nos. 57310+37601.

From Old Dalby the units are moved south to Willesden with No. 710101 moved on August 18 by Class 47 Nos. 47815+47813.

This was followed on August 25 when No. 710118 was moved by Nos. 57310+47815, with the same pair taking No. 710122 south the following day.

The next moves had Nos. 57310+57312 convey No. 710114 on September 9 and No. 710110 the following day.

southeastern.

AN UNUSUAL occurrence on September 10 saw the 2W28/09.08 Ramsgate-Charing Cross, comprising Class 375 No. 375821 leading No. 375626 arrive at Ashford, where No. 375626 was detached.

No. 375821 then continued the journey, but was passed at Headcorn by No. 375626, which was then waiting at Tonbridge. The pair were reunited with No. 375626 now leading.

It is understood there was a problem with the front lighting on No. 375821, which necessitated the changeover.

SOUTHERN

THE leading bogie of Class 377 No. 377317 derailed while leaving the sidings at Tonbridge on Sunday, August 23. This didn't block the running line but it did have an effect on the train service.

The 10.58 London Bridge-Hastings (routed via Redhill) reached Robertsbridge at 12.48 instead of 12.33, and what should have been the 13.33 departure from Robertsbridge left at 14.02, eventually reaching Hastings at 14.28 – 27 minutes late.

The 14.31 Hastings-Charing Cross (again via Redhill) left at 14.40 and reached London Bridge at 16.26 instead of 16.10.

As the train left Tonbridge the guard made an announcement apologising for the delay and pointing out the derailed train.

THE week ending August 22 wasn't good for BR livery unit No 313201. On Monday, August 17, it failed at Littlehampton, with panels falling from the roof in the driver's cab, and was berthed until the evening when it went to Brighton Depot for repairs. Class 377 No. 377123 was removed from a London service to carry on with the diagram working of No. 313201.

Two days later, No. 313201 failed again at Littlehampton, this time with a speedo defect meaning the 16.55 service to Portsmouth and 17.57 return service were both cancelled.

No. 313211 was provided as the replacement with the 17.57 service starting from Bognor Regis.

AUGUST 28 should have been the day when Littlehampton would have seen the first Class 171 DMU to visit, when No. 171402 was diagrammed to work a 10.24 Selhurst to Littlehampton and 13.20 return via Sutton Dorking and Horsham special. However, the special terminated at Dorking and returned to Selhurst Depot because of an incident at Christ's Hospital.



The driver of Transport for Wales Class 158 No. 158819 checks the platform at Liverpool Lime Street after getting the 'right away' with the 22.39 train to Chester via Runcorn on August 26. PHIL WALLIS



Locomotive Services Limited took No. 90002 for an outing from Crewe to Preston with the 'Staycation' charter rake on September 21, but a fault with DVT No. 82139 meant the loco was placed on the front at Wigan North Western. The train is passing Acton Bridge slightly more than an hour late, returning to Crewe. KALLUM BUCKLEY

The incident caused severe disruption for most of the day, with London services to the Sussex coast via the Arun Valley line being diverted via Hove and the Brighton Main Line running non stop between Three Bridges and Barnham.

THE Gatwick Express Class 387 units are spreading their wings. On September 2, No. 387207 worked the 14.35 Ore-Brighton, with No. 387215 on the same service two days later.

ENGINEERING work on the approaches to Portsmouth meant replacement bus services ran between Havant and Portsmouth Harbour, and between Fareham and Portsmouth Harbour on September 6. Through trains between Fareham and Havant were not affected. Trains bound for Portsmouth were terminated at Fareham, utilising the normally rarely used platform 2.

South Western Railway

THE new Class 701 units will be known as 'Arterio' following an SWR staff competition, and are being branded accordingly. Route testing of the units has begun.

On Tuesday, August 11, No. 701002 was seen between Raynes Park and Motspur Park



EMR HST power car No. 43310 heads away from Heckington and its windmill with the 12.35 Skegness-Nottingham on September 5. ROBIN STEWART-SMITH

forming a test train from London Waterloo to Dorking on August 11.

The latest new arrivals were No. 701007, which was moved south from Litchurch Lane to Eastleigh TMD by Class 66 Nos. 66723+66721 on August 14, followed by No. 701008, which was moved south from Litchurch Lane to Eastleigh TMD by Class 66 Nos. 66710+66750 on September 1.

SOUTH Western Railway has announced Island Line services will be suspended from January 4 to March 31, 2021, to allow the works necessary to take place for the replacement of the current 1938 Tube stock with 'new' Vivarail Class 484 electric multiple-units.

Charter Trains

THE 07.37 Carnforth-Scarborough *Scarborough Spa Express* passed through Woodlesford on August 20 powered by Class 33 No. 33207 and Class 37 No. 37706 as far as York.

THE steam section of Saphos' 'Lakelander' charter to Carlisle on Saturday, August 29, had '5MT' No. 45231 in charge of 11 coaches, with Class 47 No. D1935 (47805) on the tail, passing Oxenholme at 11.00.

CLASS 47 No. 47804 was in charge of the 07.37 Carnforth-Scarborough express through Woodlesford as far as York on September 3.

SAPHOS Trains' 'Sussex Belle' railtour on September 10 arrived at Hastings around 15 minutes late, having travelled from London Victoria via Redhill & Tonbridge behind ex-SR rebuilt 'West Country' No. 34046 *Braunton*, with Class 47 No. D1935 *Roger Hosking MA 1925-2013* on the rear.

This was the first visit to Hastings in the preservation era for *Braunton* and also the first time Saphos Trains has run a railtour to the Sussex town.

On arrival at platform 3, the Bulleid pacific and its support coach were detached from the rest of the train and moved to the rarely used siding alongside platform 1 for watering, the arrangements for which were a little unusual.

It had been planned to move the loco to Hastings Park sidings, which offered a more level access for the water hoses, but *Braunton* was not permitted to access the siding, for reasons unknown.

As a result, *Braunton* was stopped below the South Terrace overbridge, with the tanker positioned on the bridge and the hoses dropped over the side.

The train later travelled to Eastbourne behind No. D1935 with No. 34046 on the rear, where there was a layover of around two hours. *Braunton* then returned the train to Hastings at around 17.35 in the evening and after a wait of 25 minutes, the train returned to Victoria via the Marshlink line through Rye and Ashford.

Upon leaving Hastings, *Braunton* faced a stiff climb up the 1-in-100 Ore Bank, but seemed to manage without any assistance from the Class 47 on the rear The last time a steam-hauled railtour attempted this climb, unrebuilt 'Battle of Britain' No. 34067 *Tangmere* stalled on the bank and had to set back to Hastings for another run at it.

DB Cargo

CLASS 66 No. 66075 in EWS livery, but with DB logos, was seen passing Barnes Bridge station on Friday, August 7, on train 4O62 from Churchyard Sidings to Hither Green Down Reception. On the same day, EWS-liveried No. 66025 was seen passing Barnes Bridge station on a Belmont Down Yard to Angerstein Wharf train, formed of two-axle SSA open scrap steel wagons.

THE Northolt Sidings to Severnside Sita bin-liner now often runs with a Class 66 attached at the rear.

The service was seen three times during August, as follows -

On Saturday, August 8, the bin-liner was headed by No. 66089, in EWS livery, with No. 66127, also in EWS colours, but with DB logos attached at the rear. The bin-liner was seen passing Hanwell station 35 minutes early, but was routed into Hanwell Bridge Loop, where it waited for 25 minutes.

Two days later it was again seen at Hanwell, this time headed by No. 66127, with No. 66089 attached at the rear. It was seen again on Wednesday, August 12, at Taplow, top-and-tailed by Nos. 66150 and 66089.

CLASS 66206 was seen passing Hanwell station on four occasions light engine on August 10. On the first two occasions it was forming 0Z33 from Acton Terminal Complex to London Paddington, reversing at Hanwell Bridge Loop. The locomotive then formed train 0Z34 from London Paddington to Acton Terminal Complex, again reversing at Hanwell Bridge Loop.

OBSERVATIONS of the 08.35 Lindsey Oil Terminal tanks-Neville Hill Depot produced Class 66 No. 66054 on August 12 and Class 60 No. 60017 on August 26.

SCRAP metal trains reported included Class 66 No. 66011 working a Liverpool-Swindon-Liverpool Alexandra Docks diagram on August 18, with No. 66100 on the same diagram on August 28. A move on September 10 involved No. 66161 on a Cardiff Tidal-Sims Beeston-Cardiff Tidal working. The following day, No. 66147 was on a further Liverpool-Swindon-Liverpool Alexandra Docks diagram

DB Cargo UK had previously announced its new three-year contract with Puma Energy (UK) Ltd. Class 60 No. 60074 has received Puma Energy grey livery.

OBSERVATIONS of the Boston steel trains produced Class 66 No. 66090 on a Bescot-Boston-Swindon diagram on August 28, going back to Toton the following day. Also on August 29, Class 60 No. 60015 worked a Toton-Boston-Wolverhampton diagram. Class 66 No. 66197 was working on the regular Bescot-Boston-Swindon circuit when observed on September 10.

CLASS 66 No. 66112 hauled a 05.50 Glen Douglas-Fenny Compton MoD working south through Euxton on September 3. The train consisted of two Seaco containers and was running 41 minutes late when observed passing Euxton.

DB Class 66 No. 66176 worked an additional special Mossend (dep 03.23) to Seaforth (Liverpool) fully loaded container train on September 14.

Freightliner

a Genesee & Wyoming Company

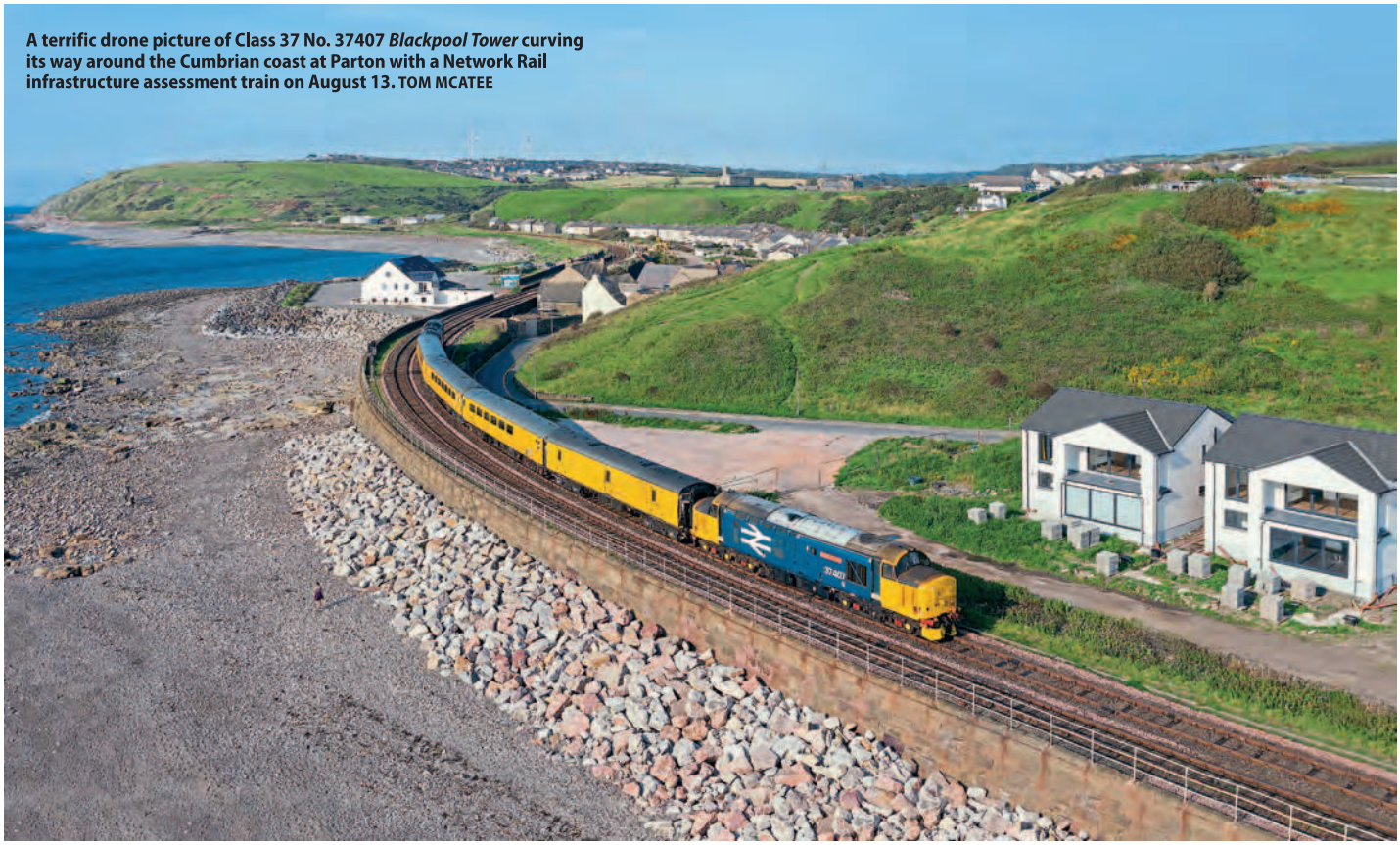
CLASS 66 No. 66516 was seen on August 12 passing through Ealing Broadway station on an Acton Lane Reception Sidings to Theale ARC train. It was seen again later the same day passing through platform 15 at Reading station on train 6A69 from Theale ARC to Acton Terminal Complex.

CLASS 66 No. 66510 was seen on August 17 at Colton Junction travelling light engine from Millerhill-Leeds Midland Road.

GREEN-liveried Class 90s Nos. 90042 and 90049 worked an additional Willesden (09.02) to Coatbridge service on August 26, which comprised of just a few PAL tanks.

CLASS 59 Nos. 59001 and 59203 are reported to have worked to Toton on Friday, August 23. No. 59001 returned south on Thursday, August 27, leaving 59203 at Toton.

THE 06.03 Crewe Basford Hall-Coatbridge FLT was observed passing Thankerton on August 28 behind Class 90 Nos. 90006 and 90010, the first time our



A terrific drone picture of Class 37 No. 37407 *Blackpool Tower* curving its way around the Cumbrian coast at Parton with a Network Rail infrastructure assessment train on August 13. TOM MCATEE

correspondent had seen the former Greater Anglia Class 0s in traffic with FL. The same pair were in action again on September 4 on the 06.43 Crewe-Coatbridge service, the train consisting of just five containers.

THE 11.05 Leeds Midland Road-Millerhill produced a convoy of four locos – Nos. 66551+66591+66505+66503 *Railway Magazine* – when seen at Woodlesford on September 9.

Direct Rail Services

OBSERVATIONS of flask traffic produced Class 68 No. 68005 *Defiant* and No. 68018 *Valiant* pulling a two flask consist from Sellafield (dep 17.38) through Lancaster at 19.01 to Crewe on August 11.

A further observation on September 2 found Class 68s Nos. 68001 *Evolution* and 68005 *Defiant* hauling a single empty flat truck from Sellafield to Crewe, passing though Lancaster at 19.22.

Two days later no fewer than five Class 68s – Nos. 68001+68002+68005+68006+ 68018 – combined to pull just one flask vehicle from Crewe (dep 06.25) to Sellafield.

DRS Class 68s Nos. 68001 *Evolution* and 68003 *Astute* ran light engines from Carlisle to Crewe on August 12, travelling through Lancaster at 11.32.

A NEW traffic flow began on August 14 when Class 66 Nos. 66421+66091 top-and-tailed a rake of 20 box wagons from Sellafield to Barrow Docks, where they were loaded with stone, which they took back to Sellafield.

A CONVOY of DRS Class 68s Nos. 68001/03/ 05/12 ran light from Crewe to Carlisle on August 17.

A DRIGG (BNF) to Barrow Docks working was seen passing through Kirkby-in-Furness on August 21, comprising a rake of VTG box wagons top and tailed by Class 66 Nos. 66421 and 66091, now in DRS colours.

The outbound working arrived at the docks at 15.30, leaving to return to Sellafield two and a half hours later.

These operations made a pleasant break from the normal diet of Northern Class 156s on passenger services and intermittent DRS Class 68/88s on nuclear flask trains on the southern part of the Cumbrian Coast line.

CLASS 37 Nos. 37716 and 37038 were observed passing Thankerton at about 06.50 on Wednesday, August 26, while working 6X99 the 05.18 Carlisle New Yard-Aberdeen Craiginches Yard, running via Inverness in connection with recovery of the derailment at Carmont.



This view is looking south at Drigg on the Cumbrian Coast Line as former DB locomotive No. 66091 heads 6Z21, the 13.15 Drigg-Barrow Docks empty stone hoppers out of the Low Level Waste Repository on August 28. This is a top-and-tailed working, and on this occasion 66421 was on the rear to facilitate a reversal at Sellafield as the Drigg nuclear site is only signalled for movements to or from the north. DAVE MCALONE



Not very often you get four locos in four different colours, but on September 21, Nos. 66587 *As One We Can* hauls 66554, 66044 and 66051 *Maritime Intermodal Four* past Barrow-upon-Trent with the 6K50 15.13 Toton North Yard-Crewe Basford Hall engineers' working. STEVE DONALD



Another good use of a drone on the short branch to Ketton Cement Works has captured No. 08622 hauling empty tanks from the exchange sidings for refilling prior to the wagons being part of working 6L54, the 13.11 Ketton-Trowse on September 10. JOHN ROBINSON



No. 37688 rolls through Evesham station with a rake of three former GWR Mk3 coaches from Long Marston to Crewe, along with two Statesman Rail dining coaches on September 7. No. 37688 is on hire to LSL Crewe from D05 Preservation Ltd. JACK BOSKETT

DRS Class 68 No. 68003 *Astute* was pulling a single DRS Mk2 coach from Carlisle (dep 07.51) to Crewe when observed Lancaster on September 7. Later that day, No. 68003 returned to Carlisle (dep Crewe 11.35) pulling DRS Class 57 No. 57002.

CLASS 37 No. 37059 and Class 66 No. 66427 were noted with RHTT equipment in Stowmarket sidings on September 10. No. 37059 had travelled down from Derby the day before and at 12.00, along with No. 66427, was shunting the RHTT equipment into an order.

It then left the Stowmarket loop at 12.36, with three of the RHTT sets for their return to the York depot for re-examination. That left No. 66427 and one RHTT set remaining in the siding.

CLASS 88 No. 88009 *Diana* pulled just two Tesco-marked containers bound for Carlisle on September 10 with an additional service, which left Crewe at 10.11.

GB Railfreight

ELECTRO-DIESELS Nos. 73961 *Alison* and 73962 *Dick Mabbutt* were seen passing Brentford working light engine from Derby RTC to Eastleigh Arlington on August 4.

CLASS 66 No. 66771 *Amanda* was noted at the Harwich Refinery on August 10, shunting odd condensate tanks in and out of the Refinery grounds to isolate one or two.

It was an exercise that saw it finally leave Harwich Parkeston Quay yard more than 30 minutes late on its scheduled departure.

After returning the following day and taking empties back on August 12 it was seen again at Harwich Parkeston Quay yard on August 13, but with only 17 tanks rather than the normal 18.

On August 17, Class 66 No. 66710 *Phil Packer BRIT* turned up at the Harwich Refinery for the North Walsham tank roster.

It made just the one return trip and returned to Peterborough MPD on August 19.

It was not until August 26 that another empty tank run was initiated, which was in the hands of No. 66785.

THERE was only one stopover intermodal in Harwich Parkeston Quay yard on the weekend of August 22-23 – Class 66 No. 66754 *Northampton Saints* with 4L70 from Hams Hall, the more regular Doncaster iPort being cancelled.

MoD TRAFFIC reported included Class 66 No. 66738 working a Bicester-Kineton-Longtown diagram on August 24. The train continued on August 27 from Longtown to Kineton and then Bicester. A change of power on September 7, and No. 66710 worked from Kineton-Marchwood-Kineton-Longtown, returning south to Kineton on September 10.

GBRf class 73 Nos. 73961 *Alison*+73107 *Tracy* worked the 0Y23/14.28 St Leonard's Depot-Tonbridge West Yard. This movement had a 10-minute late start from St Leonards Depot, which became 11 minutes down upon arrival at Hastings. A quick turnaround, cutting out most of the nine-minute wait at Hastings, saw departure only four minutes down, arriving at Tonbridge West Yard three minutes early.

CLASS 66 Nos. 66709 *Sorrento* and 66716 *Locomotive and Carriage Institution Centenary 1911-2011* were noted in Harwich Parkeston Quay yard on August 30 with stopover intermodals.

No. 66755 *Tony Berkeley OBE RFG Chairman 1997-2018* was also present. The former went on their way on September 1 across to Felixstowe and the latter took 6P41 empty condensate tanks to North Walsham.

CLASS 66777 passed Lea Green at 12.18 on September 10 on the 6E10 Liverpool Biomass Terminal to Drax. One hour later, at Edge Hill Tuebrook Sidings, No. 66774 was on a further rake of biomass wagons.

COLAS RAIL

COLAS Class 37 No. 37421 propelled engineers' saloon *Caroline* north through Euxton on the afternoon of August 11.

CLASS 37 No. 37612 has been used on route learning, operating light engine as train 0Z23 from Reading Triangle Sidings to Reading Triangle Sidings via Aldershot and Staines.

On Wednesday, August 12, it was first seen passing through platform 15 at Reading station, having arrived from Earley and heading towards Reading West.

Having reversed at Reading West it ran into platform 8 at Reading station, where it reversed again before working into Reading Triangle Sidings.

No. 37612 is in blue livery without logos, except for a small stencil, indicating it is 'on hire' from Harry Needle Railroad Company'.

COLAS Rail Class 56 No. 56087 ran light from Shrewsbury to Carlisle on August 28, passing through Lancaster at 13.27.

THE Carlisle to Chirk log train was running again on September 1 following a break, being noted working south by Class 70 No. 70810. It was reported again the following day.

CLASS 37 No. 37612 passed light loco through Leamington Spa on September 7 working from Derby RTC to Reading Triangle for route learning.

COLAS Rail No. DR73922 *John Snowdon* was stabled in Lancaster's south downside siding on September 10 being refuelled, at 11.15, from a road vehicle.

Operations Track Record





Above: The Stonehaven derailment has led to freight workings north from Aberdeen to Inverness before a southbound move over the Highland Main Line to regain the normal route. On August 28, Colas No. 70806 passes the bonded warehouses of whisky distiller Chivas at Keith with the Aberdeen Waterloo Quay to Irvine china clay slurry tanks. RON SMITH

Left: DRS 'Sheds' Nos. 66304 and 66303 top-and-tail west through Totnes on September 8 with working 6Z68, the 05.39 Crewe-Devonport Dockyard nuclear flask train. RON WESTWATER

WEST Coast Railways Class 57s Nos. 57316+57601 top-and-tailed a Carnforth to Coventry e.c.s. train on August 15, observed passing through Lancaster at 08.40, where it was held in loop to let a southbound TransPeninne and then Avanti express trains overtake.

MOVEMENTS of Class 315 units between Ilford and Northampton by Hanson & Hall saw Nos. 315831+315803 move to Northampton on August 15. On August 18, Nos. 315812+315825 worked Northampton to Ilford, while Nos. 315822+315808 went in the opposite direction. On September 1, Nos. 315831+315803 were taken back to Ilford.

DC Rail

CLASS 60 No. 60055 *Thomas Barnado* worked a 0Z60/12.16 Wembley Depot-Chaddesden light engine move through Market Harborough on August 1.

DC RAIL Class 56 No. 56103 pulled a single rail-mounted crane from Carlisle to Crewe (6X56) on August 11.

CAPPAGH-liveried Class 60 No. 60028 worked a rake of blue bogie hoppers through Market Harborough on August 12 as the 6Z18/10.12 Chaddesden-Willesden.

Locomotive Services Ltd

CLASS 20 No. 20107 hauled Class 47 No. 47593 south through Euxton on August 14 from Appleby to Crewe.

Sims Metals, Beeston

THIS yard has taken delivery of redundant rolling stock over the years, but virtually none recently until August 13, when Mk3 Nos. 44074+44044+46017+46016+44076+40108 were delivered by Class 66 No. 66761 from store at Long Marston.

Sims Metals, Newport

ARRIVALS at the yard have included Class 315 Nos. 315803+315831 on September 3 and Nos. 315812+315825 on September 9. A further rake of former GWR Mk3 coaches – Nos. 44060+40117+44069+44068+ 40115+44091 – arrived from Long Marston on September 14, hauled south by Class 66 No. 66713.

C F Booth, Rotherham

A RAKE of four HST coaches – Nos. 41140 42289 42287 44037 – were moved away from Slateford on August 14 top-and-tailed by Class 47 Nos. 47812+47815.

Bound for C F Booths, Rotherham, they were recessed at Castle Donington before going forward to Rotherham on August 17. Class 315 Nos. 315808+315822 arrived on September 10 for cutting.

Derby RTC & Network Rail

PLASSER & Theurer tamper No. DR73937, operated by Balfour Beatty, was seen passing Syon Lane station on August 5. The tamper was working from Ashford Crane Depot to Ashford Crane Depot via Southampton Central.

A BUSY day on August 15 for trains to/from Derby RTC passing through Market Harborough.

First was the 13.05 Derby RTC-Tonbridge West Yard test, which was top-and-tailed by Colas-liveried Class 37 No. 37254+BR Large Logo Blue-liveried No. 37025 *Inverness TMD*.

Next came GBRf Class 73 Nos. 73965+73963 *Janice,* forming a 0M73/12.15 Tonbridge West Yard-Derby RTC light engine move. Finally, it was the turn of GBRf Class 66 Nos. 66749 *Chris Hopcroft*+66752 *Hoosier State* to top-and-tail the 1Q69/12.05 South Croydon-Derby RTC test train. The latter was a rarity as it is the first time our correspondent had seen Class 66s on an RTC test train.

GBRf Class 73s Nos. 73963+73965 returned south on August 17 when they top-and-tailed the 1Q71/19.40 Derby RTC-Tonbridge West Yard test train south through Market Harborough at speed.

The Class 73s later made an appearance at Littlehampton on August 24 working a Network Rail train in top-and-tail formation from Tonbridge to Tonbridge via Littlehampton and the Brighton Main Line.

The consist was Nos. 96609+1256+ 999550+6261.

COLAS Class 37 Nos. 37254 *Cardiff Canton* and 37175 were noted at Harwich Town station on the afternoon of August 19 top-and-tailing a test train.

Noted in the consist were vehicle Nos. 975091, 977997, 72631, and 9523. It left on schedule at 16.03 with 37175 leading.

CLASS 950 Track Recording Unit No. 950001 formed a 17.20 Sandiacre-Ferme Park working on August 31.

DATS

DATS is now stabling its stock at the former Colwick Total sidings because of limited space at Leicester. Observed in September were Class 43 No. 43054, Class 91 Nos. 91122+91128 and Class 90 No. 90035

Our thanks

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Another bizarre loco combination occurred on September 1 when GB Railfreight's No. 59003 hauled Colas No. 70811 and DB Cargo No. 66085 towards Eastleigh with the 6O41 10.14 from Westbury. The exact reason for the three loco move is not certain, but is often used for more efficient use of train paths. MARK V PIKE

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Keeping your model railway on track

By Craig Amess

OVER recent months, the modelling editorial in *The Railway Magazine* has looked at choosing the right track gauge for your needs, finding a home for your layout, and building a baseboard.

Once this groundwork is done, laying the track is the next important step to ensuring your trains run smoothly.

It can be tempting to start laying track in a rush and get things working as soon as your train set is unboxed.

However, laying track needs patience, and if you've never done this before, things aren't always obvious and easy to do.

Rushing can cause you to damage track pieces or the 'rail joiners': the small metal pre-fitted clips that allow rails to be guided as they slot together.

Poorly connected track will disrupt the power flow from the transformer, preventing your models from running smoothly.

Laying track correctly can save you plenty of time in the future, but it can be difficult to start with, which isn't uncommon.

However, taking your time and having the correct tools can make the task straight forward, and you can quickly see progress. The more you do it the easier it will become.

Laying jointed track directly on to the baseboard top will give you that traditional 'clickity-clack' sound as the trains run, which brings an added element of realism to operations.

However, there are modellers who prefer smooth-running trains which quietly glide along, and for that use cork beneath the track to dampen the sound.

The sheets will need cutting to match your track plan, allowing a few millimetres extra on each side of the tracks.

Frogs

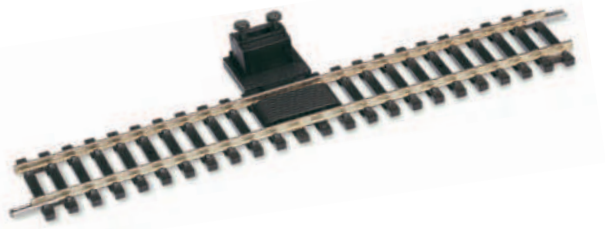
You will hear the term 'frog' on many occasions. Frogs are a track structure used in a set of points where the diverging rails meet. They will be live – sometimes termed as Electrofrog, dead or insulated frogs, and often termed as Insulfrog.

Dead frogs are normally used by beginners more as they require no additional works, with power being switched in one direction or the other.

Live frogs do offer better running, including the best slow-running performance. Live frogs do require special precautions to be taken.







Three types of track

There are three types of model railway track: sectional, flexible and hand-built.

Sectional track is sold in the majority of model shops and comes with most train sets. It is ideal for beginners and allows for an almost immediate 'set up and play'. It comes as straight pieces, pre-curved and with points allowing for a quick progress.

Sectional track is very strong and mostly unbendable. Additions and modifications to a layout can be done easily at a later date to make a layout different.

Points on section track use an 'insulated frog' – no special electrical feeds are needed to power other areas. This means you can run a locomotive into the sidings, but once the points are moved to close it, the locomotive will be stationary and have no power until reconnections are made.

One disadvantage using this type of track is that over a large area, a locomotive passing a plastic frog could stall if moving too slowly. The set size of sectional track means you will have set gaps to allow side-by-side running with much less risk of accidental collisions.

If you want a simple layout to enjoy this is the best and quickest way for you to run your locomotives.

Flexible track can be pre-set to almost any desired curvature. It usually comes in lengths of 3ft or 1 metre.

Concrete or wooden sleepers are represented by plastic and factory fitted.

Beneath the rails is a sleeper joining web, which is discontinued at every second or third sleeper, alternating from side to side. These gaps allow the track to be flexed and curved to suit your layout.

The joins are made when connecting curved track pieces to straight sections not curve to curve, and allows for a much larger radius of track then sectional track.

The rails in each piece of track are the same length, and when curved the inner rail will extend beyond the sleeper ends while the outer rail will shorten. The rails will need to be cut to correct length. Point work for flexible track is similar to sectional track, sold with a live or dead frog.

When setting out double track curves, you can use a simple method to eliminate the chance of trains striking each other as they swing around the corners, especially when running long bogie vehicles.

Place your longest carriage on the outside track and lightly tack a pen to the centre of the coach. Push it around the curve so the pen marks the baseboard.

When laying flexible track one trick is to use a pencil connected to a central pin to ensure a smooth radius. The pencil line will represent the exact centre line of the track when it will be fitted. You can also create templates that can be reused.

You can buy from a specialist pre-shaped metal or plastic gauges, which goes in between the rails to aid curving. When fixing the track to the baseboard check the curvature to ensure it hasn't slightly straightened itself again with natural flexibility.

Soldering skills

Hand-built track is much harder to complete and requires good soldering skills.

Sleepers on hand-made track tend to be made of copper-clad material. The copper is cut in the centre so it doesn't short out the track. Wooden sleepers have also been used on larger scale tracks.

Rails are soldered to the copper at pre-set distances. One rail is normally soldered throughout its complete length, and then the second rail is slowly soldered onto the copper-clad sleepers. Most rails are sold in 36in lengths.

Point work is also hand built, with sections filed down to make live frog crossings and point switch blades.

Hand-built tracks require lots of patience and skill. If you are new to modelling this isn't a route that is recommended.

Occasionally you will need to cut track. There are various tools for cutting rails, such as a junior hacksaw, fine-toothed razor saw, and a small electric drill such as a Dremel fitted with a metal slitting disk.

It is advised that safety precautions are taken such as wearing glasses or goggles because the disk can shatter especially at high speeds.

A drill will give you the cleanest cuts, but in many cases you will need to smooth out the edges with a needle file or abrasive paper to ensure smooth connections. Always cut the tracks from top to bottom not side to side.

Risk of ripping

You may also wish to invest in something to hold the track flat and steadfast especially if you are cutting it already fixed in place; this reduces the risk of ripping track out of place.

This doesn't have to be anything too elaborate, something as simple as timber can be used, with slits cut into the block to lay over the track piece.

Track needs to be secured to the baseboard, with the most common means being fine track pins, tapped home gently with a small hammer.

Sectional track usually have holes moulded into some of the sleepers for the pins to pass through, but flexible track and points often do not so a hole needs to be drilled first. Curves will require more pins spaced closer together then straight track.

To keep your track straight, draw long lines on the underlay or lay the rails alongside a steel rule; this also helps when installing and aligning points.

In most cases, the pins need only be inserted temporarily and removed after the ballast has been secured with glue.

In this case, the pins are partially tapped home and bent over to press down on the sleepers and allow clearance for stock to run over the track during testing.

Notice-board pins can help position any size of track, allowing for adjustments to be made to the alignment. Once ballasted and glued, the pins can be removed easily.

On the 'real' railway ballast helps retain the track in position and avoids sleeper movements.

You can buy ballast and do this yourself with various techniques or you can buy ready-made track sections with ballast factory-moulded onto the track. Other options are foam inlay ballast or real stone chippings.

Sound will be reduced with foam ballast, but it will probably need replacing after several years because of crumbling. The advantage of chipping is this doesn't occur but requires more work. You would need to lay the ballast then create a glue mist and spray the whole area.

Once it is dried you can then use a vacuum cleaner to remove the surplus ballast – remember this can be reused, so use a flexible pipe and place something like a sock or pair of tights over it and catch it to reuse.

You can buy a 'ballast roll' that just needs light PVA glue and the track can be laid on top of this.

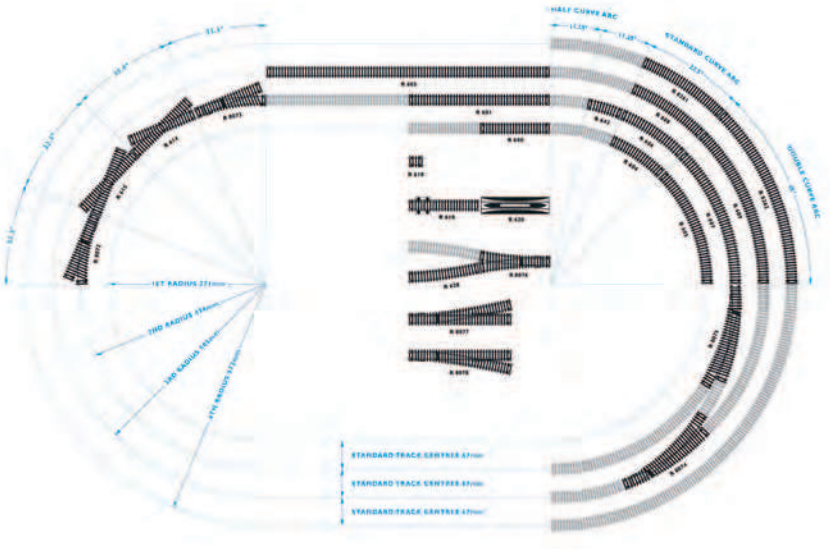
Weathering

Weathering can be carried out at this stage, and is a way of making the track look more natural and used. This usually requires an airbrush gun, but you can buy pre-weathered items.

You can give your railway a realistic look with parts of the line painted a red rust colour and mixing in tones of other colours to change the finished look by having a shaded appearance.

You have to immediately wipe the top of the rails with a rag dipped in white spirit to ensure traces are removed to avoid any issues with electrical contacts.

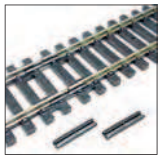
Weathering is an art in itself, and will be covered in the future in more depth as it can be used on locomotives, rolling stock, landscapes and buildings.



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Cash boost for Welsh Railway

GILDINGS Auctioneers held a very successful model locomotives auction on August 18 in aid of Welshpool & Llanfair Light Railway.

The Kenneth 'Mike' Abbott collection raised £132,000, almost double the pre-sale estimates of £70,000.

Gildings' in-house railway expert Andrew Smith said: "It is rare for a collection of this size and scope to come up for auction, so although we knew there was a lot of interest in the sale, even we were surprised by the high levels of bidding."

'Gratifying'

The highlights included a 45mm-gauge locomotive by Roundhouse, Vale of Rheidol *Owain Glyndwr* 2-6-2T, selling for £2,800 plus premiums, nine times more than the £300-£500 estimate.

A garden-scale replica of Metropolitan Railway electric *Sherlock Holmes* sold for £3,600 plus charges – more than double the estimate – and a Maxitrak live steam 3in-scale Aveling & Porter road roller sold at £5,500 plus charges, slightly more than the top estimate of £5,000.

"It is gratifying to know that not only will the money raised benefit the W&LLR in line with Mike's wishes, but the items in his collection will now begin a new lease of life with new owners who will appreciate and care for them as he did," added Mr Smith.

4mm scale NER Autocar model on track

HELJAN is working with Rails of Sheffield to produce an OO-gauge model of the pioneering North Eastern Railway 1903 Electric Autocar.

They are manufactured by the Danish company, with the first decorated sample recently delivered.

The models are expected to be released later this year, and will be available in three versions:

North Eastern Railway Electric Autocar No. 3170 Red/Cream (1904-23)

North Eastern Railway Electric Autocar No. 3171 Red/Cream (1904-30)

LNER Brown Electric Autocar No. 3170 (1923-31)

Pre-ordering is recommended as only limited numbers of each model are being produced. The pre-order price is £199.95 each – requiring a £30 deposit.

Model Rail Scotland event falls victim to Covid-19

THE devastation felt across the model railway event industry this year because of Covid-19 has now spread to 2021 with the cancellation of Model Rail Scotland next February.

Friendliest show

For the first time in its 54-year history, a show widely acknowledged as one of the friendliest and most welcoming in the UK will not take place.

Unfortunately, the Scottish Event Campus in Glasgow, home of the show since 1986, is being used as an NHS Nightingale hospital, rendering the venue inaccessible for the foreseeable future.

In the circumstances, The Association of Model Railway Societies in Scotland (AMRSS) agreed to cancel the event.

After detailed analysis and consideration of alternatives venues, the uncertainty and public health challenges associated with organising an indoor public event proved too much.

The team is now planning to make 2022's show – February 25-27 – an event to remember.

Glasgow naming

Ian Porteous, who is now show manager but was then AMRSS chairman, joined officials from SPTE and ScotRail at Glasgow Central on February 18, 1997, to name EMU No. 320306 *Model Rail Scotland*. Today, MRS is still the only British Model railway show to be celebrated with its own full-size train!

Despite the cancellation of the 2021 show, its organisers are pressing ahead with Revolution Trains to release 150 limited edition OO models of 'their' Class 320 EMU.

These will be available through the website: www.modelrail-scotland.co.uk

They are priced at around £300 each and should be available in February (to be confirmed as *The RM* went to press).

Bachmann announces new products



BACHMANN Europe has recently announced its latest batch of new products in N and OO gauge.

Full details are available in an exclusive catalogue which is available with the official magazine for members of the Collectors Club – The Bachmann Times – or by visiting www.bachmann.co.uk, where you can also join the club for £32 per year.

The new products will be released over the next few months, available via Bachmann stockists.

Bachmann Europe has also launched a new brand – EFE Rail – led by a motorised version of the popular 1:76 scale (OO) London Underground Tube Train.

The model is joined by a number of other Great British Model Railways products to complete the launch of N- and OO-gauge locomotives and wagons.

The range has been produced in collaboration with third parties, including Kernow Model Rail Centre and Heljan.

Unusual year capped by unusual models



HERTFORDSHIRE-BASED Newman Miniatures was founded in 2018 with a plan to cater for the unusual. The newest releases have rarely – if ever – been available commercially.

A fully motorised model of the 1926 LMS Beyer-Ljungstrom turbine locomotive has been made available in N scale.

This experimental 4-2-2-2+0-6-4T engine was short-lived, but managed to see limited commercial service on the Midland Main Line, between St Pancras and Derby.

A new series has been released for Era 1 and Great Western Railway model makers working in 1:148 scale broad gauge.

Legendary

Various rolling stock items are available, but the first locomotive available is the legendary North Star, which hauled the inaugural GWR train.

Undoubtedly, the strangest recent release is a working N-scale model of a Lartigue Monorail.

The Listowel & Ballybunion Railway was the world's first commercial passenger monorail, built to the Lartigue principle in 1888.

Lartigue's principle – developed by French engineer Charles Latigue – was based on evenly balanced loads, designed for operation over undulating or uneven ground, such as the deserts of North Africa.

Few models have been made of this system before, and this is believed to be the first commercial working model of the remarkable system.

Visit Newman Miniatures channel on YouTube to see demonstrations and videos of the newest releases and other models in the range.

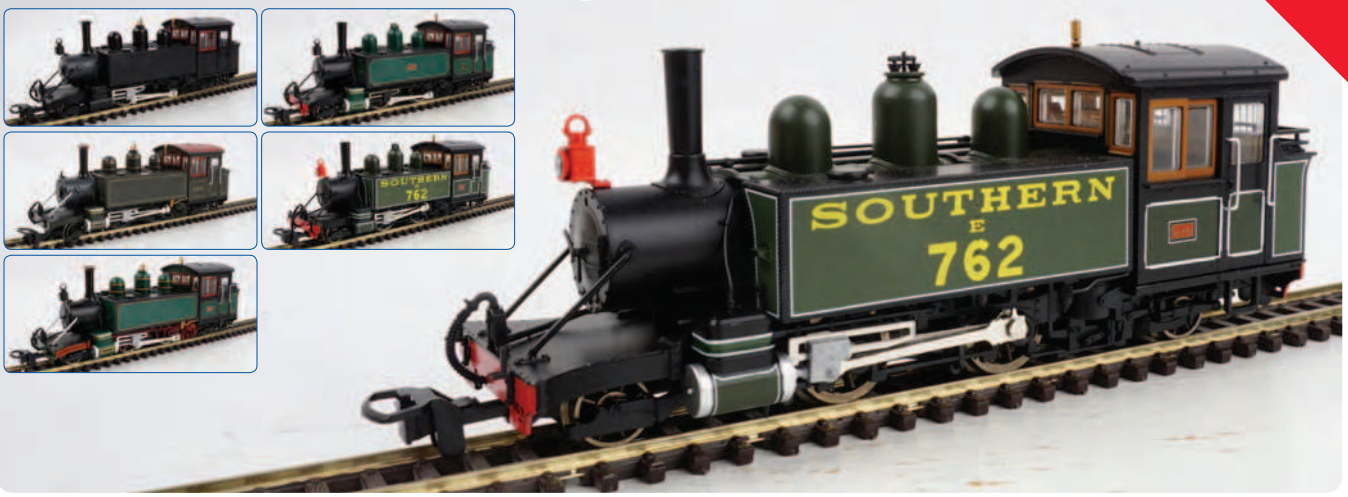
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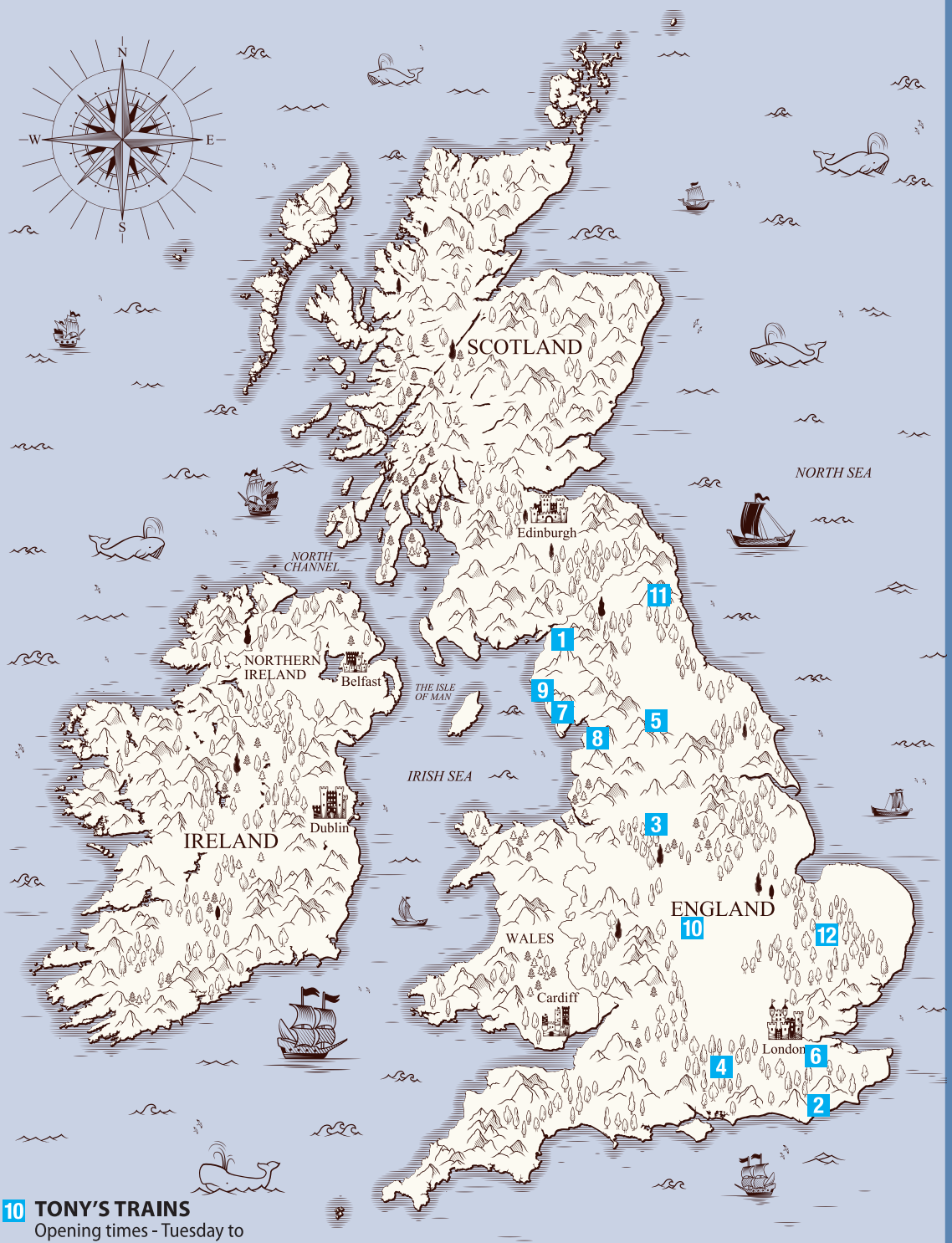
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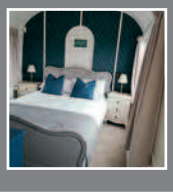
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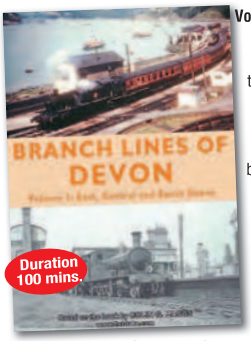
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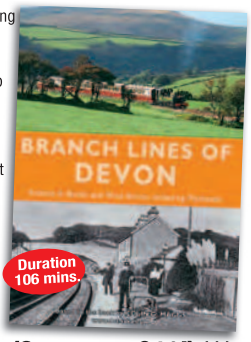
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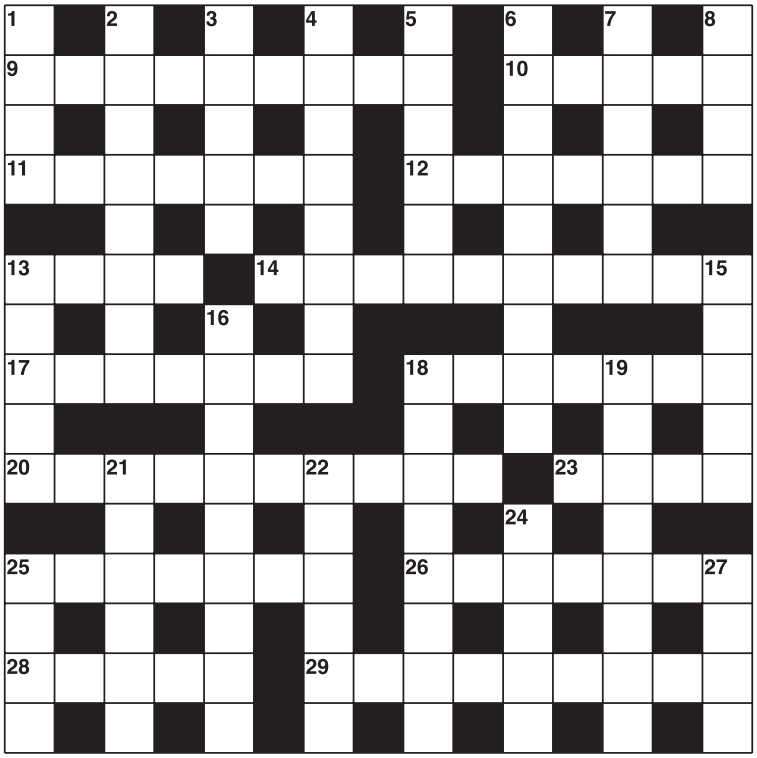
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Puzzle compiled by WILL ADAMS



Across

9 No. D215 (9)
10 See 19 down
11 Northernmost terminus of the Dean Forest Railway (7)
12 Sheffield marshalling yard opened in 1965 (7)
13 Device used to secure a point blade during, e.g. engineering works (4)
14 ___, Sheffield & Lincolnshire Railway, later the Great Central (10)
17 Bodmin & ___ Railway (7)
18 and 7 down Town with GWR and S&DJR stations (7,6)
20 Warning devices placed on the surface of the rail (10)
23 GWR car-carrying covered wagon (4)
25 *Western* ___, No. D1003 (7)
26 No. D214 (7)
28 ___ pipe, exhaust nozzle in a steam loco smokebox (5)
29 GWR station south of Bewdley towards Droitwich (9)

Down

1 To compact ballast under sleepers (4)
2 The 14 across (answer) ___, Class 86/2 No. 86253 (8)
3 ___ Highway, LSWR station on the Padstow line (2,3)
4 Station between Rochester and Maidstone (8)
5 Term for a 4-6-4 steam loco (6)
6 Preserved Class 50 No. 50008 (9)
7 See 18 across
8 Type of American geared steam loco with vertical cylinders (4)
13 *Sir* ___*/County of* ___, No. 86248, electric loco modelled by Hornby (5)
15 and 24 down First narrator of the '21 down & Friends' stories on TV (5,5)
16 Class 60 No. 60053 (4,5)
18 ___ *of Cornwall*, SR 'King Arthur' No. (30)804 (3,5)
19 and 10 across Station between Streatham Common and Selhurst (8,5)
21 Famous fictional tank engine (6)
22 Bird name of a loco-hauled First Class Pullman kitchen car (6)
24 See 15 down
25 Mochdre & ___, former station east of Llandudno Junction (4)
27 '___-train', one that could be driven from either end (4)

October crossword entry form

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Send completed form (photocopies are accepted) to: October 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 December 2020 issue. The winners will be the senders of the first all-correct solutions opened in our office.
You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.
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Solution to the August issue.

Across: 7 Britannia 8 Wagon 10 Forester 11 Lydney 12 Skye 13 Sleights 15 Ormside 17 Swindon 20 Sir Brian 22 Rigg 25 Etarre 26 Wedgwood 27 Menai 28 Coalfield
Down: 1 Broom 2 Streak 3 Knott End 4 Kinross 5 Cardigan 6 Robertson 9 Blue 14 Braintree 16 Suburban 18 Worsdell 19 Snowdon 21 Ives 23 Gawain 24 Polly
August winner: Mr J D Bowen, Wolverhampton
Runners-up: Mr Stephen Edwards, Warwickshire; Mr T C Hull, London
The closing date for this month's crossword is Friday, November 6, 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



OUR mystery picture last month (right) was from the collection of Nick Pigott and showed an industrial ironstone railway at Irthlingborough in Northamptonshire.

The tunnel mouth, double-track, deep cutting and overhead electric catenary all contributed to make this one of the most unusual industrial railways in Britain.

It is believed to have been the first mine in the UK to employ underground locomotive haulage from the outset.

The 3ft-gauge line was opened during the First World War by the Ebbw Vale Iron & Steel Co and deployed GEC locomotives, working off 250v DC wires.



In 1937, two Ruston & Hornsby 48hp diesels were acquired for surface shunting, and one of these is seen in this official R&H photograph outside the mine entrance on April 12, 1938.

Now, for this month, can you identify where this terminus station is (left)? Answer next month.

Next month The November issue will be on sale on November 4, 2020. Thank you for choosing *The Railway Magazine*



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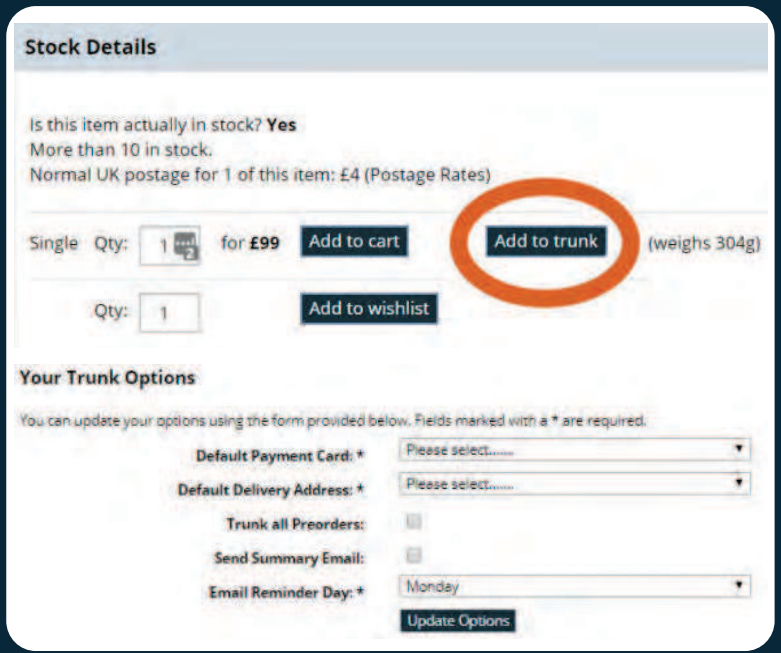
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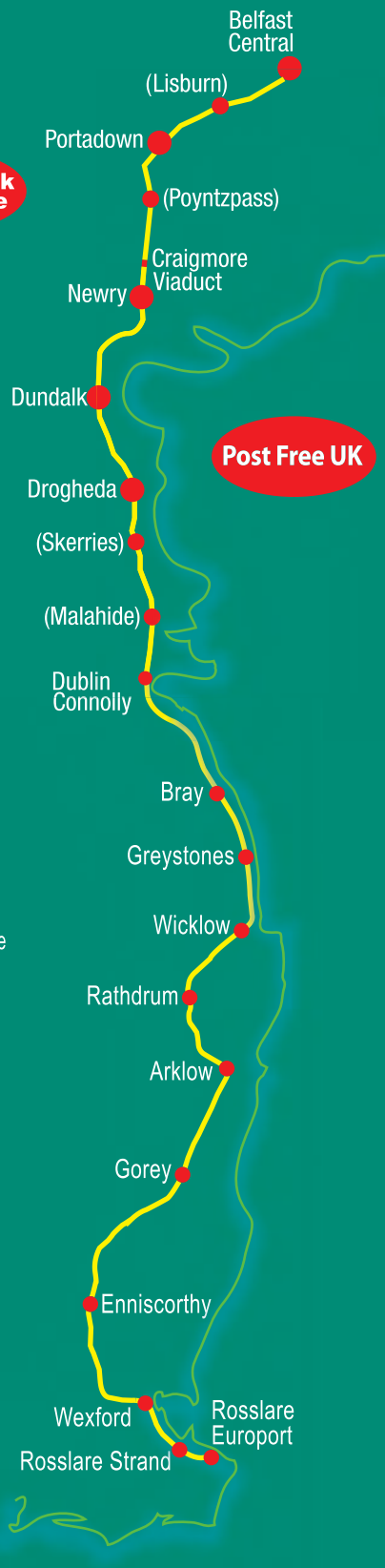
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After skirting the coastline, our train slows to walking pace for the long street-running section in Wexford. The line then follows the course of the River Slaney offering further magnificent views. At Wicklow we're back on the coast for a high speed section. The overhead wire heralds the start of the Dublin Area Rapid Transit (DART) at Greystones. Soon we encounter the most difficult section to build, at Bray Head. Here the much-photographed tunnels cling to the side of the sheer rock face. Photographers rarely get the chance to see the tunnels from the driving cab let alone from a helicopter flying alongside!

We pass through Dublin's Pearse station, the original southern terminus, and arrive at Dublin Connolly in the heart of Ireland's capital.

We now switch to *The Enterprise*, named after Ireland's only international train. For the first few miles we continue under the wires of the DART to Malahide where our train runs over a magnificent causeway and once again alongside the sea.

At Drogheda we pass over the wide River Boyne viaduct and face a long climb towards the border with Northern Ireland over Ireland's highest viaduct at Craigmore. After our final stop at Portadown, we have a free run all the way into Belfast Central reaching 100 miles an hour.

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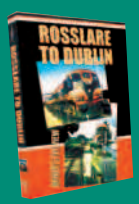
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