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November 2020

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Passenger trains: We are heading down the 'use it or lose it' path

MORE than eight months into the pandemic, and with another massive rise of Covid-19 infection rates last month, it comes as no surprise there has been no improvement in the sparse number of passengers using any form of rail, although more are travelling for leisure than business.

The Government is spending billions of pounds to prop up the rail industry, as well as many other sectors of the economy during the pandemic, but the bare facts are the costs are becoming unsustainable. Sooner or later, something will have to give.

Government control of franchised train operators is now greater than at any time since Privatisation, so staff numbers and pay levels will be under very close scrutiny at a time when passengers and revenue have plummeted and the income/outcome gap is widening.

Without any sign of green shoots of a recovery, the taxpayer cannot continue to pick up the bill indefinitely. You simply cannot operate 200-, 400- or 600-seat capacity trains with a mere handful of passengers – the economics are crazy and unsustainable.

My industry sources are suggesting that unless there is a significant return by passengers, it is very likely that within six months' time the Government will begin to wield the axe.

On the hit list to cut costs will be a reduction in TOC staff and their support companies, service frequency reductions, trains placed in store and, at worst, the temporary mothballing of some routes.

It is also likely operator-specific fares will rise as TOCs no longer manage their revenue; every passenger and every penny counts.

While cutbacks will be vehemently resisted by rail unions, and strikes could follow, will the travelling public have any sympathy when so many passengers are living on reduced income or have lost their jobs?

One rail analyst was quite blunt and told me "if there are strikes, then every day trains don't run saves the taxpayer a fortune".

After years of passenger growth, the majority have now deserted rail, and we are a step away from a 'use it or lose it' situation.

Internal industry documents paint a bleak picture, predicting a recovery period of three or four years to return to pre-Covid passenger levels – and at worst it could take TEN years.

Heading into murky and uncharted waters, it is difficult to know which decision to make for the best.

With the industry facing a very difficult and challenging future, the hope is a virus vaccine is available and approved very soon, and after mass immunisation there will be a resumption of travel, with rail hopefully getting back on its feet. It's a big hope, though.

In the meantime if you are travelling by train, stay safe - and don't forget your face covering.

TRAIN OF THOUGHT
Editor's Comment

Railcard 'kick in the teeth'

THE decision by Government not to offer extensions or refunds to holders of all types of railcards is another kick in the teeth for rail passengers.

Many holders of senior or disabled railcards have been shielding or trying to isolate, so have been unable to travel as they may have done normally. With passenger numbers at their lowest levels since the 19th century, the decision is counter-productive. Passengers with advance tickets, who then find an area in a local lockdown and have been denied refunds can get now get vouchers - but still no refund

This shameful Scrooge-like stance will do nothing to endear passengers to travel by rail once the pandemic subsides and rail desperately needs customers.

As I have said before, give passengers encouragement and incentives to get out and use rail, rather than obstacles and excuses not to.

'No photographing' seems to be a problem – again

MANY readers are using their spare time to get out and about to photograph trains - very evident from a bulging inbox of pictures at *The RM*.

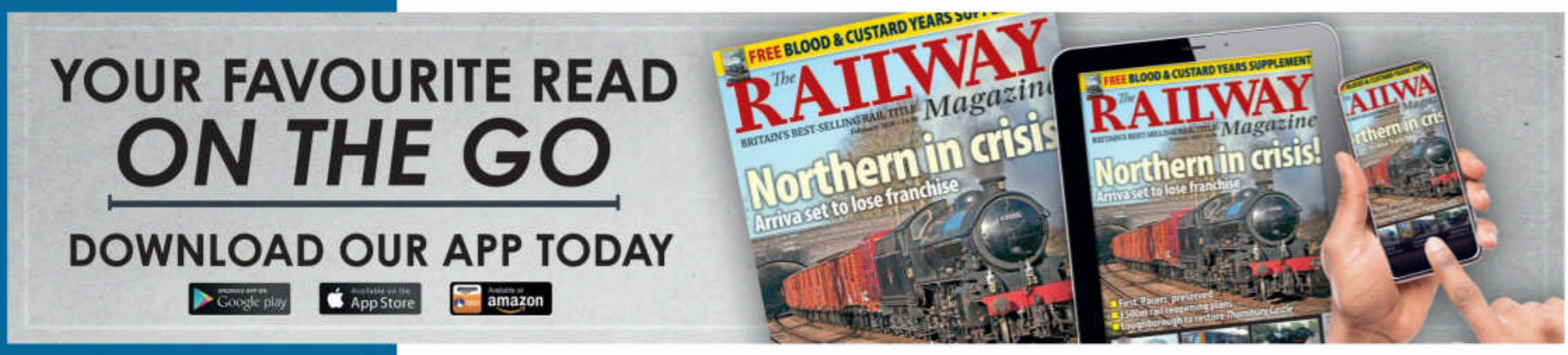
However, a few of you have reported 'exchanges of opinion' with platform staff at some locations, who are adamant 'you cannot take photographs'. There appears to be a lack of staff awareness for the Guidelines for Rail Enthusiasts, which were launched 15 years ago as a result of such difficulties, and have not been suspended during the pandemic.

From a couple of reports I've received, I hope it doesn't signal the start of a new problem. It is a situation not helped when train operators do not have a copy of their guidelines from their website, as Network Rail and the BTP have.

So, have you had a problem recently?

Send me an email outlining the circumstances so we can get a wider view on whether an old problem has returned.

CHRIS MILNER, Editor



Contents

November 2020. No. 1,436. Vol 166. A journal of record since 1897.

Headline News

TfW Class 230 No. 230008 passes Fladbury, near Evesham, during a test run from Long Marston to Moreton-in-Marsh and Stourbridge on September 29. STEVE WIDDOWSON

Welsh Government takes control of franchise, three-year CrossCountry extension for Arriva, huge rise in trespass incidents this summer, £11million grant lifeline for heritage railways, nameplate auction for Railway Children charity, Mountsorrel line buys first steam locomotive.

On the cover

MAIN IMAGES: The Isle of Wight Steam Railway's 'A1X' 0-6-0T No. W11 makes a demonstration run with the former Ventnor West branch push-pull set at Havenstreet during the line's mini-gala on September 26. JOHN FAULKNER

INSET 1: This is York: A classic station in profile.

INSET 2: New train orders: Who is building what, for whom, and when?

INSET 3: The latest progress with the 'County' 4-4-0 re-creation.

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

62 Steam & Heritage
First fire for *Pendennis Castle*, gala success for Mid-Hants and Isle of Wight lines, '9F' moves to Butterley for overhaul, Llangollen Railway board members quit.

68 Industrial Steam
69 Steam Portfolio
70 Irish News
72 Narrow Gauge
74 Miniature
76 Network

The Great Western Society's Richard Croucher prepares to drop the first fire into *Pendennis Castle's* firebox at Didcot Railway Centre on October 3. GWS

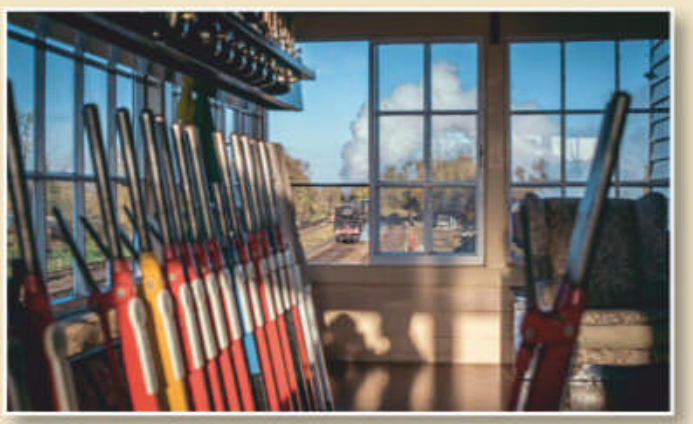
Unique Brush-built Class 89 No. 89001 is seen during transfer back to Barrow Hill on October 13 following repainting by DB Cargo at Toton. STEVE DONALD

78 Metro
80 Classic Traction
82 Railtours
86 Freight
88 World
90 Traction & Stock
Greater Anglia drops 10-car Class 720 order, ScotRail unveils first 'active travel carriage', last Class 315 withdrawn, GWR honours war heroes.

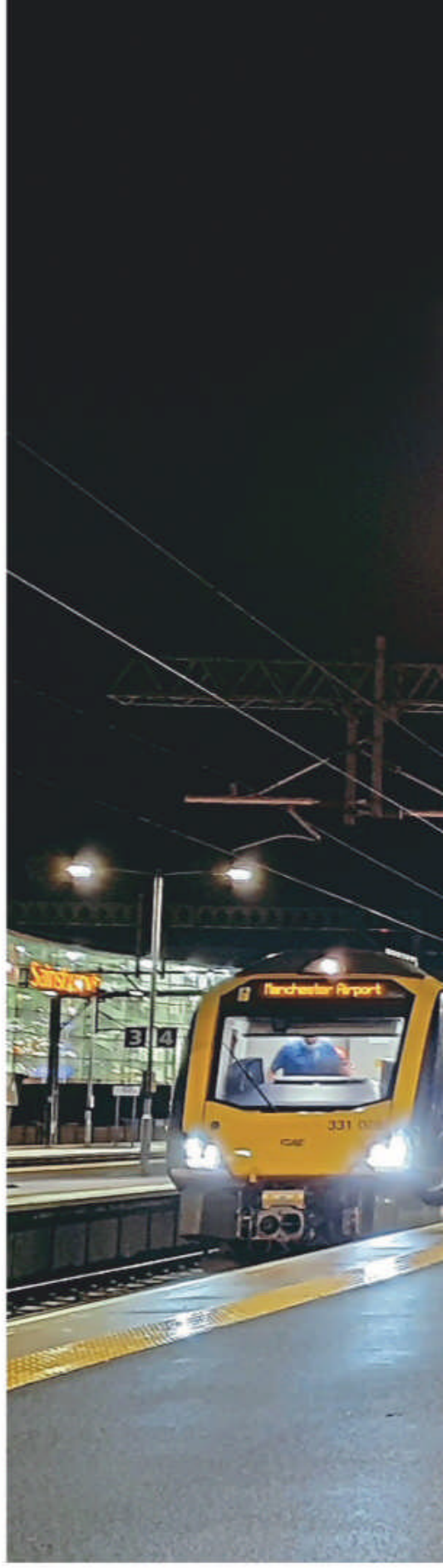
93 Stock Update
95 Traction Portfolio
98 Operations

Regulars

48 Christmas Gifts and Reviews
52 Subscription Offer
Subscribe today and get 12 issues for just £42.
54 Readers' Platform
54 Railways in Parliament
56 Panorama
60 From *The RM* Archives
110 Classifieds
113 Reader Services
114 Crossword & Where Is It



No. 70013 *Oliver Cromwell* is pictured through the window of Swithland signalbox at the Great Central Railway on November 16, 2016. JACK BOSKETT



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An illuminated Blackpool Tower provides the backdrop as a pair of Northern CAF Class 331 EMUs depart and arrive with services on October 24. Nos. 331009 and 331028 (left) are heading to Manchester Airport, while Nos. 331007 and 331031 (right) have just arrived from Hazel Grove. **PHIL WALLIS**

Features

14 This is York
When it opened in 1877, York station was described as the largest in the world. It remains one of the grandest and busiest stations in the country, as Graeme Pickering explains.

21 Pacing the Prairies
In this month's Practice & Performance Keith Farr examines the work of 2-6-2Ts on passenger trains in England, Scotland and Wales.

28 Out for the 'County'
As assembly of 'County' 4-4-0 *County of Montgomery* begins at Tyseley Locomotive Works, Gary Boyd-Hope provides an update of the Churchward County Trust's progress to date.

34 Driving Through the Changes: Part 2
Fraser Pithie continues his interview with Newcastle-based driver Mick Ingledew about the changes he has seen during four decades driving on the ECML.

40 New Trains: Covid Chaos
Ben Jones provides an update of the current situation surrounding the provision of new trains for UK operators, and the impact Covid-19 has had for the train manufacturing sector.

44 The Name Game
Editor Chris Milner visits the Procast Foundry in Cleckheaton to discover how nameplates and headboards are made.

CLASSIC STATIONS: York in focus - p14

NEW-BUILD UPDATE: *County of Montgomery* - p28

SPINNING PLATES: Procast Foundry profile - p44

Work continues to rebuild line at HST crash location

REBUILDING of an embankment and bridge damaged when a ScotRail HST was derailed by a landslide south of Stonehaven on August 12 has been proceeding following the removal of the last of the damaged rail vehicles.

Network Rail and its contractors have completed repairs to the bridge, rebuilding 70 metres of damaged parapet, and have also relaid more than 500 metres of track.

A further 400 metres of telecoms cables are to be relaid.

Teams have worked day and night over the past few weeks to effect repairs, and also remove the crane pad built over the Carron Water for the recovery of the carriages.

A considerable amount of engineering work is also being undertaken to repair and extend drainage systems both on the railway and on land above the line (see picture).

Water flowing from this land washed debris and larger pieces of rock on to the line.

Inspections

Three people - two ScotRail staff and a passenger - died in the derailment when the HST was returning to Stonehaven after its passage south was blocked by another landslip.

Since the incident, inspections have been carried out at other high-risk sites, and Network Rail has launched two taskforces, led by independent experts, as part of its long-term response to climate change and the challenge of maintaining its massive portfolio of earthworks.

Alex Hynes, managing director of ScotRail, said: "This is a very complex and challenging recovery and repair operation and it will take time for our engineers to fully restore the track and other infrastructure.

"We will reopen the line for customers as soon as possible, but our focus throughout the recovery process has been on making sure we do all we can to learn from this terrible accident and try to prevent similar incidents in the future."

A drone view taken on October 14 looking south towards Carmont showing the extent of the works. Repairs have been carried out to the embankment, bridge, and extensive drainage works in the field above the railway line. NETWORK RAIL

TransPennine and Northern to create additonal jobs

BOTH TransPennine (TPE) and Northern have announced recruitment schemes, which together will create 220 jobs.

Northern is aiming to improve diversity levels within its workforce, and is recruiting 160 staff for a variety of roles, including station staff, drivers, conductors, engineering and support functions.

The company is particularly seeking the next generation of black, ethnic minority, female and younger employees, especially people who have not considered rail as a career.

Neil Stephenson, head of learning and talent at Northern, said: "Northern has many career opportunities, and last year alone we had nearly 54,000 applications for 600 vacancies.

"As an industry we are keen to deliver a diverse workforce which represents the communities we serve and attract the next generation to rail.

"Northern has made progress over the past few years, but there is more work to do."

TransPennine and its partner Mitie are creating 57 cleaning jobs across the north as part of a £1.7million investment to enhance and expand TPE's cleaning programme.

Additionally, toilet attendants will also be introduced at larger stations, including Huddersfield, Hull and Manchester Airport.

Govia Thameslink doubles number of applications from female drivers

GOVIA Thameslink Railway (GTR) has managed to double the number of female train driver applicants from 413 in 2019 to 825 in 2020 through a series of dedicated recruitment and marketing campaigns.

Zoey Hudson, GTR's head of talent, diversity and inclusion, commented: "We've invested heavily in a recruitment campaign packed full of programmes.

"Our campaigns are aimed at debunking the stereotypes associated with careers in the rail industry, and humanising our brands, while demonstrating the huge versatility of roles available, with the intention of attracting a more diverse workforce.

"We look forward to being the driving force behind the rail[1]s mission to recruit more women."

GTR runs the Southern, Thameslink, Great Northern and Gatwick Express services.

Welsh Government takes control of franchise

IN a surprise move, the Welsh Government confirmed plans to bring the Wales & Borders rail operations under public control with ridership at just 5% of normal levels.

Minister for Economy, Transport and North Wales Ken Skates said the move would help secure the future of services, protect jobs and support the upgrades of routes around Cardiff.

Services will be operated by the Welsh 'operator of last resort', which changed its name to Transport for Wales Ltd six days before the announcement.

The new operator will be a subsidiary of the country's devolved infrastructure manager, which is also called Transport for Wales.

Taking over services follows the failure of talks with franchise operator Keolis Amey, which won the franchise in 2018 with a 15-year deal.

Mr Skates said: "Covid has significantly impacted passenger revenues, and the Welsh government has had to step in with significant support to stabilise the network and keep it running."

The transition from Keolis Amey to Transport for Wales is expected to be competed by February 2021.

Until details of a new operating model are finalised, Keolis Amey will support TfW Ltd in helping to deliver key projects, including the introduction of new rolling stock, the construction of the South Metro and improved integrated ticket systems.

TfW Class 230 No. 230008 passes Fladbury, near Evesham, during a test run from Long Marston to Moreton-in-Marsh and Stourbridge on September 29. STEVE WIDDOWSON

ORR statistics report: Passenger numbers fall to lowest level since mid-19th century

RAIL passenger journeys have slumped to their lowest level since the mid-19th century, statistics from the Office of Rail and Road (ORR) have revealed.

Nationally, 35 million journeys are estimated to have been made in the first quarter of 2020-21 (April-June 2020), a decrease of more than 400 million compared with the same quarter last year, highlighting the severe impact of the coronavirus pandemic.

More journeys were recorded in London and the South East compared with the rest of the country, with Govia Thameslink Railway recording 7.5 million passenger journeys, the most of any operator. Transport for Wales Rail recorded the lowest number at 369,000. The one million journeys made on ScotRail in the quarter equates to just 4.3% of journeys made in the same quarter a year earlier, and is the lowest percentage for any operator. DfT figures show rail use to be just under a third of what it was in the previous year.

Passenger revenue was £184 million in quarter one of 2020-21, and equates to 6.9% of the £2.7 billion in the same quarter of 2019-20. See Comment (p3).

■ The ORR has reminded train operators that timetables should be confirmed 12 weeks in advance, allowing passengers to plan ahead and to make informed choices on where and when to travel. Some changes are only being shown a few weeks in advance, and consequently the rail regulator is discussing with Network Rail a plan to return to finalising timetables 12 weeks ahead. Stephanie Tobyn, deputy director, consumers at ORR, said operators must provide 'one version of the truth', along with clear information about the availability of advance tickets.

Life after franchising:

What could be in store for TOCs

By Tony Miles

THE future direction of new passenger contracts is becoming clearer. Successful negotiations between owning groups and the Department for Transport (DfT) will see franchised operators moving to new National Rail Contracts (NRCs).

These are expected to continue until post-Covid passenger recovery allows new concession contracts to be rolled out.

The NRCs will formalise many of the conditions imposed in the Emergency Recovery Management Agreements (ERMA) contracts, which were prepared very quickly and were a broad brush approach to ensure trains kept running.

Discussions over what to do next are now underway, and as the DfT explained to transport leaders in the North during a TfN board meeting on October 21, the ERMAs and subsequent NRCs will allow key points of the long-awaited Williams Review to be implemented.

A DfT spokesperson said: "What we've put in place, from a contractual perspective, is effectively the direction of change Williams was looking to achieve.

"Terms that sit within the ERMA contracts explicitly incentivise operators around collaboration and passenger experience, which takes us to a different place than under the old franchising model."

The new requirement for TOCs to work collaboratively is expected to drive future changes to service patterns and ticketing.

The DfT is taking revenue and then funding the new concessions, and the industry will, in effect, be paying into what one insider called "a single till", meaning the need to fight for small amounts of revenue will be removed.

The move is expected to see some of the lowest fares currently available being removed as operators cease fighting for every passenger.

In the past, any reform of ticketing that may have led to fare increases has been resisted, with ministers reported to be "terrified" of any bad publicity in the national press, even if other fares were to fall at the same time.

Fare increases

However, future significant fare increases are thought to be inevitable as the DfT becomes more interested in revenue, as well bringing an end to TOCs duplicating services in the drive to improve their own income. Civil servants at the DfT are said to be coming round to this view.

As one industry manager told *The RM*: "In terms of restructuring fares there's been a stand-off between the Rail Delivery Group and the minister for years because nobody wants to blink.

"There will probably be an outcry if we get the fares reform through, but overall, it will remove the ticketing complexities that put people off, and in turn this will grow volume, maintain yield and bring additional revenue."

CAF-built Class 195 No. 195107 is seen making a call at Manchester Oxford Road on October 23 with a service for Manchester Airport. Northern was the second operator after LNER to be taken under Government control prior to the pandemic. PHIL WALLIS

Changes in ticketing are expected to be accompanied by timetable revisions, which will remove competing services created as a result of franchising, but also seen as wasting capacity and adding to overall costs.

Observers frequently point to the East Coast Main Line between York and Edinburgh, where three franchised TOCs, with an additional open access operator on the horizon, are competing for the same passengers and offering fares that the DfT sees as unsustainable.

The phrase 'What would British Rail have done'? has been heard many times in discussions, an admission that the drive for revenue has added layers of cost and complexity the industry can no longer afford.

Instead there will be a drive by the DfT to cut costs across the industry and cuts expected to span across all operators.

'Reckoning'

One informed source told *The RM*: "Industrial relations will be the big issue. There is a view that everybody in the rail industry, including the management, is overpaid and it's time for reckoning. This will happen in the next few months, and it could get quite bloody."

One of the key issues is a desire to remove many of the inflexibilities that remained after Privatisation. For example, terms and conditions vary from operator to operator; the DfT wants to bring an end to rest day working; and there's the thorny issue of the role of the guard as the DfT presses for more driver-only trains.

Some politicians have even suggested with fewer people using trains, now might be the best time to take on the trades unions and endure a period of industrial unrest.

Owning groups have until mid-December to reach agreement with the DfT over retaining their contracts, but there's a feeling some may opt not to accept the new terms being offered by the DfT and the Treasury.

"It will be crunch time," explained one senior manager, "and if they don't complete in December, they will go back to franchise terms, and with low passenger numbers fail, probably not immediately, but over the next 18 months."

The contractual changes are also said to be weighing on the minds of executives of overseas owning groups, where involvement in the UK is already being viewed with concern.

Government signs new contract with Arriva for CrossCountry

By Tony Miles

THE Government has agreed a new contract with Arriva which will continue to operate CrossCountry services for another three years to October 2023.

There is an option to extend the agreement for an additional year at the Department for Transport's (DfT) request.

A new agreement was vital as the Direct Award contract expired at 2am on October 18, and the emergency contracts in place with the DfT through the Covid pandemic can only exist as a variation of a proper agreement.

The DfT has referred to ERMA (Emergency Recovery Management Agreement) contracts, but industry sources confirm the new CrossCountry deal has been branded an OCFA (Operating Contract Franchise Agreement).

However, the deal, remains in line with other agreements, with the Government taking the revenue and cost risk associated with the franchise, and paying Arriva a performance-linked fee to run services.

The DfT notes "this will incentivise the company to deliver improvements to operational performance, passenger experience and service quality".

It had been reported earlier in the year the DfT had been looking for a "two years plus two optional years" contract, but agreement for a basic three-year extension has been welcomed.

Under the new CrossCountry contract, there could be a possible service frequency increase on the Birmingham-Leicester-Stansted Airport route. 'Turbostar' No. 170398 approaches Nuneaton on May 12 with the 09.22 Birmingham New St-Cambridge service. CHRIS MILNER

'Longevity'

CrossCountry managing director Tom Joyner told *The RM*: "The good thing is the longevity, which CrossCountry really needs as it gives us a real chance to do some serious planning for the future."

The DfT announcement focuses on maintaining services, and there is no reference to any of the capacity challenges being faced by the franchise before Covid-19.

However, observers suggest both DfT and CrossCountry are aware Avanti will begin releasing its 20 five-car Class 221 'SuperVoyager' units in 2022, and discussions over their possible use to improve capacity will certainly take place.

Mr Joyner also confirmed the plan to acquire six Class 170 centre cars and two additional Class 43 power cars, to improve HST availability, will be delivered as announced last March.

CrossCountry believe it could provide additional services for short periods to support special events across the UK – even to destinations it currently does not serve, and first suggested before the pandemic.

As a result the TOC will recruit a new special events manager, who will lead work in this area.

As well as delivering its amended 'Covid' timetable, CrossCountry will aim to provide a more frequent service on the Stansted Airport to Birmingham route.

Struggle

The DfT is still keen to progress work to find ways to remove short-distance "commuting" from CrossCountry trains on journeys such as Wolverhampton to Birmingham, where long-distance passengers struggle to find seats at peak times.

There will be new apprenticeship opportunities and work placements in conjunction with The Prince's Trust.

Funding is available to invest in on-board customer upgrades and to provide disability awareness training for colleagues.

Mr Joyner added there will be an environmental focus at a high level internally, including trialling the use of electrical shore supplies when Class 170s are in depots for cleaning, rather than power coming from a diesel engine.

Work will take place with the owners of the 'Voyager' units to trial on-train batteries, which will provide traction power when sets enter and leave stations and while at platforms further improving air quality.

Popular railway architecture series returns to TV in 2021

UKTV has commissioned two further series of highly acclaimed The Architecture The Railways Built.

They will air on the Yesterday channel and are due for transmission in 2021.

Tim Dunn, series presenter, railway historian and architecture enthusiast, said: "I was bowled over by our audience's response to the first series and I am chuffed to bits that we're able to bring the knowledge and passions of so many experts, friends and our big railway family to the screen again. It's something delightful to look forward to in 2021."

A feature on the series appeared in *The RM's* May 2020 issue.

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5,000 summer trespass incidents reported

A DRAMATIC increase in the number of trespass incidents recorded between June and September this year have reached their highest levels for five years, with September 2020 showing a year-on-year increase of 17%.

Newly released figures from Network Rail and British Transport Police show there were 5,100 trespass incidents over the summer months, 1,239 alone in September.

The increase in incidents follows an easing of the coronavirus lockdown imposed in March, and while Network Rail has been running its You vs Train campaign in partnership with the BTP from summer 2018, primarily to focus on youth trespass, there is a growing trend towards more adult trespass.

In raising concern and awareness of such incidents, Network Rail has released photographs of trespassers, which include adults taking pictures of their children in the four foot, teenagers taking selfies, and even a bride and groom standing in the middle of a crossing for their wedding photography!

There's the additional concern of images showing trespass being widely distributed on social media – including Instagram and Snapchat – and as such are being considered acceptable practice.

Network Rail images of those committing trespass were taken using concealed cameras at known trespass hotspots, and in many locations with CCTV.

On the plus side, the past year has seen a 30% decline in the number of recorded trespass incidents involving young people at 51 high priority locations.

Allan Spence, of Network Rail, said: "These numbers show just how much work still needs to be done to educate people about rail safety.

"Our You vs Train campaign has been really successful getting the message to young people but adults still aren't taking heed.

"Wedding photos or selfies on the track are just plain stupidity."

A scene which simply beggars belief: A couple stand in the middle of the Esk Valley line at Sleights during the summer for their wedding photographs. It is a line used by both Northern and the North Yorkshire Moors Railway services, and was not closed to traffic at the time. NETWORK RAIL

Mortons strengthens rail title portfolio

MORTONS Media Group, owners of *The RM,* has added two new titles to its rail portfolio with the purchase of *Railways Illustrated* and *Steam Days* from Key Publishing.

These two titles join *Heritage Railway* and *Rail Express*, as well as the Nostalgia Collection and Gresley Book imprints, in the book division, creating a strong railway publishing business.

Ian Fisher, chairman of Mortons Media, said: "Each of the new titles brings something slightly different to our group, and we are very excited at the opportunities they will provide us."

Nameplate auction boost for Rail Aid charity

LEASING company Porterbrook is donating nameplates from a Class 90 and HST to be sold by auction on November 26 by Great Central Railwayana Auctions.

The auction will also include the sale of station signs, timetables dining car linen and crockery, but also include a number of 'money-can't-buy' items such as cab rides and behind the scenes visits.

The confirmed nameplates to be auctioned are:

43048	*T C B Miller*
43055	*The Sheffield Star 125 Years*
43068	*The Red Nose*
43082	*Railway Children*
47309	*European Rail Operator of the Year*
47595	*Confederation of British Industry*
60066	*John Logie Baird*
86607	*The Institution of Electrical Engineers*
86608	*St. John Ambulance*
86612	*Elizabeth Garrett Anderson*
90001	*Crown Point*
90002	*Eastern Daily Press 1870-2010 Serving Norfolk for 140 Years*
90003	*Raedwald of East Anglia*
90009	*Diamond Jubilee*
90010	*Bressingham Steam & Gardens*
90011	*Lets Go East of England*
90013	*Ipswich Evening Star*
90014	*Norfolk and Norwich Festival*
150227	*Sir Alf Ramsey*
150237	*Hereward the Wake*

Also up for auction is an 'East Anglian' headboard carried on the Liverpool Street to Norwich and Great Yarmouth express, which was operated by Stratford-based Class 47s from May 1980, as are worksplates from D2431, D1813, 47332, 47712, 57007, 90026 and 92026.

All proceeds from the sale will be donated to the Railway Children charity in support of Rail Aid.

This is a new initiative to help raise vital money for the life-saving work of the charity, and has been dubbed, 'the rail industry's answer to Children In Need'.

Rail Aid runs from November 23-27, and is being supported by many industry figures, including Network Rail chairman Sir Peter Hendy, HS2's CEO Mark Thurston, and TfL's new commissioner Andy Byford.

Rail Aid is inviting people to undertake all types of fundraising activity, and will culminate in a live broadcast on Friday, November 27.

Terina Keene, chief executive of Railway Children, said: "So many people have been hit hard by the effects of Covid-19.

"This means children, both in the UK and overseas, are even more vulnerable to finding themselves on the street and in need of our support.

"The railway family has played such a key role during a time of national emergency, and we really appreciate the support of Great Central Railwayana Auctions, Porterbrook and Easy Live Auction."

If readers have items to donate to the auction, contact: prizes@railaid.co.uk

■ Sir Peter Hendy will be hosting a rail quiz for Rail Aid on November 25 – details on the Rail Aid website.

New Trans Europe Express network would provide alternative to flying

By Keith Fender

THE German government, which currently holds the rotating European Union Presidency, recently proposed creating a new Trans Europe Express (TEE) network.

It has been dubbed 'TEE2.0' after the original system created in the late 1950s.

The German proposals have been developed over the last year, and suggest a new multi-national but standalone train operator should operate the new network.

It would buy in services from its owners, which are envisaged as the national rail operators in participating countries.

'TEE2.0' would be a successor to the original TEE network, established by SNCF, DB, SBB, NS, CFL and FS in 1954.

TEE services operated from 1957, using purpose-built trains offering fast and luxurious journeys. The operation ceased in the 1980s, and were partly replaced by lower and more variable quality 'Euro City' trains. The new TEE2.0 is seen as offering alternatives to short-haul flights.

Networks

The proposals suggest networks could be established in the short term, largely by combining current services, for example Amsterdam to Paris and Paris to Barcelona, to offer a through service from the Netherlands to Spain. Other short-term possibilities are: Brussels-Berlin-Warsaw, Rome-Zürich-Frankfurt-Amsterdam, and Barcelona-Lyon-Frankfurt-Berlin.

A wider network of TEE2.0 connections is envisaged in the future, made possible by new infrastructure currently under construction. This might include the Brenner Base Tunnel (Austria-Italy), Fehmarn Link (Denmark-Germany), and a new high-speed line in Germany (Ulm-Stuttgart Hbf).

Also possible are daytime services from Stockholm and Copenhagen to both Paris and Munich, plus Rome to Berlin and Paris to Budapest.

Creation of a new overnight train network would offer high-quality sleeper/couchette trains on multiple lengthy routes, such as Paris to Warsaw, Berlin to Rome or Frankfurt to Barcelona in the short term (unlikely before 2025).

Longer term, this could mean the Fehmarnbelt tunnel, between Denmark and Germany in 2028, and Stockholm to Paris/Amsterdam and Stockholm to Vienna is also proposed, once completed.

Several new international overnight services are due to begin operating from December by expanding the Austrian Railways- (ÖBB) operated 'Nightjet' network to include daily trains to Amsterdam from Vienna, partly funded by the Dutch government.

Swedish open-access operator Snälltåget, owned by French company Transdev, plans to offer commercial Stockholm to Berlin services.

The TEE2.0 services will be initially operated using high-speed trains from national operators' fleets such as these DB 'Velaro ICE3' Class 407 trains, seen next to a TGV at Paris Est on August 7, 2019. KEITH FENDER

£11million lifeline in grants for heritage lines and museums

MORE than 30 heritage railways and museums have been given a financial lifeline with grants totalling more than £11million from the Government's £1.57 billion Culture Recovery Fund.

More than 440 organisations in all areas of culture have benefited from the fund, which is designed to secure the future of Britain's museums, galleries, theatres, independent cinemas, heritage sites and music venues with the provision of emergency grants and loans.

The coronavirus pandemic has hit heritage and tourist railways very hard as passenger numbers have nosedived following social distancing measures and localised restrictions.

At a number of railways, paid staff have been furloughed or made redundant in a bid to keep organisations afloat financially.

The loss of income during the spring and summer has also led to major re-evaluations of key projects which would have been funded from summer income and were planned to take place over the winter.

Every railway has also faced the additional costs of introducing safety measures to reduce the risk of virus transmission, such as extra hand sanitisers, additional cleaning measures, Perspex screens and measures to help segregate visitors.

Social distancing rules have also restricted the number of visitors.

'Lifeline'

"These grants throw a crucial lifeline to many of our heritage railways and tramways," said HRA chief executive Steve Oates.

"While some have been able to reopen over the past three months, others have had to remain closed.

As furloughing ends and what's left of the 2020 tourist season winds down, all are facing a very uncertain winter.

"The funding injections announced today will give recipients essential cash to help retain staff and maintain key skills.

"Cash will also be directed at maintaining rolling stock and infrastructure during the closed winter season to ensure they emerge fit and ready for the 2021 season."

Towards the end of October came news of a surprising U-turn by the National Heritage Lottery Fund (NHLF), after it reversed its decision not to award the Great Central Railway (GCR) £250,000 from its Heritage Emergency Fund.

As reported in the last issue of *The RM*, the GCR's bid for the resilience funding was turned down by the NHLF in August, because the railway's application included funding to cover capital works that were outside the remit of the emergency fund.

However, on October 22, the GCR announced the NHLF had reconsidered the bid and awarded the railway the full £250,000.

GCR managing director Michael Gough called the decision a "huge relief", adding the railway was very grateful for the National Lottery Heritage Fund help.

The Keighley & Worth Valley Railway has been awarded a £231,600 grant to help it through the Covid-19 pandemic, one of more than 30 railways helped with grants. Ex-LMS '4F' 0-6-0 No. 43924 runs alongside Bridgehouse Beck, between Haworth and Oxenhope, with a mixed train during a photographic charter on October 12.
DAVID CABLE

LIST OF GRANTS

Name of Organisation	Recommended Grant Award
Aln Valley Railway Trust	£21,300
Bluebell Railway plc	£727,200
Bodmin & Wenford plc	£260,000
Cambrian Heritage Railways Ltd	£20,000
Colne Valley Railway Preservation Ltd	£20,000
Didcot Railway	£185,000
Dinmore Manor Locomotive Ltd	£26,100
Epping Ongar Railway Holdings Ltd	£98,000
Gloucestershire Warwickshire Steam Railway plc	£318,000
Great Central Railway	£250,000
Great Northern & East Lincolnshire Railway Ltd T/A Lincolnshire Wolds Railway	£25,000
Helston Railway Preservation Company Ltd	£76,100
Hollycombe Working Steam Museum Ltd	£895,000
Keighley & Worth Valley Railway Preservation Society	£231,600
London Transport Museum	£1,750,000
Lynton and Barnstaple Railway Community Interest Company	£79,300
Mid-Hants Railway Ltd/Mid-Hants Railway Preservation Society Ltd (MHRPS)	£600,000
Middleton Railway Trust	£79,900
Modern Electric Tramways Ltd (Seaton Tramway)	£435,100
North Norfolk Railway plc	£360,000
Northampton Steam Railway Ltd	£46,000
Plym Valley Railway Company Ltd	£27,900
Ribble Steam Railway Ltd	£207,200
Romney, Hythe and Dymchurch Railway	£470,000
Rushden Historical Transport Society	£31,900
Severn Valley Railway (Holdings) plc	£906,000
Sittingbourne and Kemsley Light Railway Limited	£26,500
South Devon Railway Trust	£332,300
South Tynedale Railway Preservation Society	£84,300
Swanage Railway Company	£223,200
Tanfield Railway Company Limited	£245,500
The A1 Steam Locomotive Trust	£153,000
The Kent and East Sussex Railway Company Limited	£301,500
The Mid Norfolk Railway Preservation Trust	£190,500
The Whitwell & Reepham Railway Preservation Society Ltd	£49,000
Vintage Trains Charitable Trust	£194,800
Waltham Abbey Royal Gunpowder Mills Company Ltd	£104,600
Wealden Railway Company Limited (Spa Valley Railway)	£153,900
Wensleydale Railway plc	£90,000
West Somerset Railway plc	£865,000
WyvernRail plc (Ecclesbourne Valley)	£85,000
Total	**£11,245,700**

Welsh heritage lines hit by new virus lockdowns

A 17-day national coronavirus lockdown in Wales from October 23 to November 9 has led to all of the country's tourist railways having to close.

Travel is confined to essential journeys only following a 'stay at home' message being announced by Wales First Minister Mark Drakeford as part of a 'circuit breaker' to stem the number of cases.

Prior to the national lockdown, 17 areas of north and South Wales were affected by a local lockdown, with people unable to travel outside of their area, along with restrictions on indoor meetings and gatherings.

Hardship

This move has impacted all heritage railways in Wales, forcing them to close for a second time and just when many had been preparing for half-term and Halloween operations.

The loss of income will cause further hardship on top of that endured earlier in the year.

The Bala Lake Railway had a 'final fling' for 2020 on October 22 before the enforced closure and will reopen next year, while the Welshpool & Llanfair cancelled seven days of planned services from October 24 to November 1.

The management of the Snowdon Mountain Railway decided to bring the season to a close early and will not reopen until March 2021.

The commercial side of the Ff&WHR will be closed until November 9 at the earliest, with the exception of the online shop, with the situation kept under review.

Provided there is no lockdown extension, the Talyllyn Railway said it was 'positively planning' to reopen on November 9 with steam trains.

Milan Metro cars in Newton Aycliffe

By Keith Fender

HITACHI has been undertaking final assembly work in Newton Aycliffe for a batch of driverless trains for a new metro line in Milan.

Vehicles have been arriving at Newton Aycliffe by road from Italy for some months, with several trains handled during October.

The Aycliffe site has completed delivery of 'Azuma' IEP trains to LNER, and currently has less work than in previous years.

The 47 four-car driverless automatic EMUs were ordered to operate the new 15km-long Line M4 of the Milan Metro, which will open in stages between 2021 and 2023, connecting Linate Airport to the city's metro system.

Disrupted

Hitachi Rail Italy has built the trains at Reggio Calabria, in southern Italy, although production was disrupted from March because of the coronavirus lockdown, which closed most Italian factories.

The first of the 47 trains was delivered in July 2019.

Each 50-metre long train can carry 600 passengers at up to 80kph.

They are powered using third-rail conductor rail.

Right: Milan Metro train, numbered T35, being shunted at Newton Aycliffe on October 6.
JAMES GARTHWAITE

SIDELINES

Caledonian Sleeper appoints new MD

SERCO has appointed Kathryn Darbandi managing director of its Anglo-Scottish Caledonian Sleeper operation.

She replaces Ryan Flaherty, and will take up her post in January.

Ms Darbandi is currently executive consultant (transformation and strategy) at Travel Leaders Group, and previously worked for Tui and Thomas Cook.

Innotrans exhibition cancelled until 2022

ORGANISERS of the biennial Innotrans international railway exhibition have postponed the April 2021 event until September 22-25, 2022, because of uncertainty over the pandemic.

The Berlin-based show attracts more than 100,000 visitors.

EMR changes timetable as more staff fall sick

EAST Midlands Railway introduced an amended timetable on its regional services from October 26 following a steep rise in Covid-related absences.

The operator aims to provide at least 90% of its pre-Covid timetabled services.

A total of 37 services will be affected.

Truck driver fined for bridge bash

A LORRY driver who attempted to drive under a height-restricted 14ft bridge in Inverness on October 7 last year has been fined £630 and given seven penalty points.

Ionut Stanila, 34, from Immingham, admitted a charge of careless driving at Inverness Sheriff Court.

West Somerset trust chairman quits

CHRIS Austin, chairman of West Somerset Steam Railway Trust (WSSRT), has resigned after 10 years in the role, following an on-going disagreement surrounding the railway's supporting organisations.

Mr Austin announced his resignation on October 23, and the following day a second WSSRT trustee, David Baker, also stepped down.

A group of prospective trustees is seeking election to the WSSRT, and is proposing a merger between the trust and the West Somerset Railway Association (WSRA) to become a new controlling charity.

However, both the WSSRT and WSRA are against the merger, and instead support recommendations made in a recent independent report that an all new charity be formed for this purpose.

TfL support extended

TRANSPORT for London's emergency funding package of £1.095billion and a loan of £505million has been extended by the Government until October 31 while negotiations on a new package takes place.

Higher passenger numbers mean the predicted shortfall was not as high, allowing the extension.

'Polar Express' services cancelled because of Covid-19 restrictions

HERITAGE railways planning to run festive 'Polar Express' services this Christmas have had to inform customers the trains will not go ahead after organisers and licence holders, PNP Events, pulled the plug as a result of the continuing challenges of Covid-19 restrictions.

The 'Polar Express' experiences are based on the popular Christmas computer-animated film, and have become increasingly popular on preserved lines in recent years, the event being staged on the main line by Vintage Trains.

The on-going effects of the coronavirus pandemic have already seen the number of railways hosting the 'Polar Express' this year fall to just two, but both the South Devon Railway and Wensleydale Railway were going ahead with the operation until PNP Events announced the cancellation on October 22.

The South Devon line was running the event for the first time, and more than 16,800 people had booked to travel on the 85 scheduled trains over 17 days in late November and through December.

The railway said PNP Events' decision to cancel is wholly supported by the SDR board, but it still came as a major blow as the railway has not operated any trains since March 17.

The Wensleydale Railway (WR)had arranged to hire one of the Churnet Valley Railway's 'S160' 2-8-0s for its own 'Polar Expresses' to re-create the feel of the film.

A WR spokesperson said: "As a result of consultation with local authorities following the introduction of the new three-tier system, it has become very clear a large number of our guests will be unable to travel with us due to households being unable to socialise together, or only being able to undertake essential travel."

Refunds were being issued as this issue went to press.

'Duke' boiler back in at Tyseley

THE highly anticipated return to main line action of unique BR '8P' No. 71000 *Duke of Gloucester* next year was expected to move a step closer in late October with refitting of the boiler at Tyseley Locomotive Works.

The boiler and rebuilt ashpan were due to be returned to the frames as this issue went to press, marking another milestone on the Pacific's overhaul and keeping the project on target for a return to operation in the second half of 2021.

Sections for the crank axle's stub axles and crank pin have been forged in South Africa, and were being machined at the time of writing.

The completed parts are expected to be delivered to South Devon Railway Engineering, where the 'Duke's' wheelset will be reassembled by the middle of November.

The other two axles, along with their wheels, have been prepared ready for reassembly when the crank axle arrives.

The painting of No. 71000 *Duke of Gloucester,* which is being auctioned off to raise funds to complete the locomotive's overhaul. MIKE HILL/BR CLASS 8 STEAM LOCOMOTIVE TRUST

To help raise funds to complete the overhaul, the BR Class 8 Steam Locomotive Trust is auctioning off a unique painting of No. 71000 by member Mike Hill.

The painting features *Duke of Gloucester* racing along at 80mph on the Great Western Main Line during 1955 when it went to Swindon for tests on its rolling road. The loco is portrayed with a protective 'shed' on the front, with a 21-coach load weighing 564 tons on the drawbar.

The auction runs until December 11 and bids can be made at www.theduke.uk.com

A limited number of high-quality prints are available at £60 each.

First resident steam for Mountsorrel Centre

LEICESTERSHIRE'S Mountsorrel & Rothley Community Heritage Centre (MRCHC) will soon be able to add live steam shunting demonstrations to its growing list of attractions following the purchase of its own resident steam locomotive.

Andrew Barclay 0-4-0ST *Colin McAndrew* (1223/1911) has been bought for the centre from Keith Sargeant, and made the transfer by road from its long-time Chasewater Railway to Nunckley Hill on October 27.

It brings to an end more than half a century's association with the Chasewater line, which goes right back to 1968.

The Barclay was delivered new to contractor Colin McAndrew & Co and found employment building accommodation at Redford Military Barracks in Edinburgh.

In 1915 it was sold to Tharsis Sulphur & Copper Works at Hebburn-on-Tyne, but was sold again in 1939 to N Greening (Wireworks) in Warrington.

Here it remained until being bought for preservation in 1966, initially at a site in Hixon, Staffordshire, until moving to the fledgling Chasewater line two years later. It has been a regular and popular performer ever since.

The loco recently underwent a 10-yearly overhaul at Locomotive Maintenance Services in Loughborough, returning to Chasewater in August.

The MRCHC has been looking to add live steam to its visitor offering for some time. Its sidings at Nunckley Hill are operated independently from the Mountsorrel branch, which falls under the control of the Great Central Railway.

The Barclay will largely remain confined to the yard, providing shunting demonstrations and driver experience sessions.

Andrew Barclay 0-4-0ST *Colin McAndrew* leads visiting *Rosyth No. 1* into the platform at Chasewater Heaths station at the Chasewater Railway on September 3, 2016. The loco is moving to a new home at the Mountsorrel Railway. GARY BOYD-HOPE

HS2 consults on revised Phase 2b plans in NW England

By Ben Jones

HIGH Speed 2 Ltd has revealed a number of refinements to its proposals for Phase 2b of the £88billion railway in north-west England.

However, the absence of any mention of the eastern leg from Birmingham to Leeds via the East Midlands has intensified fears the Government plans to shelve this section.

The latest round of public consultation on the planned route of HS2 in north-west England opened on October 7, focusing on four new or modified elements of the Crewe to Manchester (and Scotland) railway, and how it will integrate with the Northern Powerhouse Rail (NPR) network.

By making provision for NPR in the HS2 Phase 2b Hybrid Bill, the Government hopes to increase efficiencies and reduce costs on both HS2 and the £39bn NPR scheme.

The revised plans include a full high-speed connection for Liverpool, making use of NPR's proposed new line between Hoo Green and Merseyside by building a junction where the two lines will meet.

Link

This would allow Liverpool trains to remain on dedicated high-speed infrastructure throughout, rather than switching to the network north of Crewe.

In addition, a new Crewe Northern Connection will provide a grade-separated link between HS2 and the West Coast Main Line (WCML) north of the Cheshire town.

The connection would enable up to seven high-speed trains per hour per direction to serve the redeveloped station, which will become a new Crewe Hub.

The revised plan also increases HS provision at Manchester Piccadilly from four to six platforms to cater for NPR traffic but will remain a dead end alongside the current site, rather than the underground, as hoped for by many NPR supporters.

Changes are proposed to the horizontal alignment of the approach to Piccadilly to reduce its impact on Siemens' Ardwick train maintenance depot, and improvements to roads to avoid disruption during HS2 works.

Manchester Airport's planned high-speed station will double in size from two platforms to four to accommodate NPR east-west services, and potentially gain a dedicated Metrolink stop.

New to the scheme is a proposed train stabling facility at Annandale, near Gretna, north of Carlisle, designed to service the 'classic compatible' high-speed trains that will run via HS2 to Cumbria and Scotland.

Committed

Ahead of the publication of the Integrated Rail Plan next month, a cross-party group of MPs, councillors and business leaders from regions along the eastern leg have written to Prime Minister Boris Johnson calling for the full delivery of all parts of HS2 Phase 2b.

The Government committed in February this year to building the 'Y'-shaped network in full, but development of the Birmingham to Leeds route has been paused for further investigation.

Fundraising star Sir Tom launches veterans' railcard

CAPTAIN Sir Tom Moore is the recipient of the first veterans' railcard to be issued.

The 100-year-old former Second World War serviceman gained national and worldwide fame earlier this year after walking around his garden during the coronavirus lockdown and raising £32million for the NHS.

The centenarian was presented with his railcard by Transport Secretary Grant Shapps at his Bedfordshire home.

The card will be available to 830,000 veterans who may not be eligible for other types of railcards.

The card is on introductory offer at £21 until March 31, or £61 for a three-year card (£70 from April 1, 2021).

The holder can nominate a companion to get one-third off when travelling with them, plus up to four children travelling at the same time get 60% off.

To qualify, applicants have to have served for at least one day or more in HM Armed Forces, Regular or Reserve. Merchant Mariners who have seen duty on legally defined military operations are also eligible.

The card is open to servicemen living overseas but only plastic Railcards will be delivered to UK addresses.

First Midland Main Line electric runs as Corby route goes live

By Ben Jones

OCTOBER 20 saw the first electric train operate under its own power on the Midland Main Line (MML) north of Bedford.

The Rail Operations Group/ Data Acquisitions & Testing Services (DATS) 'Frankentrain' ran overnight from Kettering to Bedford, with two former LNER Class 91s taking power from the 25kV AC wires.

The operation was part of overhead line equipment (OLE) testing for the introduction of Class 360/1 EMUs on the London to Corby route.

Mechanical testing at up to 110mph with the test train started earlier in October.

It was formed of ex-East Midlands Trains HST power cars Nos. 43054/066 sandwiching Nos. 91122 and 91128, Mk3b DVT No. 82115 and a mixed set of Mk3 coaches.

However, dynamic testing with both '91s' taking power from the OLE began on October 20.

The 6,300hp Class 91s are being employed to replicate the high power draw expected when pairs of Hitachi Class 810 bi-mode trains are introduced on MML inter-city services from 2022.

A third electric locomotive – a Class 90 hired from DB Cargo – will be added to the train in due course to simulate the three-pantograph operation required when the 12-car Class 360 formations are introduced.

Electric services to Corby have been pushed back to May 2021 after delays to complete electrification work stemming from the Covid-19 pandemic.

The unusual DATS formation, with traction and crews provided by ROG, allows the train to work to and from its base in Nottingham on diesel power.

The DATS test train at Bedford on September 30 prior to a test trip to Corby to monitor pantograph behaviour, with power car No. 43054, DVT 82136, Class 90 No. 90035, DVT 82115 and HST No. 43076. The varied formation has led to the set being nicknamed 'Frankentrain'. JACK PALLISTER

The two '91s' and the '90' have specially instrumented pantograph heads, similar to those that will be fitted to the Class 810s, allowing engineers on board the train to test the performance of the new OLE and the pantographs.

DfT rejects Doncaster airport plan

A £300MILLION scheme to build a loop line and station serving Doncaster Sheffield Airport in South Yorkshire has been rejected by the Department for Transport (DfT).

Despite support from airport owner Peel Holdings and regional politicians, and claims it could create up to 72,000 new jobs, the DfT did not believe the scheme offered value for money.

It is believed the DfT's concerns centred around the estimated passenger growth figures for the airport.

The proposal envisaged a 4½-mile loop diverging from the East Coast Main Line, south of Doncaster, and running under the airport – formerly RAF Finningley – to a junction with the Doncaster to Gainborough line, providing fast links to the airport from South and West Yorkshire.

GB Railfreight kaolin contract extended by LINEAS

BELGIAN freight operator LINEAS has renewed its deal with GB Railfreight for the haulage of imported kaolin from Calais to the UPM Caledonian Paper mill at Irvine in Ayrshire.

GBRf provides a 'hook-and-haul' service to the former freight division of Belgian National Railways, which is now privately owned.

Each train is formed of 20 ICA bogie tank wagons, carrying up to 1,200 tonnes of product for the paper industry. Two to three trains per month are handed over by LINEAS at Calais, normally on a Tuesday night, and hauled via the Channel Tunnel and West Coast Main Line to Ayrshire, arriving the following evening. Empty wagons for Antwerp are returned to Dollands Moor by Friday evening.

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More TOCs to offer passengers Know Your Train information

A FURTHER enhancement to the information being provided for users of website Real Time Trains has taken place in October.

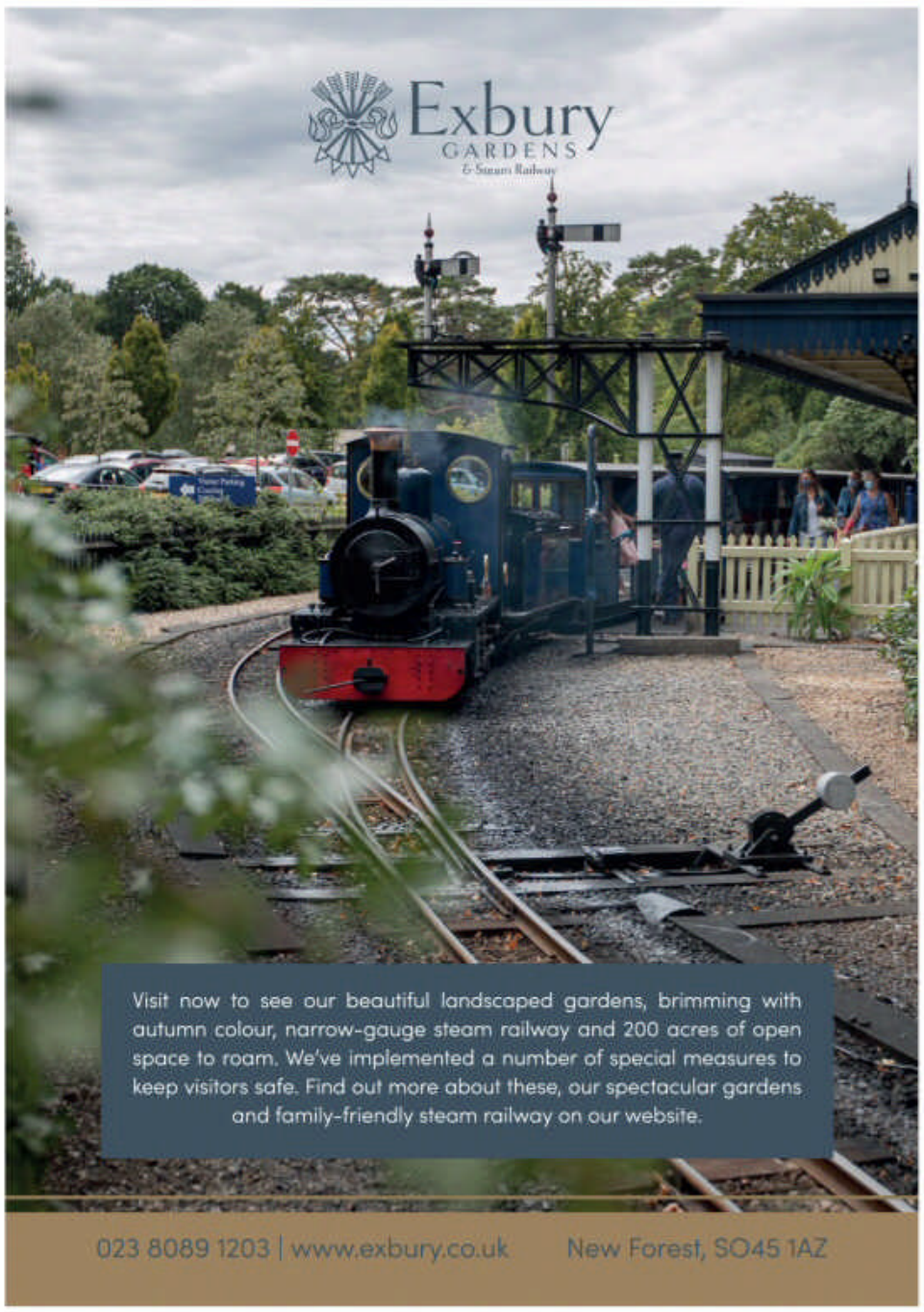
Two more companies have joined the Know Your Train'facility, where the loco or unit number is provided on the web page.

The latest additions are Northern and CrossCountry, taking the number of services covered by Know Your Train to 30,000 per week.

Know Your Train has pictorial diagrams and facilities information at the top of service pages, together with the number of coaches, along with actual locomotive and unit numbers.

In addition, allocations of Class 91s on LNER services have become available, as have ScotRail HST formations, including power car numbers, and also the Highland Caledonian Sleeper.

Issues with the Lowland portion workings from Carstairs are in the process of being resolved.



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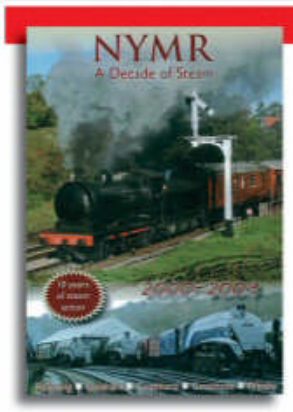

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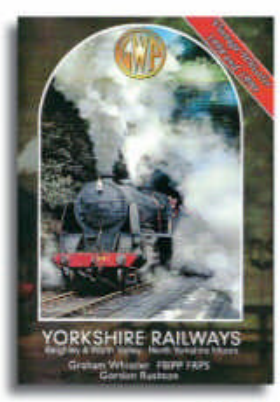

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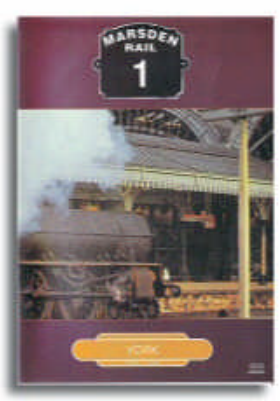

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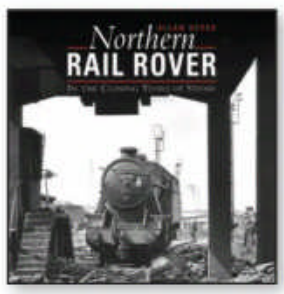

Allan Heyes

This book records in stunning photos, the reality of the last years of steam ranging from north Wales to Scotland. There is no glitz, no glamour, just a realistic and memorable record of the actuality of what the network was like in those final years, focusing on the infrastructure and the environment of the railway as well as the locomotives and the trains.

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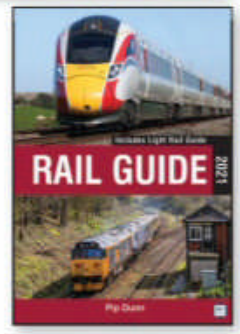

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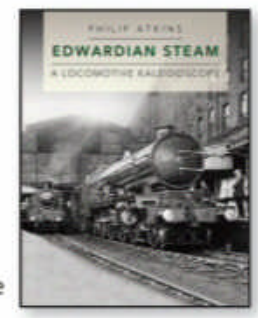

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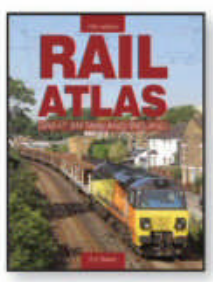

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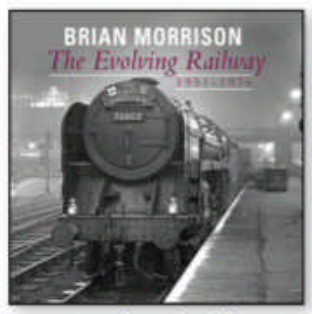

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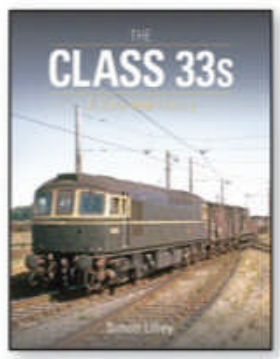

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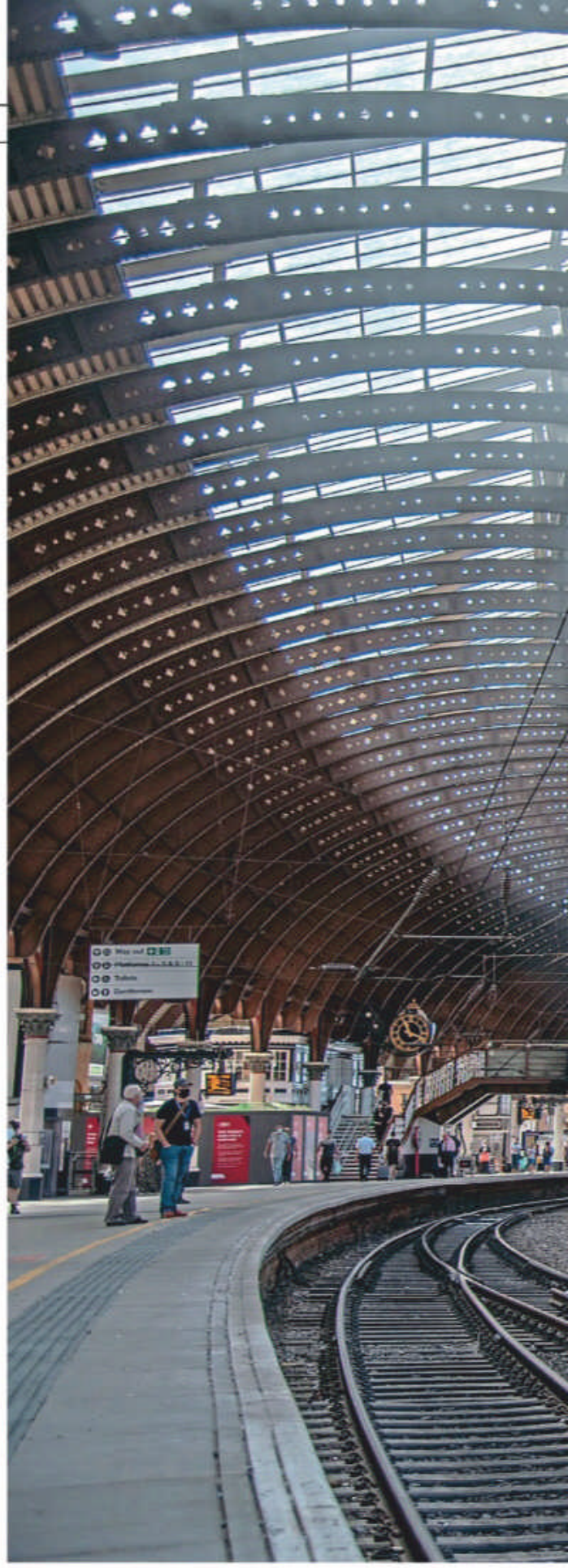
Left: An early hours blitz on York on April 29, 1942, caused substantial damage to York station as this view by the south-facing bays towards the city walls shows.

Right: York is visited each year by many steam charter trains, and is the start and end point for the 'Scarborough Spa Express', seen here on a socially distanced train on August 20 hauled by LMS 'Jubilee' 4-6-0 No. 45699 *Galatea*, running as 45562 *Alberta*.
BRADLEY LANGTON



This is York

When it opened in 1877, York station was described as the largest in the world. It remains one of the grandest and busiest stations in the country. Graeme Pickering charts its history.

IT exudes all the style and detail one would associate with a large Victorian station, but while some of its contemporaries were designed to dominate their surroundings and show-off the railway's presence, York is in contrast rather understated.

Standing in the shadow of the most complete medieval city walls in England, the grandeur of the station and the adjoining hotel complement rather than compete with their environment. The renowned railway author Ken Hoole wrote: "The 1877 station faces the exterior of the walls and in spring the ramparts are covered with daffodils which must, over the years, have gladdened the heart of many passengers."

The York & North Midland Railway opened a temporary station just outside the city walls at Queen Street in May 1839. A permanent station, for which costs were shared with the Great North of England Railway, opened at the same time as the latter company's line to Darlington in 1841. Four years later, the general growth in traffic, combined with the opening of the Scarborough branch, prompted its enlargement, but the site, within the city walls, was too constrained to allow further expansion.

As a terminal station, railway operations were also hampered by the need for trains to and from the north and Scarborough to reverse.

An Act granting permission for a new station was obtained in 1866, but it would be another five years before serious planning work began. Lines from the south would be diverted directly into the new station. At the northern end, a connection would be made with the Scarborough line, close to where it crossed the River Ouse, and a large loop created to swing the main line east of its original alignment to reach the platforms.

North Eastern Railway engineer-in-chief Thomas Harrison conceived the basic design, working in collaboration with Thomas Prosser, who created the drawings and detail. Prosser was the company's architect at the time, but there were three subsequent holders of the post before the station was completed. Prosser retired due to ill health in May 1874.

His successor Benjamin Burleigh's sudden death just under two years later led to William Peachey taking over the role. Peachey resigned at the beginning of 1877, and it was William Bell who was in post when the station was opened on June 25, 1877. Bell saw the station hotel, which opened almost a year later, through to completion, although he, Burleigh and Peachey are thought to have made only fairly modest amendments to its original design.

Built of yellow Scarborough brick, the station itself was described by newspapers at the time as the largest in the world. Its curving train shed is widely regarded as one of the most impressive examples of 19th century railway architecture.

Decorative detail

Drawing on Brunel's design of Paddington station and said to have been influenced by John Dobson's Newcastle Central, the main span of the roof is 81 feet with flanking ones of 55 feet and a further 43 feet span over the bay platforms at the eastern side, split into two parts to accommodate the station buildings.

While the wrought-iron arches of the roof have some similarities with those at Paddington, York's supporting arcades are much more substantial. Although sturdy, the cast iron columns form part of an internal structure which isn't lacking in decorative detail. Topped with Corinthian capitals, they support arches of wrought iron plate with spandrels. Within these are cast panels of the NER's coat of arms.

Originally, the roof was clad with timber planking and slates. At the top, skylights were

made up of a series of ridge and furrow bays aligned at right angles to the axis of the train shed. Three bands of arched windows, all running in a curve and separated by thin bars, formed each of the end screens of the roof.

A portico, to provide shelter for passengers getting into or alighting from horse-drawn cabs, was positioned at the station's main entrance. Beyond this was the booking hall and there were also smaller entrances at the north and south ends of the station front.

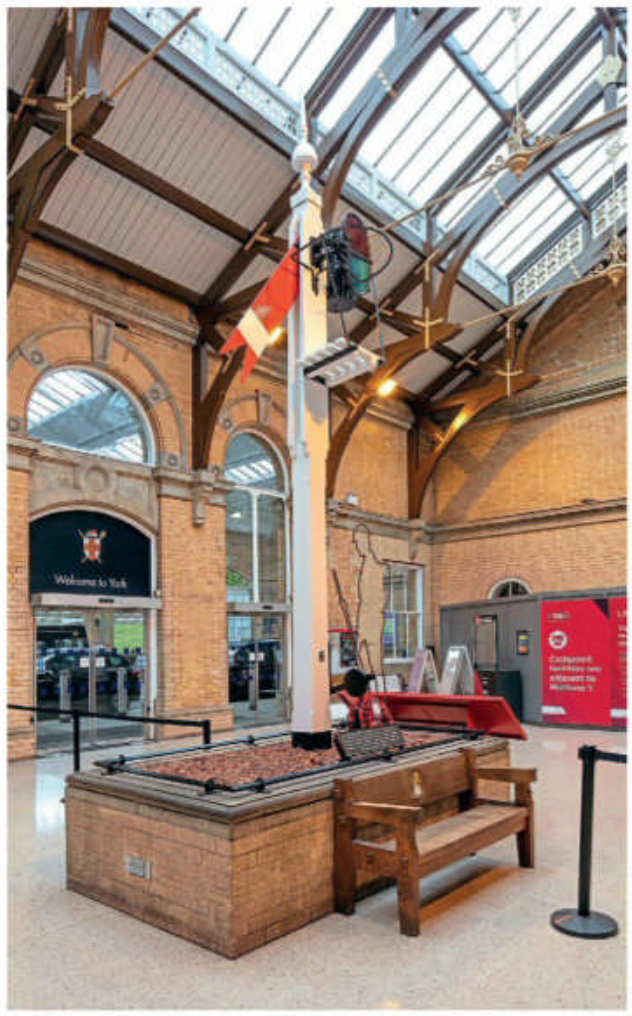
A tearoom was added to the northern entrance in 1906, along with a ridge and furrow roof designed by William Bell. Above the canopy is the sole-surviving original end screen of the main station roof. The others were modified by British Rail in the early 1970s and the glazing was replaced with a simpler design, the immediately obvious difference being the lack of the arches at the top of the windows.

Also at this entrance is an octagon-shaped vestibule, leading to the Royal Station Hotel (now the Principal York). Bell added an extension to the hotel, known as the Klondyke Wing, which was completed in 1898, the purpose of which was to provide more function rooms. Some were used by the NER's directors, the city being the location of the company's

The former signalbox on what is now platform 3 at York remains a distinctive feature of the station today, albeit serving a very different purpose. The lower level is a branch of W H Smith, while coffee shop chain Costa occupies the upper floor. As can be seen from the picture, appropriate social distancing measures have also been put in place. LNER

Distances on several rail routes were measured from this post. Neil Mackay of the North Eastern Railway Association and LNER station delivery manager Jon Healy are pictured following its recent restoration. LNER

During the spring a goose made its home and laid four eggs in the flower bed next to the signal post after the noise levels of the station were reduced during the pandemic. LNER station staff provided food and water and placed fencing around the flower bed for added protection. JAMES GARTHWAITE



The station foyer at York, complete with a North Eastern Railway distant signal, which has been returned to its original condition. The former 'Up distant' for Haxby station level crossing on the Scarborough line was one of the last of its kind in use on a passenger route, and was taken out of service in September 1984. It was restored and re-erected in front of the travel centre (since relocated), which opened in November that year. From the 1920s onwards, distant signals were normally painted yellow with a black chevron, but the NER used the colour shown. LNER

headquarters. Detail included panelled interiors of a Jacobean revival style, while designs in Burmantofts faience (a style of decorative glazed tiles), supplied by the Leeds Fireclay Company, were created for a basement room which used to house the Tiles Bar.

At first the station consisted of a concourse leading onto a main platform for through traffic, with bays at either end and an island platform (linked to the rest of the station by two subways) for special trains and excursion use. Even when it opened, it was evident it would be more heavily used than anticipated at the design stage. Work soon took place to extend the island platform to meet the rear wall of the train shed, where additional toilets and waiting rooms were built.

Lengthening of the main platform (now platform 3) at each end took place in 1890 and canopies were added. In 1909, the lines at the south end of the station were realigned and re-signalled allowing further platform lengthening. The canopies used were in the same style as those commissioned previously.

In the meantime, the footbridge had been added, along with a wooden platform on the outside of the rear train shed wall to accommodate traffic for the 1900 Royal Agricultural Show. The temporary platform survived until the 1930s, at which point it was replaced by a permanent structure (now platform 9) with buildings which extended above canopy level to house a signalbox.

To the west, a new island was created, bringing the total number of platforms to 16. Although this pair of platforms (now 10 and 11) first saw use in 1938, the war delayed completion of resignalling and commissioning of the new signal box until 1951.

Additional platform

This made the signalbox on the present day platform 3 (which adjoins the landing of the station footbridge) redundant. With its platform level now used by W H Smith and upper floor housing a branch of coffee shop chain Costa, this is the sole survivor of four manual 'boxes' once responsible for the working of the station, all superseded by the electric one.

Waterworks at the north end and Locomotive Yard at the south were both in situ from 1877, but another was opened at Leeman Road at the same time as the additional platform was added to the station in 1900.

On an ornate bracket immediately above the old manual signalbox is a large clock which (like that outside on the portico) is very characteristic of the NER. Restored with blue dials, gold numerals and finial, this is a particularly fine example. It has a smaller third white dial on the outer edge, which faces passengers as they head across the footbridge to the concourse, along with the City of York's Coat of Arms.

Today, we tend to take passenger information for granted. In addition to digital screens on platforms, like most major stations, York has two clusters of displays giving train departures and arrivals information (on the main concourse and at the buffer stops on platforms 6 and 7) as well as announcements made on the public address system. In a trial to evaluate their effectiveness, loudspeakers were first used in August 1927.

Three speakers were initially installed. One was placed close to the entrance to the platforms from the booking hall, while the other two were fixed to the footbridge, facing opposite directions. Two more were planned for the

"Built of yellow Scarborough brick, the station itself was described by newspapers at the time as the largest in the world. Its curving train shed is widely regarded as one of the most impressive examples of 19th century railway architecture."

An LNER 'Azuma' set departs platform 9 at York, heading north. LNER

western side of the station once the most suitable locations had been established.

An article at the time by the *Yorkshire Post's* railway correspondent made much of the use of a special microphone to broadcast the messages. It was located in the central signalbox, which was operated by four or five staff at a time, and designed to exclude background noise, enabling "very clear and distinctly audible" announcements without picking up the clanking of signal levers, which the unnamed correspondent remarked would probably "produce the effect of Gatling guns firing"!

Wartime canteen

Thousands of servicemen passed through York station during the course of the First World War. Although limited arrangements were already in place, by November 1915 it was decided more needed to be done to ensure troops could get food and hot drinks regardless of what time of day or night they arrived.

A group of York women, including members of the local branch of the British Women's Temperance Association, established a canteen for soldiers and sailors. It was based in a long saloon car and luggage van, which were donated by the NER, and joined together at the bay end of what was then platform 3 (now platform 1). The saloon car was equipped with a gas oven, hot plate, hot and cold running water, a scullery and storage space. It was staffed entirely by volunteers and operated around the clock, seven days a week. By the time it closed on May 23, 1919, it was estimated to have served more than four million meals, and the *Yorkshire Post* remarked that the tireless work of the ladies had prompted letters of appreciation from soldiers and sailors all over the world.

In the early hours of April 29, 1942, a sustained attack was launched on York by the Luftwaffe. More than 90 people were killed and many more injured after incendiary and high-explosive bombs were dropped. Passengers from the 10.15pm King's Cross-Newcastle service (which arrived at York at 2.53am) were warned to take cover.

A letter from Charles Jenkin-Jones, who at the time was London & North Eastern Railway Divisional General Manager at York, states: "A large number of passengers left the train and took cover, but others preferred to remain in it."

Some of those who stayed on the train were injured shortly afterwards when the coal yard to the west of the station was hit by a high-explosive bomb. Just under half an hour later, as incendiary bombs were raining down, the eastern side of the station sustained a direct high-explosive hit. Railway police constable Robert Smith and station foreman William Milner were killed. PC Smith was on duty in the station's police office. Mr Milner had entered a burning building to retrieve additional first aid supplies in order to treat injured passengers.

He was still holding the first aid box when his body was found in the rubble, and was posthumously awarded the King's commendation for gallantry. A plaque in his memory is displayed on the station concourse.

There were further injuries to passengers as a result of the direct hit, and several fires were caused by the incendiary bombs. A strong north-westerly wind fanning the flames, along with bomb-damaged water mains, made it more difficult for those responding to the situation. Mr Jenkin-Jones recalled that "the whole of the southern half of the main roof burned fiercely".

Fighting flames

The six coaches in the middle of the train had also caught fire and it was divided, with the front and rear sections being moved to a safe position. A parcels train was also moved to allow another hose to be connected for fighting the flames.

"In addition to the station staff, there were many willing helpers both with fire-fighting and first aid, and a special word of praise is due to many sailors, soldiers and airmen, who were in the station, as well as to the company's female staff," added Mr Jenkin-Jones.

Amazingly, the station reopened later that day. The southern entrance was destroyed, along with around half of the original roof cladding. The replacement buildings and roofing were of a much simpler style. Upon careful inspection it is ▶

Above: An artist's impression of the new First Class lounge for York station, which is due to be completed early next year. The station is currently the largest of LNER's stations without one. LNER

Left: The new travel centre at York was opened in September. Work focused on restoring features such as the ceiling, coving and architraves. In the back office, a sash window was restored to its original state, having been bricked-up many years ago. The new travel centre is more centrally placed on the concourse than the previous one, which had opened in 1984, and is now being used to provide improved toilet and retail facilities. LNER

still possible to make out where one of the roof columns was destroyed because the replacement doesn't match the originals. The rest of the original roof cladding was replaced during the BR era. Repairs to some of the station's wartime damage were only completed as part of a restoration project in 1984.

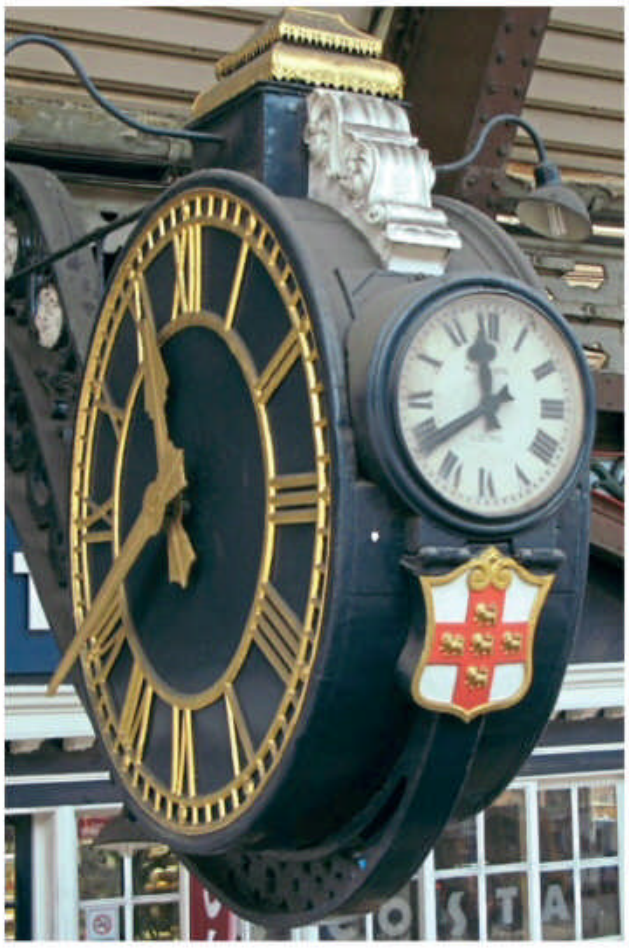
At the same time, a new travel centre was opened and a restored North Eastern Railway signal, which is now a familiar sight to visitors, was positioned in the foyer. Until September 1984, the signal was the 'Up distant' for Haxby station level crossing, on the Scarborough line, and was one of the last NER signals to remain in use on a passenger route.

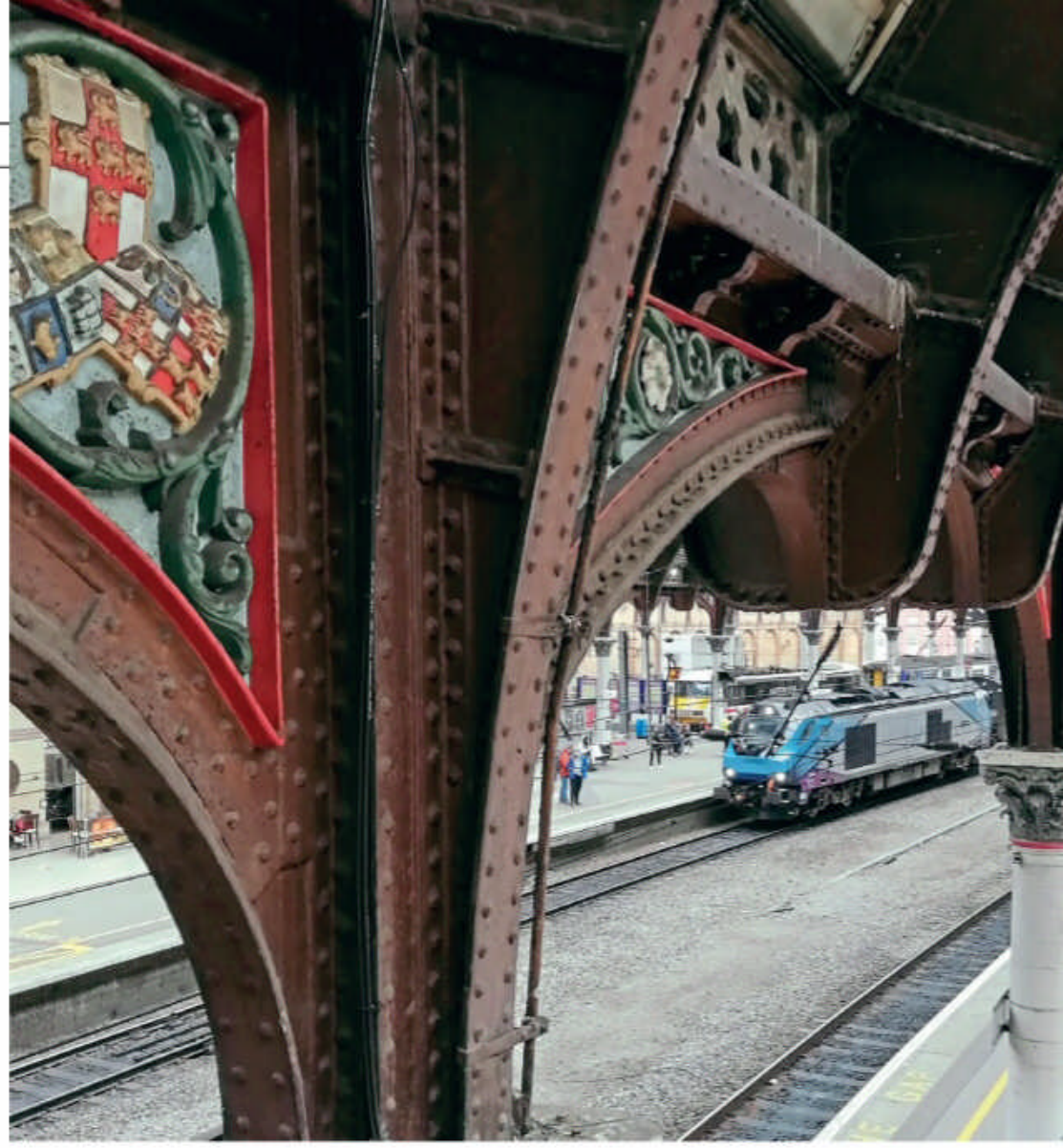
On February 7, 1987, Prime Minister Margaret Thatcher attended a ceremony at York to put in place the 12,000th mast for the East Coast Main Line electrification scheme and unveil a plaque upon it.

In March of the following year, a 15-month-long remodelling project began to prepare the station for the overhead wires. The station's evolution over more than half a century had been dictated by the need to expand to meet demand, but there was now significant scope to simplify the track layout.

Railway operations had undergone drastic changes since the introduction of power signalling in 1951, but little had altered with

Class 91 No. 91101 *Flying Scotsman* under York's majestic roof on February 20 with a King's Cross to Newcastle working. ANDREW JEFFERY





Left: York station clock on the footbridge, outside the former signalbox, now a Costa Coffee shop. GEOF SHEPPARD/CREATIVE COMMONS ATTRIBUTION

Right: The structure supporting the roof of York station isn't lacking in decorative detail, as illustrated here by the top of the support column and the cast panels above showing the North Eastern Railway's coat of arms. Below, No. 68032 *Destroyer* arrives at platform 3 with the 11.52 Liverpool-Scarborough, while No. 90001 *Royal Sovereign* rests in platform 1 on September 27 this year. JOHN SPARROW

regard to infrastructure. By the late 1980s, there was very little need to facilitate locomotive changes or run rounds. With fewer local routes to serve and all-stations stopping services on the ECML being a thing of the past, there was surplus platform capacity.

Although some were by this time closed or virtually out of use, York was still configured as a 16-platform station. The reduction in the number of tracks and simplification of the layout allowed speed limits to be eased as well as making the process of electrification less-complicated. The two middle roads between platforms 3 and 5 were removed, allowing the retention of the basic footbridge structure. Similarly, the centre road between platforms 9 and 10 was lifted. Some of the disused bays were filled-in and are now used for car parking and bicycle storage.

Operating centre

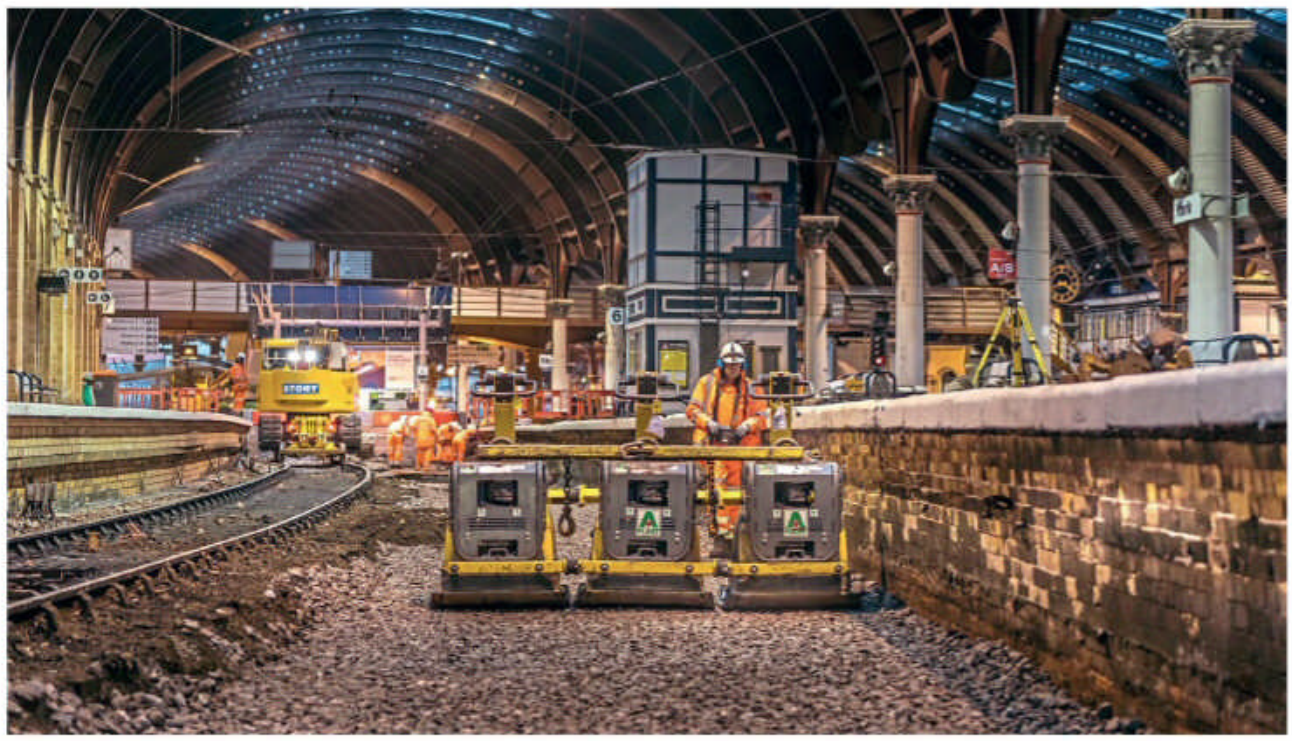
Station awnings were slightly reduced in width to provide the necessary clearance for the overhead wires, although the edging was retained once these alterations had been made.

The final renumbering of platforms to reflect the changes took place on May 14, 1989, the same day as signalling transferred to York Integrated Electronic Control Centre (IECC), sited just west of the station.

After almost 30 years of service, the IECC was decommissioned and its duties switched over to the nearby York Rail Operating Centre (ROC) during Christmas 2018.

York ranks in the top 50 busiest stations in the country and in 2018/19 saw more than 9.9million passengers. While the Covid-19 pandemic has had a profound impact on the number of journeys being made over the last eight months, it hasn't prevented progress with a £2million programme of improvement work.

In September, a new travel centre opened on the main concourse. Toilet facilities are being upgraded and space occupied by the old travel centre (opened as part of changes to the station in 1984) will be used to accommodate two new retail outlets. A lounge for First Class customers is due to be completed early next year: York is currently the largest of London North Eastern Railway's stations not to have one.



Like any station, repairs and upgrades are needed, and work is taking place on Christmas Day 2019 to replace track first installed in 1947 at platform 6 to allow new 'Azuma' trains to use it without restriction. NETWORK RAIL

The station has been a Grade II*-listed structure since 1968 and LNER worked closely with City of York Council to gain listed building consent, with a strong focus on restoring original layouts and features.

This included repairs to the lath and plaster ceiling, skirting, dado rails, coving and architrave in the new travel centre.

Modern fixtures, such as electrical connections, have been concealed below flooring or above plasterwork in order to better reflect the original design. On a wall in the back office, where a space had long been bricked-up, a sash window with timber surrounds has been restored.

The front of the station is set for major changes. City of York Council proposes the demolition of Queen Street Bridge (built to cross the long-since removed railway lines that led through the City Wall to the old station, last used for stabling carriages in 1967) and a new layout to the area. The station portico, currently a drop-off point and taxi rank, will be pedestrianised and refurbished.

In Parcel Square, demolition work and construction of a new, roof and canopy are planned. Reconstruction of the buildings that were destroyed in the bombing of April 29, 1942 was of a rather utilitarian style, and the project would bring the area into line with the style of the original architecture.

A wider pavement, segregated cycleway and a multi-storey car park, which would be situated behind the Railway Institute Gymnasium, are also included in the plans.

The gym is part of the old Queen Street Work, and is one of a number of historic former railway buildings to the south of the station, which the redesigning of the road layout aims to make more visible to visitors.

On the opposite side of the tracks, the National Railway Museum now occupies the site of the York North engine shed, the former diesel depot and goods stations. More than 100 acres of adjacent former railway land is set to be developed for homes and commercial use.

After so long at the heart of the city's railway district, York station will soon be at the centre of its regeneration. ■

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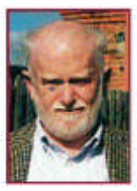

For this month's P&P feature, Keith Farr takes an analytical look at the performance of 2-6-2 tank engines on passenger duties in England, Wales and Scotland.

On first thoughts, the 2-6-2 wheel arrangement does not seem ideal for a passenger tank engine. In either direction, weight on starting is temporarily transferred from the coupled wheels towards the pony truck at the rear, which, of course, becomes the front when the loco is travelling backwards, and adhesion is momentarily reduced. More significant is the ability of the loco to effect quick turn rounds at journey's end without having to use a turntable and, in theory, to perform equally well in either direction.

Why the name 'Prairies'? Apparently, it stems from the erstwhile Chicago, Burlington & Quincy Railroad which served the western North American Prairie region, and favoured the 2-6-2 wheel arrangement, although most of its locos would have been of the tender type.

Back at home, the first Great Western Railway 'Prairie' was No. 99, a prototype built in 1903 from which many other versions of 2-6-2T evolved using standard parts. It was renumbered no fewer than three times, appearing as 3100, then 5100 and, after a reduction in coupled wheel size from 5ft 8in to 5ft 6in, as 8100. This was part of a major 1938 scheme to aid the acceleration of stopping trains but only 10 '81XXs', incorporating parts of existing locos, were produced before the Second World War put an end to such extravagance.

Meanwhile, under C B Collett, who succeeded Churchward as chief mechanical engineer, a further modified version was introduced in 1929: the '5101' class, numbered 5101-10, 5150-5199 and 4100-79, with No. 4179 entering service under BR as late as December 1949.

Filling the gap

The '5101s' became a regular sight at Birmingham (Snow Hill) as were the later and nominally more powerful '61XXs' at Paddington (*RM* Nov 2018). My own experiences with the '5101s' were unexciting; however, in the 1930s the daily Newcastle to Bournemouth train was regularly hauled by one from Banbury to Oxford, filling the gap between LNER haulage on the former Great Central and Southern power from Oxford onwards. In *The Railway Magazine* for July 1939, Cecil J Allen described a lively run on the intervening section.

A 285-ton load would have been substantial for a relatively slim-boilered 2-6-2T, yet No. 4108 urged its train to 60mph by Aynho Junction and a full 75mph at Fritwell, after just eight miles. By Kidlington they were almost within sight of 'even time' from the start, but adverse signals in from Wolvercot Junction (now Wolvercote North Junction) put paid to any such aspiration, although time was all but kept.

The second Great Western 2-6-2T was No. 115, later renumbered 4400, completed at Swindon in 1904 as a scaled-down version of the prototype No. 99. This was followed by 3101-10, built at Wolverhampton during 1905/06, and later renumbered 4401-10.

With coupled wheels just 4ft 1½in in diameter, they were ideal for remote steeply graded lines such as the 'corkscrew' link from Yelverton to Princetown, on Dartmoor.

Better known than the '44XXs' were the

GWR '5101' class 2-6-2T No. 4125 accelerates away from Banbury on September 27, 1959, with a York to Bournemouth working.
KEN FAIREY/COLOUR-RAIL

versatile '45XX' and '4575' classes, their 4ft 7½in 'drivers' enabling them to work up to 60mph where necessary; they evoked memories of bucolic branch lines of the west where, someone once said, "it was always afternoon".

The first 20 of the class, originally numbered 2161-80, were completed at Wolverhampton and were the last locos to be built there, while the remainder emanated from Swindon. All were eventually superheated, while those in the '4575' and '55XX' series had enhanced water capacity.

Thanks to former Railway Performance Society (RPS) member Bernard Harrison, we have details of a sprightly run from Swindon to Chippenham with No. 5561 playing with the schedule of the 9.18pm Swindon-Taunton stopping train (Table 2). Admittedly, the opening section to Chippenham is mainly downhill, but 56mph before the Wootton Bassett stop was enough to turn a one-minute late departure into an early arrival and, it seems, a one-minute early departure.

The approach to Dauntsey, the next stop, concludes with 1½ miles downhill at 1-in-100; but the 62mph maximum was probably achieved before the crest of the descent, as the driver would have been preparing to brake for the stop. Achieved in under seven minutes for the 4.9miles, this again enabled the train to continue before 'time'. And leaving Christian Malford Halt they were no less than three minutes early, wasted by a signal stop at Langley Crossing, which saw them into Chippenham one minute down.

Former LNER 'N1' class 0-6-2T No. 69444 passes Holbeck Junction with a Leeds City to Bradford Exchange working in the mid-1950s. ERIC TREACY

Astonishing ability

Farther west, beyond Newton Abbot, the proximity of Dainton and Rattery banks tends to overshadow the steep inclines on the Torbay line, which swings away from the Plymouth route at the site of Aller Junction. From there, the line climbs at 1-in-110 through the now closed station at Kingskerswell before dropping at 1-in-73 to Torre and then at 1-in-55 to Torquay, from which heavy Up summer trains were often banked.

According to a 1916 article in *Railway and Travel Monthly*, kindly supplied by Railway Performance Society vice-chairman Michael Rowe, this was not always the case. The starting ability of the '45XXs' in the Up direction was astonishing, as is evident from Table 3, which differs from the usual format. The quickest 'getaway' on the 1-in-55 from Torquay was made by No. 4507, then unsuperheated but with just 96 tons of train. And, moving down the list of tare loads in column 2, we find No. 4540 entrusted with 280 tons and No. 4552 with 301 tons, making starts creditable for much larger locos.

The recorder questioned "whether there is another instance in this country of an engine tackling unassisted a gradient of 1-in-55 commencing immediately on starting with a load of 300 tons". A sweeping eulogy perhaps, but a tribute to the sure-footedness of these nippy little tank engines, despite my opening paragraph. Nos. 4540 and 4552 would each have been producing some 600 equivalent drawbar horsepower (edhp) over the final mile to the summit.

Under BR ownership the '45XXs' were in power class '3MT', the same as the larger BR Standard 2-6-2Ts in the 82000 series built at Swindon. The new locos had a modified version of the GWR Standard 2 boiler, carried by the '5101' and '61XX' 2-6-2Ts, but with a rocking grate, self-emptying ashpan, BR standard boiler mountings and smokebox self-cleaning apparatus. To maximise route availability, they had smaller cylinders than the Churchward/Collett types, resulting in a lower tractive effort, an almost meaningless statistic above about 20mph, but one apparently taken into account by officialdom when assessing a loco's overall ability.

Heavy gradients

With construction starting in April 1952, the first 20 BR '3MTs' were shared between the Western and Southern Regions, with Nos. 82000-4 based at Tyseley (Birmingham) until September 1953 when they joined Nos. 82005-9 in South Wales to work the new interval service up the Merthyr and Rhondda valleys. On heavy gradients, such as the 1-in-40 from Abercynon to Quaker's Yard, they proved less sure-footed than the sturdy GWR '56XX' 0-6-2Ts; time was often wasted at termini to replenish their coal bunkers, with capacity of only three tons; and at Rhymney they were prone to foul the coal chutes.

In 1954 they were transferred to the Bristol area but, three years on, another batch – 82032-44, with larger bunkers – was sent to the

TABLE 1: BANBURY-OXFORD

Train: Newcastle-Bournemouth
Loco: '5101' class 2-6-2T No. 4108
Load: 9/270/285 tons

Miles	Timing point	Sched m s	Actual mph	Speed	Gradient 1-in
0.0	BANBURY	0	0 00	-	1077F
5.0	*Aynho Junction*		7 27	60/68	L/361F
8.0	Fritwell		10 10	75	621R/450F
10.9	Heyford		12 35	-	Level
13.2	Tackley Halt		14 26	69	266R/210F
15.0	Bletchington		16 00	-	Level
17.1	Kidlington		17 58	-	498F/L
19.8	*Wolvercot Jct*		20 34	-/ * sigs.	239/L
22.7	OXFORD	28	28 11	-	L/218R

* Speed reduced by brakes

TABLE 2: SWINDON-CHIPPENHAM

Train: 9.18pm Swindon-Bristol
Loco: '4575' class 2-6-2T No. 5561
Load: 5 + van/165 tons approx
Recorder: B Harrison
Date: July 9, 1955

Miles	Timing point	Sched min	Actual m s	Speed¶ mph	Gradient 1-in
0.0	SWINDON	0	0 00	1L/56	1320R
5.6	Wootton Bassett		8 46	-	660F
0.0	Wootton Bassett	11/0	9 30/0	1E/62	660F/100F
4.9	Dauntsey		6 53	-	660F
0.0	Dauntsey	9/0	8 04/0	1½E/48	660F
2.2	Christian Malford		4 08	-	660F
	Christian Malford	9/0	4 30/0	3E/-	660F
2.7	*Langley Crossing*		a 5 04	0* sig.	660R
			d 6 09	- stop	660R
4.0	CHIPPENHAM	6	9 48	1L	660R

¶ Min early/late, then max mph

TABLE 3: GWR 2-6-2T START TIMES

		Starts from Torquay (1-in-55)		From Torre (1-in-73)	
Loco	Load	First ¾ mile	Av speed	First mile	Av speed
4507*	96 tons	2min 18sec	19.6mph	2min 49sec	21.3mph
4542	192 tons	2min 34sec	17.5mph	3min 36sec	16.7mph
4552	230 tons	3min 04sec	14.7mph	4min 03sec	14.8mph
4542	240 tons	3min 32sec	12.7mph	3min 26sec	17.5mph
4546	262 tons	3min 02sec	14.8mph	n/a	n/a
4541	264 tons	3min 44sec	12.1mph	3min 52sec	15.5mph
4540	280 tons	3min 18sec	13.6mph	4min 14sec	14.2mph
4552	301 tons	3min 43sec	12.1mph	4min 12sec	14.3mph

* unsuperheated

PANEL OF PRINCIPAL DIMENSIONS OF 2-6-2TS

Class	GWR '45XX'	BR '3MT'	LMSR '3P' (Fowler)
Adhesion Weight	43t 10c	48t 15c	46t 15c
Total Weight	57t 00c	74t 01c	71t 16c
Cylinders (2)	17in x 24in	17½in x 26in	17½in x 26in
Grate Area	16.6sq ft	20.35sq ft	17.5sq ft
Evaporative Heating Surface	1,086.76sq ft	1,051.3sq ft	795.0sq ft
Superheater	73.8sq ft	184.5sq ft	186.0sq ft
Boiler Pressure	200lb psi ¶	200lb psi	200lb psi
Driving Wheel Diameter	4ft 7½in	5ft 3in	5ft 3in
Nominal Tractive Effort	21,245lb ¶	21,485lb	21,485lb

¶ Nos 4500-19 originally 180lb/19,120lb

xx Nos 82030/6-44 had larger coal bunkers and were slightly heavier

Class	LMSR '3P' (Stanier)	LMSR '2MT' (Ivatt)	LNER 'V1'/'V3'
Adhesion Weight	47t 07c	39t 05c	57t 01c/59t 02c
Total Weight	72t 10c	63t 05c	84t 00c/86t 16c
Cylinders (2)	17½in x 26in	16in x 24in	(3) 16in x 26in
Grate Area	19.2sq ft	17.5sq ft	22.08sq ft
Total Heating Surface (sq ft)	1,108.0	1,025.5	1,325.0
Superheater (sq ft)	138.0	134.0	1,609.0
Boiler Pressure	200lb psi	200lb psi	180lb/200lb psi
Driving Wheel Diameter	5ft 3in	5ft 0in	5ft 8in
Nominal Tractive Effort	21,485lb	17,410lb	22,465lb/24,960lb

TABLE 4: OKEHAMPTON-EXETER (ST DAVID'S)

Train: 2.25pm Plymouth (Friary)-Waterloo
Loco: BR '3MT' 2-6-2T No. 82023
Load: 9/285/315 tons
Recorder: D Twibel
Date: 23 July, 1955

Miles m s	Timing point mph	Actual m s	Speed mph	Gradient 1-in
0.00	OKEHAMPTON	0 00	-	77F
3.69	Sampford Courtenay	5 33	60	77F
6.52	North Tawton	7 57	80/64	77F/80R
		-	75/70	100F
9.65	Bow	10 37	72/64/70	132F/120R/80F
13.45	*Coleford Junction*	16 51	15* sigs	97F
14.43	Yeoford	19 53	34/56	125F
18.08	Crediton	25 46	-	140F
2.61	Newton St Cyres	5 09	51/58	305F
5.61	*Cowley Bridge Jct*	9 22	27* sigs	610F
6.87	EX (ST DAVID'S)	12 04	-	L/515F

BR Standard '3MT' 2-6-2T No. 82029 of Darlington shed waits time at Penrith in August 1955 with a working back across the Stainmore route. In platform 1 is a Derby lightweight DMU with a train to Workington. COLOUR-RAIL

Cardiff Valleys to share duties with '56XXs' and '5101s' until DMUs took over most workings in December 1957.

The '3MTs' proved popular on the 'Coast Road' from Machynlleth to Pwllheli and undertaking secondary duties on the Southern routes west of Exeter. The LSWR route to Plymouth was well engineered, enabling 'T9' 4-4-0s and Bulleid Light Pacifics to race down from the Dartmoor heights towards Exeter at 70mph or more.

On the sinuous and sharply graded GWR route, such a speed between Plymouth and Exeter in the Up direction was almost impossible in steam days but common with Down trains making the straight descent of Hemerdon Bank.

How did the BR 2-6-2Ts fare over Dartmoor? Former RPS member D Twybel found out when he timed the 2.25pm Plymouth (Friary)-Waterloo, headed by No. 82023. With four coaches the 'Standard Tank' climbed competently to the summit below Yes Tor; but the fun came after Okehampton, where the five-coach North Cornwall portion was added, bringing the Prairie's load to nine well-loaded coaches weighing 285 tons tare and perhaps 315 gross (Table 5).

Taking advantage of the 1-in-77 downhill start from Okehampton, the 2-6-2T was making 60mph at Sampford Courtenay and no less than 80 in the dip before North Tawton. The ensuing 'hump' lowered the rate to 64 but speed was quickly up to 75mph before signals intervened at Coleford Junction, where the North Devon line converged from Ilfracombe.

Eventually, with 45 BR '3MT' 2-6-2Ts extending their domain in England and Wales, but not in Scotland, some were tackling the heavy gradients across the Pennines between Kirkby Stephen and Darlington. We visited this route, over Stainmore Summit, in the June issue, using the late Michael Bland's log of a former North Eastern Railway 0-6-0 (LNER Class 'J21') which put up a brave show on the long 1-in-68 in the westbound direction from Bowes.

Class extinct

When RPS member Noel Proudlock travelled east from Kirkby Stephen in 1956, BR '3MT' No. 82026 was faced with a ruling gradient of 1-in-60, but with a lighter load than the 'J21' (Table 5). Mr Proudlock calculates the acceleration to 34mph from the start at Barras as worth 464edhp and the indicated figure (ihp) as 564: not very exciting but enough to show the '3MT' had its task well in hand.

It was on the Southern that the BR '3MT' 2-6-2Ts finished their days, working empty stock between Clapham Junction and Waterloo until the class became extinct at the end of Southern steam in July 1967. However, a 46th member of the class, numbered 82045, is being assembled at Bridgnorth on the Severn Valley Railway.

Other 2-6-2Ts in power class 3 included the LMS Fowlers dating from 1930, which locomotive engineer E S Cox considered "one of the feeblest locomotives of modern times..., under-boilered, carrying too much deadweight for its power and retaining a thoroughly inefficient front end...(yet) it was designed in a portion of the same office...which had already produced the entirely excellent 2-6-4 tank". During the intervening three years lessons had clearly not been learned.

The difference was that the 2-6-4Ts, unlike the traditionally Derby 2-6-2Ts, had long-travel valves and adequate axleboxes. There were times, however, when the little 'Prairies' put up a good show, such as demonstrated in Table 6.

This summarises another Noel Proudlock run, timed in 1952 on the former London & North Western 'New Line' from Huddersfield to Leeds via Cleckheaton; to avoid the congested area around Mirfield, the route was used by long-distance as well as some stopping trains up to its closure in 1965.

With just 85 tons tare on its tail, No. 40014 scampered briskly from stop to stop, reaching 50mph on the descent from Huddersfield before slacking to take the Cleckheaton route at Spen Valley Junction. The line then dipped briefly at 1-in-105, where the '3P' nudged 44mph before Battyeford, the first stop, reached 20 seconds early.

The maxima of 50mph and 49mph on the undulating sections to Northorpe and Heckmondwike indicate similarly rapid

accelerations over short distances, while the climb to Birstall summit at 1-in-85/77/80 failed to prevent maxima well over 30mph on station-station sprints of 1½ miles or less. On the concluding mile at 1-in-80 from Gomersal stop, deep 'Derby' chatter must have echoed across the valley as the 2-6-2T quickly attained 37mph; here, Noel Proudlock calculates an output of 483 edhp and 597 indicated horsepower (ihp). The previous day, he found the same loco maintaining 35mph on the same grade with 100 tons, worth 606ihp.

In 1932, William Stanier, former works manager at Swindon, was appointed chief mechanical engineer of the LMS, and brought with him a mission to replace pre-Grouping motive power with a fleet of standard locos. Understandably, the first designs attributed to him were Swindonian in character; but, although Stanier's 1935 version of the Fowler 2-6-2Ts had long-travel valve gear, their taper boilers were inadequate and they proved little if at all superior to their Derby-style predecessors.

Larger boilers

Six of the new 2-6-2Ts receive larger boilers at different times, but this did not seem to improve their performance. Table 7 summarises a log compiled by Noel Proudlock in December 1958 of large-boilered No. 40169 on a three-coach local train from Wakefield (Westgate) over Ardsley Summit to Leeds (Central); in the next column is one on the same train the previous month powered by a former Great Northern 'N1' 0-6-2T.

Associated with West Riding gradients for many decades, the 'N1s' were traditionally worked hard and the 36mph attained by No. 69452 on the 1-in-122 to Ardsley was what one would expect, compared with just 28mph by the larger 2-6-2T. Both between Wakefield and Lofthouse and then on to the summit the old 'N1' was in the lead, according to Noel Proudlock's calculations producing some 469ihp and 364edhp approaching Lofthouse. The equivalent figures for the LMS Prairie work out at 349 and a meagre 277.

Even the West Riding ascents pale beside those in South Wales. Perhaps the most gruelling was the Merthyr, Tredegar and Abergavenny high-level switchback across the heads of the valleys, the London North Western Railway's link with ironworks, coal fields and, in collaboration with the Rhymney Railway, the docks at Newport and Cardiff

Thanks to the much-travelled G J Aston, we have in Table 8 logs of assaults on the climb from Abergavenny to Brynmawr with a Stanier Class 3 on two coaches and an Ivatt Class 2 with three vehicles.

Both logs start at Abergavenny (Brecon Road), on the short descent from Abergavenny Junction, on the 'North & West' main line owned jointly by the GWR and the LNWR from Shrewsbury to Hereford, from where the North Western had access to Abergavenny Junction. The present station, formerly Abergavenny (Monmouth Road), is south of the junction and normally has a frequent service of (short!) passenger trains between West Wales and Manchester and from Cardiff to Holyhead.

From the Usk river bridge, the climb starts deceptively at 1-in-192, quickly steepening as trains fought their way up the shoulder of 1,841ft Blorenge Hill on one of the longer and steepest gradients in the UK. Of the eight miles on to Brynmawr, 6½ were at 1-in-40 or steeper, with a section of 1-in-34 from the first intermediate station, at Govilon.

The Stanier 2-6-2T was slightly quicker than the 'Ivatt' at the start from Abergavenny, with a maximum of 42mph across the Usk, and a minimum of 19mph on 1-in-38, but it was hauling only two coaches against the three of the Ivatt product: a trivial difference in normal circumstances – however, the MT&A was no

BR Standard '3MTs' were used on a number of branch and secondary routes in the West Country, and here No. 82032 is preparing to leave Moretonhampstead with the 11.35 to Newton Abbot on December 21, 1955.
HUGH BALLANTYNE/RAIL PHOTOPRINTS

TABLE 5: KIRKBY STEPHEN-BARNARD CASTLE

Train: 2.55pm Penrith-Darlington
Loco: BR '3MT' 2-6-2T No. 82026
Load: 2/58½ tons tare
Recorder: J N Proudlock
Date: October 13, 1956

Miles	Timing point	Sched min	Actual m s	Speed mph
0.00	KIRKBY STEPHEN (E)	0	0 00	2L
0.90	*Merry Gill*		2 40	30/25*
	Aitygill Viaduct arr		7 30	38/0* ¶
	Aitygill Viaduct dep		7 40	-/35
5.13	Belah		10 50	15*/30
6.41	Barras	14	14 15	-
0.00	Barras	15/0	14 40/0	-
2.75	*Stainmore*	8	5 10	33/34/49
10.1	Bowes	18	15 20	-
0.00	Bowes	19/0	15 55/0	-
1.35	*Hulands*		2 15	43/35
3.05	*Lartington West*		5 00	38
3.84	Lartington	7	6 45	-
0.00	Lartington	8/0	7 00/0	-
1.29	*Tees Valley*		2 25	36/38
2.36	BARNARD CASTLE	5	4 15	-

¶ Timetabled stop to "take up workmen"

TABLE 6: HUDDERSFIELD-LEEDS (CITY)

Train: 6.45am Stalybridge-Leeds
Loco: '3P' 2-6-2T No. 40014
Load: 3/85tons tare
Recorder: J N Proudlock
Date: July 9, 1952

Miles	Timing point	Sched min	Actual m s	Speed mph	Gradient -in
0.00	HUDDERSFIELD	0	0 00	-	101F
2.71	*Bradley Jct*		4 10	50/41	147F
3.26	*Spen Valley Jct*	5	5 00	30*/44	L/105F
4.44	Battyeford	7	6 40	-	90R/230R
0.00	Battyeford	8/0	7 10/0	-/50	85R/200R
1.42	Northorpe	3	2 50	-	200F
0.00	Northorpe	4/0	3 50/0	-/49	340F
1.71	Heckmondwike	3	3 10	-	90R
0.00	Heckmondwike	4/0	4 15/0	-/36	108R
0.80	Liversedge	2	2 00	-	85R
0.00	Liversedge	3/0	2 45/0	-/31	85R
0.97	Cleckheaton	2	2 30	-	85R
0.00	Cleckheaton	3/0	3 05/0	-/38	260R
1.55	Gomersal	3	3 15	-	77R
0.00	Gomersal	4/0	5 05/0	-	80R
1.19	*Birstall Town*	2 20	37	80R/260R	
4.05	*Gildersome East*		5 40	57/58	70F
5.92	Farnley & Wortley	10	8 20	-	100F
0.00	Farnley & Wortley	11/0	9 35/0	-/41/25*	184F
1.72	LEEDS (CITY S'TH)	5	4 05	-	340R

'normal' railway.

On the next section, 1.61 miles at 1-in-34/38/40 to Gilwern Halt, the Stanier Class 3 was again quicker off the mark but the 'Ivatt' attained 21mph and achieved a 40-second gain over its Stanier counterpart.

There was little difference between them from Gilwern to Clydach and on to Brynmawr; however, No. 1203 lagged behind the Stanier product by managing only 17mph on the 1-in-38 from Clydach to Gelli Felan. Overall running times were 26min 19sec by the Stanier loco against Ivatt's 26min 23sec; almost exactly equal except for the nominally less powerful Ivatt loco having one coach more.

The MT&A closed to passenger service in 1958, with a special train headed by a former LNWR 'Duck Eight' 0-8-0 No. 49121 and the preserved Webb 'Coal Tank', No. 58926, which is now at Keighley.

Apart from our brief encounter with an 'N1', LNER performance has so far eluded us. In the London area, the company had relied on 0-6-2Ts and, from Liverpool Street, even 0-6-0Ts. Something larger was needed, something more in line with the 'big engine' policy of the chief mechanical engineer, H N Gresley.

'Widened Lines'

Following an aborted 1920s scheme for a 2-6-4T with condensing gear and short chimney for working on the 'Widened Lines' to Moorgate, Gresley examined 2-6-2T options, for the London area, north-east England and central Scotland. He even considered using the former North British Railway 'Glen' 4-4-0 boiler which, apparently, could be interchanged with 2-6-2Ts earmarked for Glasgow Queen Street (Low Level) services.

After much consideration and redesigning, the first nine locos, classified 'V1', appeared in 1930 with 180lb boilers, monobloc cylinder castings and three cylinders driving the second coupled axle (see dimensions panel). Each weighing 84 tons in working order, they were the biggest 2-6-2Ts in the U.K.

Although the 2-6-2Ts were primarily associated with north-east England and central eastern Scotland, 1938/9 saw 15 allocated to the Great Eastern, where they must have seemed out of place among the Westinghouse cacophony of Liverpool Street, although 12 were fitted with air brakes so they could join in.

Meanwhile, the prestigious Newcastle to Middlesbrough service was deemed to require a boost. Following trials, 10 2-6-2Ts classified 'V3' were built during 1939/40 with 200lb boilers, increasing their weight to 86tons 16cwt; posted to north-eastern area sheds primarily for express duty, they released 'V1s' for Scotland. And the advent of Thompson's 'L1' 2-6-4Ts saw the transfer of the remaining 2-6-2Ts from the Great Eastern. Between 1940 and 1961, 62 of the 81 'V1s' were rebuilt as 'V3s', but the end was near.

The first of the breed to be condemned was No. 67624, built as a 'V1' in 1931 and rebuilt as a 'V3' in 1952, but condemned just eight years later; and the last survivors were No. 67678, a 'rebuild', and 67684/90/91, of the 1939/40 batch built as 'V3s', all withdrawn in 1964.

With most 'V1/V3' activity between the Humber and the Tay, their visits to the LNER's Great Northern section were rare; except, that is, in 1931 when No. 2911 (BR 67611) was tested on stopping and semi-fast trains from King's Cross. Another wanderer was No. 2901, which the previous autumn was briefly working from Neasden after being displayed at Marylebone. Table 9 summarises what may have been a trial run behind No. 2911 from Hitchin to Finsbury Park timed by that expert on Great Northern matters, Mr R A H Weight.

Starting on 40% cut-off before linking up to 15%, King's Cross driver T Atkins had his 'V1' making 46mph on the 1-in-200 to the old Stevenage station.

After snatching 64mph on the short downhill section to Welwyn viaduct they were ahead of schedule at Welwyn Garden City, from where another fast start saw them keeping exact time to Hatfield. Another 40% start followed, easing to 25% cut-off on the 1-in-200 to Marshmoor and 15% on the 1-in-330 to Potter's Bar. Here, the big 'Prairie' was making 55mph, creditable with a 235-ton train.

A maximum of 72mph on the ensuing descent was cut short by a severe temporary speed restriction at New Southgate, which must have cost at least three minutes, making them all but 2½min 'down' on this tight schedule.

This was, of course, before the days of Thompson's 'L1' 2-6-4Ts, which seem to have acquired an unflattering reputation. True, their 5ft 2in coupled wheels may have made them rough riding, but having two cylinders, instead of three in the complex Gresley style, must have brought some advantages. In the December 1955 *Trains Illustrated*, Cecil J Allen alluded to a run with 'L1' No. 67784, timed by Mr A Lathey on a Cambridge to King's Cross 'buffet express'.

Startlingly fast

After a startlingly fast run over the ups-and-downs of the Cambridge line, the 2-6-4T accelerated its six-coach, 198/210-ton, train from a signal check near Hitchin to 54mph on the 1-in-200 to Stevenage. Despite further adverse signals, the 'L1' was up to 73mph before the Welwyn stop, reached in 13min 42sec for the 11.7miles from Hitchin and cutting the schedule by 2¼ minutes.

Signal checks spoiled the conclusion, but 'CJA' estimated a net time of 22½min for the final 20.3 miles from Welwyn Garden City to King's Cross.

TABLE 7: WAKEFIELD (WESTGATE)-LEEDS (CENTRAL)

Train:		5.09pm Wakefield (Westgate)-Leeds (Central)					
Loco:		'N1' 0-6-2T 69452			Stanier '3P' 2-6-2T 40169¶		
Load:		3/81 tons tare			3/81 tons tare		
Recorder:		J N Proudlock			J N Proudlock		
Date:		Nov 24, 1958			Dec 18, 1958		
Miles	**Timing point**	**Sched min**	**Actual m s**	**Speed mph**	**Actual m s**	**Speed mph**	**Gradient 1-in**
0.00	WAKEFIELD (W)	0	0 00#	-	0 00#	-	100R
1.16	*Wrenthorpe N*	3 07	27/36		3 40	33/27	280R
2.44	Lofthouse	5½	5 55	-	7 10	-	100R
0.00	Lofthouse	6/0	6 05/0	-	7 30/0	-	122R
1.06	Spring Lane	2 44	36		3 02	28	122R
1.85	Ardsley	4	4 25	-	5 00	-	280R
0.00	Ardsley	5/0	4 55/0	-	5 27/0	-	Level
2.34	*Beeston Jct*	4 05	43/46		4 03	45	100F
3.17	Beeston	5 09	48		5 09	45/50	100F
4.46	*Wortley South*		7 45	20* sigs	6 58	40	100R/450F
4.92	*Holbeck Jct* 9	9 02	32/25		8 03	-*/0*ss	50F
5.61	LEEDS (CEN) 11	12 20	*/- sigs		12 53	*/- sigs	400R/100F

# from bay platform ¶ with large boiler
ss = sig. stop 2m 05s

TABLE 8: ABERGAVENNY-BRYNMAWR

Train:		5.08pm Abergavenny No. 40145			7.57pm Abergavenny No. 1203		
Load:		2/53 tons tare			3/87 tons tare		
Date:		July 11, 1956			September 6, 1947		
Recorder:		G J Aston			G J Aston		
Miles	**Timing point**	**Sched min**	**Actual m s**	**Speed mph**	**Actual m s**	**Speed mph**	**Gradient 1-in**
0.00	ABERGAVENNY¶	0	0 00	-/42	0 00	-/38	60F
1.71	MP 3		3 13	30/19	3 21	29/17	192R/38R
2.53	Govilon		5 35	-	5 45	-	80R
2.53/0	Govilon	7/0	6 38/0	-	6 49/0	-	34R
0.69	MP 4½		2 44	19	2 54	19	38R
1.44	" 5¼		5 27	slipping	5 05	21	38R
1.61	Gilwern		6 20	-	5 40	-	40R
1.61/0	Gilwern	6/0	6 55/0	-	6 01/0	-	40R
0.58	MP 6		2 03	20/19	2 09	23	38R
1.19	Clydach		4 10	-	4 01	-	71R
1.19/0	Clydach	6/0	5 10/0	-	4 53/0	-	71R/38R
0.38	MP 7		1 41	19	2 01	-	38R
1.38	" 8		4 35	21	5 31	17	38R
1.46	Gelli Felan		5 00	-	5 51	-	38R
1.46/0	Gelli Felan	6/0	6 42/0	-	6 49/0	-	38R
0.92	MP 9		3 29	22/24	3 26	22/23	38R
1.54	BRYNMAWR	5	5 14	- 4L	5 06	- 3L	130R

¶ Abergavenny (Brecon Road)

Some 400 miles north and 59 years ago, I was searching for Glasgow Youth Hostel when a muffled three-cylinder exhaust beat seemed to come from below the pavement. It would, of course, have been a semi-subterranean 'V1' or 'V3' on the ever-fascinating Queen Street (Low Level) line.

The RPS archive reveals a log by the G J Aston on a fast train from Helensburgh to Glasgow powered by 'V3' 2-6-2T No. 67625 (Table 10), running non-stop from Craigendoran to Partick Hill.

With eight non-corridors, some probably formed in articulated 'twins', the start from Helensburgh was slightly behind time and they were away from Craigendoran 1¼min late. After negotiating Craigendoran Junction, where the West Highland line converges at the foot of the 1-in-58 descent from Helensburgh (Upper), acceleration was brisk along the north bank of the River Clyde.

Prior to the electrification of the Glasgow suburban network, Gresley 'V3' 2-6-2 tanks locos were one of the classes which hauled services. Here, No. 67626 calls at Bellgrove with a Drumry to Shettleston train on September 16, 1958. G H ROBIN/*RM* ARCHIVE

Crisp and clear

By Cardross they were up to 52mph before brakes were applied through Dalreoch Tunnel for the restriction through the eponymous station, where the Balloch branch comes in at a particularly awkward Junction; then, over the River Leven, with Ben Lomond visible to the north if the weather were fine, and rapid three-cylinder exhaust beats crisp and clear as the 'V3' accelerated through Dumbarton (Central), albeit a few seconds late.

At Bowling, fictional home of Para Handy's Clyde 'puffer', *The Vital Spark*, they were back up to 54mph before turning inland to tackle the rise over a flank of the Kilpatrick Hills; here, a mile of 1-in-91 steepening to 1-in-74 lowered the rate to 43mph. The following descent then lifted the pace to 59mph just after what was then called Dalmuir Park but is now plain Dalmuir; here, the Clydebank route diverges by a burrowing junction.

As the line climbs away from the Clyde the train tackles short sections of 1-in-185, 1-in-134 and 1-in-136, and No. 67625 did well to average 53.8mph over the 2¾ miles from Singer to Milngavie. At Westerton the line to Queen Street (Low Level) turns south by another burrowing junction, where West Highland trains diverge to reach Cowlairs and Queen Street high-level terminus.

Trains for Queen Street (Low Level) follow a speed-restricted course, in this case stopping at Partick Hill (now Partick) before diving into Finnieston Tunnel, only to suffer a signal stop at Charing Cross, making them two minutes 'down' into Queen Street (L.L.).

We leave the then murky precincts of Queen Street (Low Level) being prepared for electrification and a vastly improved regular-interval timetable from November 1960. All was ready for the metamorphis but, because of faults in their electrical equipment, the 'Blue Trains' had to be withdrawn on December 17 for modification.

Immense efforts were made to return disbanded steam locos to the north Clyde network, with 'V1s' and 'V3s' quickly drawn back in, assisted by '4MT' 2-6-0 tender locos, in what must have been a logistical nightmare.

So, for nine months, three (and two) cylinder exhaust beats could again be heard beneath the pavements around Charing Cross before the new 'electrics' returned to give Glaswegians levels of cleanliness, frequency and reliability of which they could only have dreamed

Since then, Scotland's electric railways have flourished, with all five Edinburgh to Glasgow routes 'under the wires' and serious aspirations to extend them to Aberdeen and Inverness. Although outside the main scope of this article, it is heartening to end on such a positive note. ■

■ *Thanks for assistance to those mentioned above and to David Maidment, David Mathew and Alan Wild.*

TABLE 9: HITCHIN-FINSBURY PARK

Train: 12.37pm Hitchin-King's Cross
Loco: 'V1' 2-6-2T No. 2911
Load: 218/235 tons
Driver: T Atkins, King's Cross
Recorder: R A H Weight
Date: May 1931

Miles	Timing point	Sched min	Actual m s	Speed mph	Gradient 1-in
0.0	HITCHIN	0	0 00	-	200R
1.9	MP 30		3 58	-	200R
2.9	" 29		5 28	-	200R
3.3	Stevenage ¶		6 00	46	200R
4.9	MP 27		7 50	59	330F
6.9	Knebworth		10 00	54	200R
9.9	Welwyn #		13 05	64	200F
11.6	Welwyn GC	16	15 20	-	L/200F
1.8	MP 18½		3 12	52	200F
2.6	Hatfield	5	5 00	-	200R
2.7	MP 15		4 58	50	200R/L
5.0	Potter's Bar		7 30	55	330R/200R
8.5	New Barnet		10 55	69	200F
10.2	MP 7½		12 20	72	200F
11.3	New Southgate		13 30	10* tsr	200F
12.7	Wood Green		17 05	-	200F
14.3	Harringay		19 00	52	285R
15.1	Finsbury Park	18	20 25	-	445F

¶ old station # now Welwyn North
Net time c. 17¼min

TABLE 10: HELENSBURGH (CENRAL)-GLASGOW (QUEEN STREET)

Train: 8.26am Helensburgh (Central)-Bridgeton
Loco: 'V3' class (reboilered 'V1') 2-6-2T No. 67625
Load: 8/216 tons tare
Recorder: G J Aston
Date: August 28, 1954

Miles	Timing point	Sched min	Actual m s	Speed mph
0.00	HELENSBURGH (C)	0	0 00	-
1.08	Craigendoran		4 00	-
1.08/0	Craigendoran	3/0	4 18/0	-
2.01	Ardmore East		4 26	44
3.59	Cardross		6 24	52/55
6.78	Dalreoch	9	10 15	36*
7.20	DUMBARTON (CENTRAL		10 54	-
7.54	Dumbarton East Junction	11	11 25	-
9.04	Dumbuck		13 21	52
10.35	Bowling		14 49	54
12.03	Kilpatrick		16 56	43
13.36	Dalmuir Park	18	18 28	57/59
14.26	Singer		19 25	55
15.08	Drumry		20 19	53
15.96	Drumchapel		21 19	54
17.01	Milngavie Junction	22	22 29	54/*
20.05	Partick Hill	27½	26 47	-
20.05/0	Partick Hill	28/0	27 30/0	-
1.74	Charing Cross	arr	5 14	0* sig.
		dep	5 40	- stop
0.50	GLASGOW QUEEN ST (LL)	7	8 02	-

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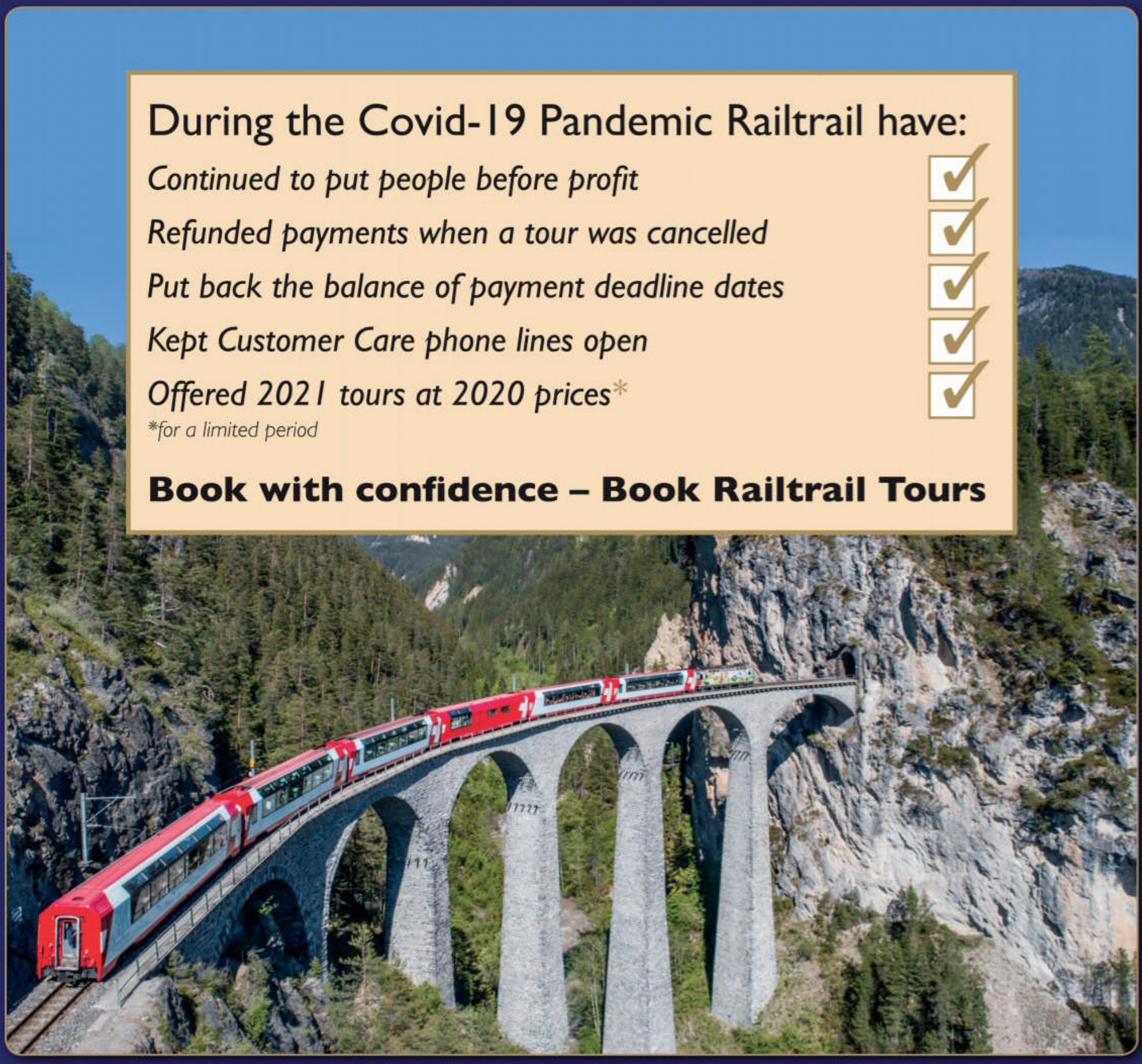

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Out for the County!

Assembly of the 41st Churchward-designed GWR 'County' class 4-4-0 has started at Tyseley Locomotive Works. Gary Boyd-Hope provides an update of the Churchward County Trust's progress as the project approaches its third anniversary.

EIGHTY-SEVEN years ago this month, the last working example of George Churchward's 'County' class of 4-4-0s, No. 3834 *County of Somerset*, was officially withdrawn from service at Tyseley shed.

Soon afterwards, the locomotive was sent to Swindon Works to be broken up, and the 'Counties' were no more.

Five of the total class of 40 had made it into 1933: No. 3834 was the eldest, having been built at Swindon as one of the first batch of 'Counties' in 1904. The other four were withdrawn from other GWR sheds between March and June, leaving *County of Somerset* to fly the 'County' flag alone for five more months until its own turn came that November.

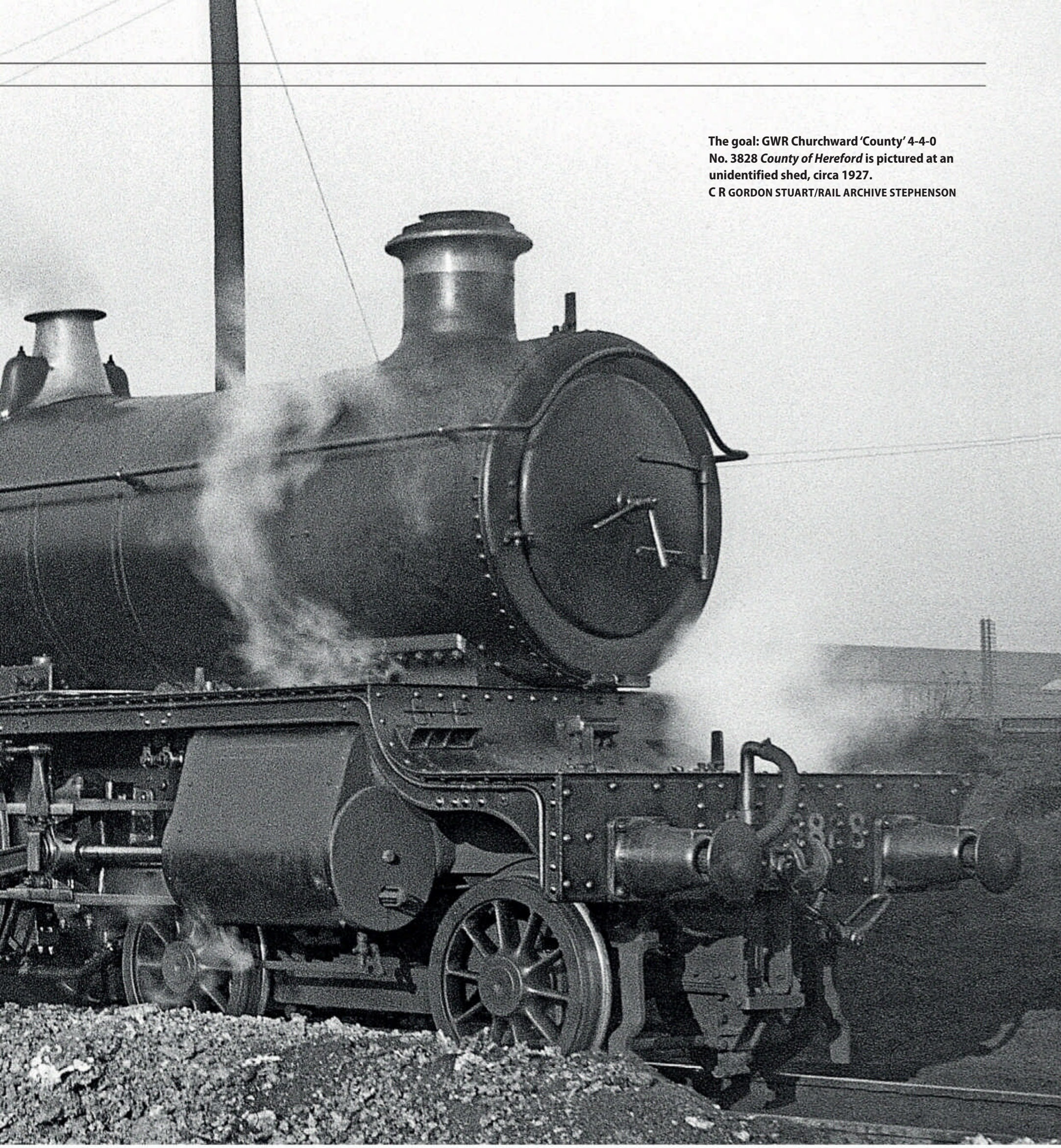
When its fire was dropped for the final time at Tyseley it had chalked up a very respectable 1,003,593 miles in a little more than 29 years' service. Not a bad innings for an allegedly unsuccessful locomotive type.

Full circle

One could be forgiven for thinking, therefore, that the 'County' 4-4-0 story ended there. Or did it? You see, the 'County' story is about to come full circle and, as these words are committed to paper, the modern incarnation of Tyseley depot – Tyseley Locomotive Works (TLW) – is working on the construction of the 41st example, No. 3840 *County of Montgomery*, for the Churchward County Trust (CCT).

It has been almost three years since *The Railway Magazine* provided the launch platform for the CCT's project to re-create one of the 'County' class, and much has happened during that time. Even this year, which could have seen progress grind to a halt entirely as a result of the coronavirus lockdown, has included significant milestones.

For those unfamiliar with the CCT and its objectives, a quick recap might be useful. The Churchward County Trust Ltd was formed in January 2018 to pick up and revive the Great Western Society's (GWS) aborted 'County' 4-4-0 project, which had been part of the 'Three Counties Agreement' with Vale of Glamorgan Council in 2005.



The goal: GWR Churchward 'County' 4-4-0 No. 3828 *County of Hereford* is pictured at an unidentified shed, circa 1927.
C R GORDON STUART/RAIL ARCHIVE STEPHENSON

This agreement saw ownership of Hawksworth 'Modified Hall' No. 7927 *Willington Hall*, Large Prairie 2-6-2T No. 4115, '28XX' 2-8-0 No. 2861 and 2-8-0T No. 5227 transferred to the GWS, so parts from the locomotives could be used in the re-creation of a number of GWR types which had failed to make it into preservation.

First among these was to be an example of Frederick Hawksworth's 'County' class 4-6-0s, plus a Churchward 'County' 4-4-0 and one of the so-called 4-4-2T 'County Tanks', and finally a '47XX' 2-8-0.

In relative terms the 'County' 4-4-0 offered the most straight-forward of the projects owing to the availability of so many expensive components and patterns. These included the Swindon No. 4 boiler from No. 5227, while the pattern used to cast the coupled wheels for Didcot's 'Saint' No. 2999 *Lady of Legend* could also be reused.

Statement of intent

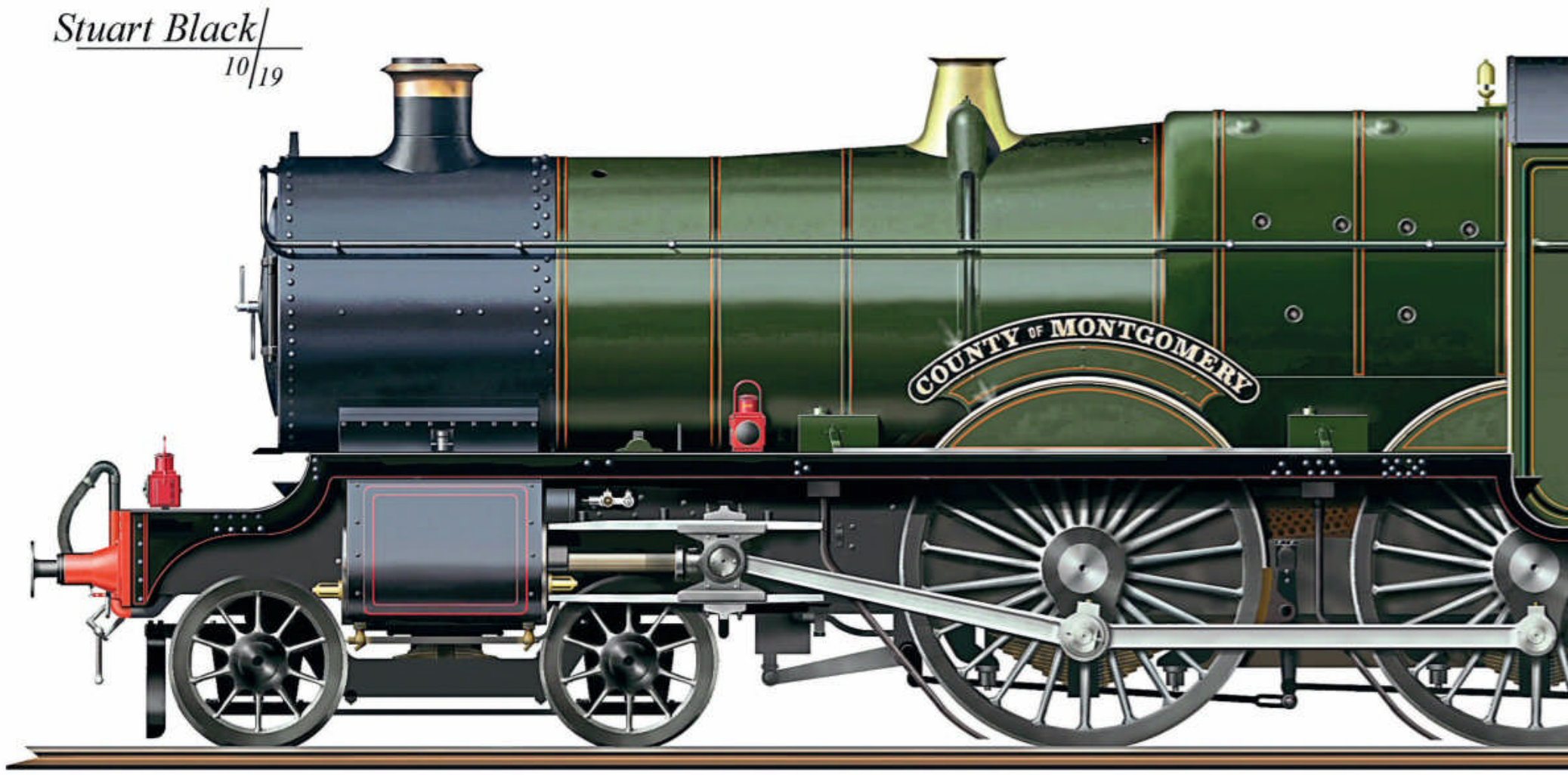
Yet the project never really progressed beyond the proposal stage, and while the construction of the Hawksworth 'County' No. 1014 *County of Glamorgan* and '47XX' No. 4709 have made considerable progress at Didcot and Llangollen respectively, the 4-4-0 idea largely remained a statement of intent.

After a strategic review the GWS board eventually concluded the 'County' 4-4-0 would be one project too many for the foreseeable future, and the scheme was formally dropped.

However, not wanting to see such a golden opportunity to re-create a 'County' pass by, your author joined forces with David Bradshaw to develop an alternative plan. Their proposal would allow a 'County' to be constructed independently, yet using many of the donor parts obtained by the GWS for its own scheme.

Months of negotiations eventually resulted in the proposal receiving the blessing of the GWS, and the CCT was subsequently set up as a wholly independent not-for-profit company (Limited by Guarantee). Full charitable status was achieved during 2019.

The trust retains a close affiliation with the



GWS: the society's former chairman, Richard Croucher, is both a CCT director and trustee.

Consequently, the project began with a head start, thanks to the availability of several major components or patterns, either drawn from the former 'Barry 10' locomotives or from the 'Saint' re-creation.

Additionally, when the GWS dismantled Nos. 4115 and 2861 for its '47XX' project it also released several component for the 'County', with others coming from No. 5227.

The parts set aside by the GWS included the Standard No. 4 boiler currently on No. 5227 at Didcot, a 3ft 2in-diameter wheelset plus horns and axleboxes from No. 2861 and another from No. 5227 (which will be used on the 'County' bogie), four axleboxes, eight horn guides, four spring hangers, four brake hanger brackets, a reversing lever and the chassis of Churchward 3,500-gallon tender No. 2143.

The CCT agreed early on that the new 'County' 4-4-0 would be the 41st member of the class, and therefore carry a unique name and number not borne by any of its predecessors. The new locomotive would therefore be No. 3840 *County of Montgomery* and be built to the design of the 1911/12 batch with curved running plates, as immortalised by Hornby in 1929 when No. 3821 *County of Bedford* was added to its 'No. 2 Special' range.

The project was officially launched in the February 2018 issue of *The Railway Magazine*, after which followed a tense period as the trust waited to see what sort of response the announcement would receive.

After all, the class had disappeared by 1933 and there are few who remember them in service. As such they don't command the same sense of nostalgia as the GWR 'Granges' or LMS 'Patriots', so would anyone actually be interested? The answer, it seemed, was yes!

Funding in place

Thanks to the pledged components from the GWS the trust was already off to a good start, but collecting old parts was one thing. Having new ones made was a different matter altogether. Consequently the article in *The RM* also announced the formation of a Founders' Club, which was set up to finance the cutting of the loco's main frames.

By the beginning of July funding was in place to have the 22ft-long main frame plates cut, and the order was placed with TATA Steel at Wednesfield. TATA subsequently ordered the specially rolled 1¼-in plate from Liberty Steel of Motherwell, which arrived towards the end of the summer.

A few weeks later, at 14.00 on November 13, 2018, the plasma cutters at TATA fired into life and the first 'County' 4-4-0 frames to be cut in 107 years took shape. The whole process took slightly more than 40 minutes.

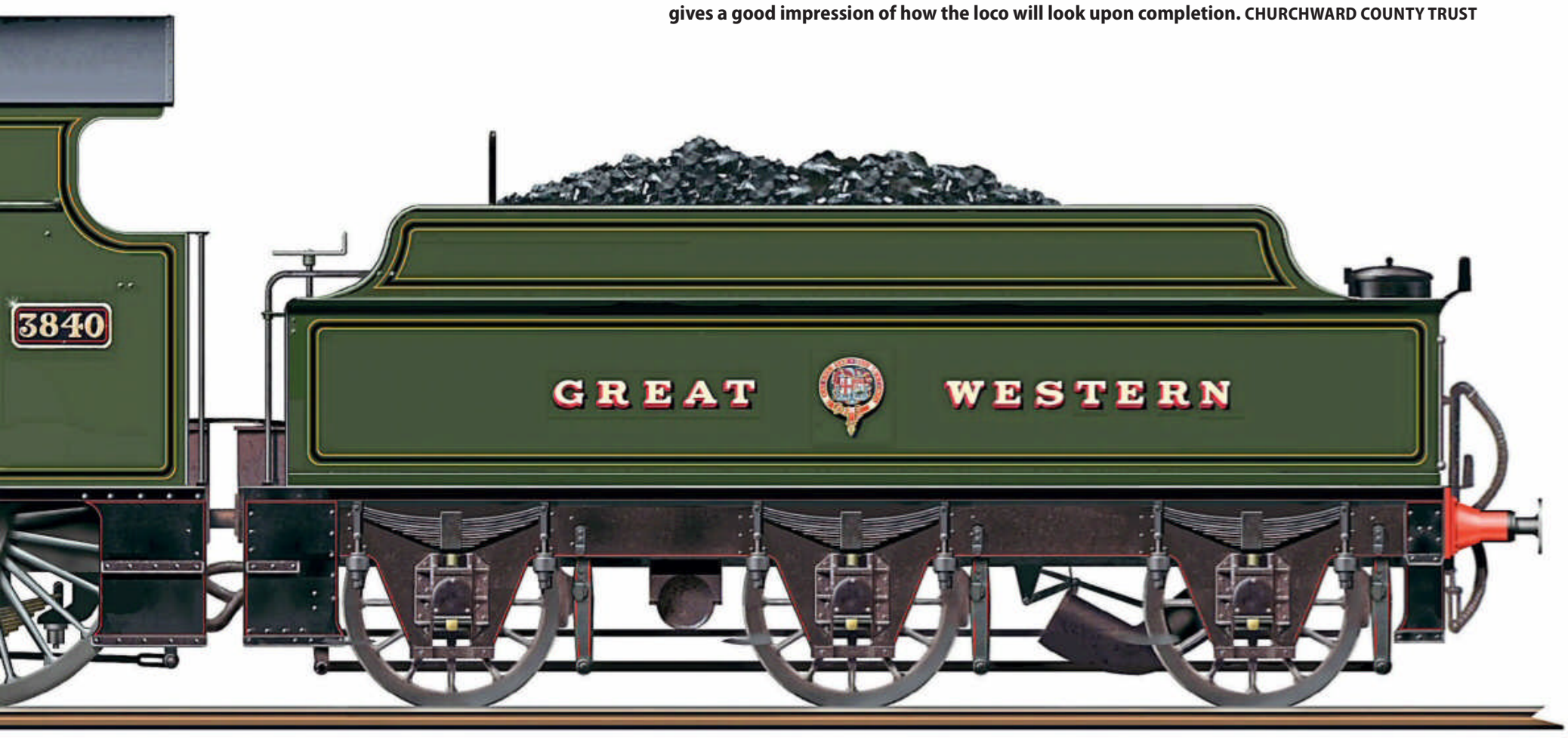
A '100 Hundreds Appeal' was launched at the same time in order to pay for the drilling and machining of the frames, and thoughts turned to ordering the myriad frame plates that make up the various cross members/stretchers, front bufferbeam, rear wear plate and racking plate.

It was at this point that the CCT received two generous offers of sponsorship. The first of these came from John Buxton, managing director of Cambrian Transport, and one of the negotiators of the 'Three Counties Agreement' for Vale of Glamorgan Council. John offered to sponsor the manufacture of No. 3840's two nameplates, which were subsequently ordered from Procast Foundry in Cleckheaton.

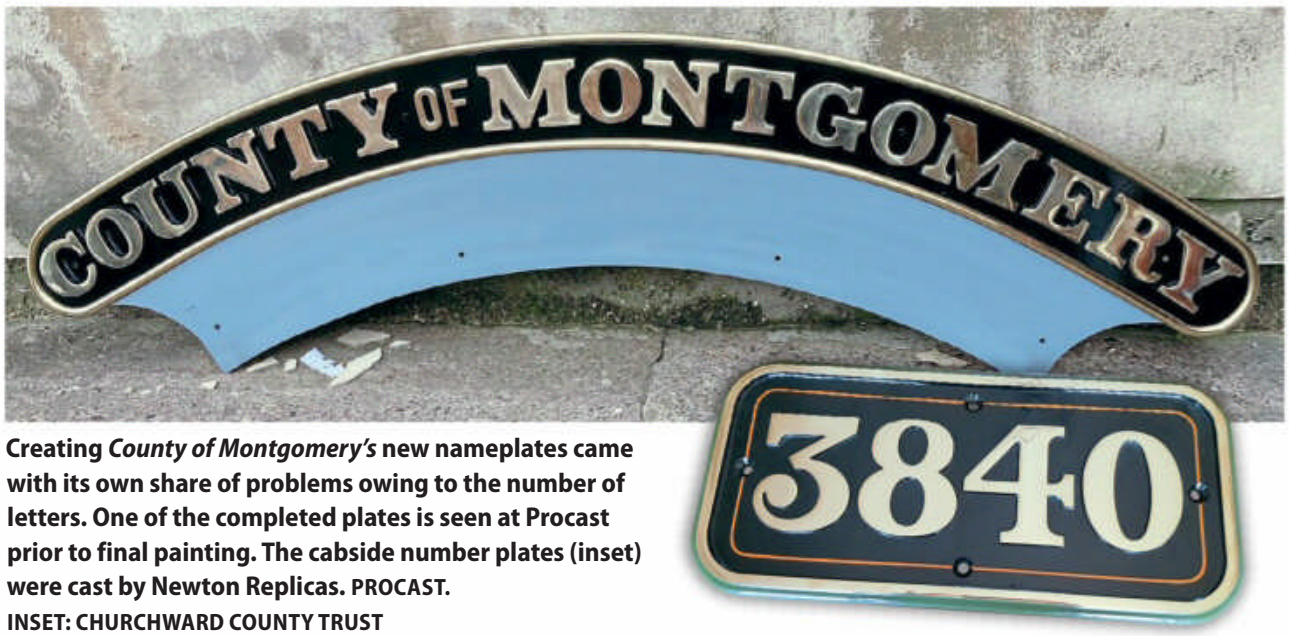
The second offer came from CCT Founders' Club member Stephen Davies, who offered to sponsor the cutting of the remaining frame plates. Work on producing the CAD drawings began straight away, and the order placed with TATA at the end of 2018. They were cut

Above: An historic moment on November 13, 2018, as the main frames for *County of Montgomery* are plasma cut by TATA Steel at Wednesfield. CHURCHWARD COUNTY TRUST

Right: Work on the frame plates underway at Tyseley on October 7 as they are cleaned and painted ahead of assembly this autumn. MICHAEL WHITEHOUSE



Railway artist Stuart Black produced this profile of *County of Montgomery* as a publicity tool, which gives a good impression of how the loco will look upon completion. CHURCHWARD COUNTY TRUST



Creating *County of Montgomery's* new nameplates came with its own share of problems owing to the number of letters. One of the completed plates is seen at Procast prior to final painting. The cabside number plates (inset) were cast by Newton Replicas. PROCAST. INSET: CHURCHWARD COUNTY TRUST

during the early spring of 2019, and delivered to Tyseley Locomotive Works, which had been contracted to assemble the loco's bottom end.

Meanwhile, Goodman Metals of Nottingham had completed the machining of the main frame plates, and these also made their way to TLW. The 'flat-pack' frame components formed the centrepiece of the CCT's sales stand at the Tyseley Open Weekend that June.

American-style

A full work book prevented TLW beginning work straight, which enabled the CCT's design engineer Elliot Powick to complete the CAD drawings for the front-end extension frames.

In typical Churchward practice, the American-style extension frames will form about the front third of No. 3840's frame assembly, and in due course will carry the locomotive's cylinders and support the bogie. They will be riveted to the main frame plates at a point just behind the bear bogie wheelset.

On the original 'Counties' the extension frames were made of forged steel, but thanks to modern CNC manufacturing techniques it was elected that No. 3840's would be machined from solid steel at a cost of around £13,000.

They were ordered from Roach Precision Engineering of Brierley Hill in September 2019, and work began on machining the blanks a month later.

Throughout this period the trust was busy obtaining drawings and sourcing any original GWR parts that could be used on the 'County'. These including several donations, such as a new smokebox step, a pair of GWR whistles and a brass vacuum brake control valve.

A larger acquisition at this time was a suitable chimney previously carried by 'Hall' No. 4953 *Pitchford Hall*. It was cracked but complete, and was dispatched to Cast Iron Welding Services in Coalville to be repaired and restored. It's now as good as new and ready to be carried by No. 3840.

Up until this point the majority of funding had been provided by the CCT's small but generous membership, and the summer of 2019 saw the launch of a new scheme – the 'Forty 4-4-0s Club'. This allows supporters to 'adopt' one of the 40 original 'Counties' for a £1,000 donation, with incentives including a framed photo of the adopted loco, a mounted print of *County of Montgomery*.

The scheme has now seen half of the 40

The polystyrene patterns for No. 3840's new cylinders await final checking at Premier Patterns in mid-September. The cylinders will sit back-to-back within the loco's frames, the two halves forming the smokebox saddle. ANDY TIMMINS/PREMIER PATTERNS

available locos adopted, with the proceeds being directed on the manufacture of No. 3840's coupled wheelsets.

Part of the agreement with the GWS was for the use of the wooden wheel pattern used to cast *Lady of Legend's* coupled wheels, and this has been collected from Didcot and taken to Tyseley pending assessment and refurbishment.

The pattern is not quite right for the 'County', but close enough. That said, there's a chance it may not be required at all as the CCT is currently investigating the possibility of having the wheelsets manufactured in their entirety in South Africa, using an all-new pattern of the correct… pattern.

At the beginning of this year TLW confirmed it would soon be able to start work on assembling the frames, so the CCT board met at Tyseley to finalise the engineering plan for the first phase of No. 3840's construction. It was agreed the cylinders should be the next big acquisition as they form an integral part of the bottom-end assembly, and another club – the 'Cylinders Club' – was launched to raise the £40,000 required to pay for their manufacture.

Elliot Powick therefore set about designing the new inside steam pipe cylinders using the original GWR drawings, which would be cast using polystyrene patterns.

Elliot is no stranger to this process, having produced cylinder designs for other preserved GWR locomotives, namely Nos. 4709, 4930, 3850 and 7802, and has seen those drawings turned into solid metal. The cylinders he designed for No. 4930 *Hagley Hall* at the Severn Valley Railway had to be produced from scratch, with no original drawing to work from.

Project hit hard

At the same time a dialogue was opened with Russell Ductile Castings in Scunthorpe, which tendered a very competitive quote for the two cylinder castings…

… and then came lockdown!

From a practical perspective the impact of the coronavirus pandemic hit the project hard, and the momentum built up previously died away. Yet work continued behind the scenes. The cylinder CAD work was completed along with the designs for a new welded rear dragbox, and further discussions were had over the casting of the cylinders.

As a consequence, once normal-ish service resumed when lockdown restrictions were eased, the CCT placed the order for the two 18in x 30in cylinders with specialist pattern maker Premier Patterns. By mid-September the two polystyrene patterns had been finished and shipped to the foundry in Scunthorpe ready for casting. This is expected to take place during this autumn.

Late September also saw the frame plates taken into the workshops at TLW for preparation. This will involve cleaning up the steelwork cut by TATA and fitting eight horn guides (rescued from Large Prairie 2-6-2T No. 4115), eight spring hangers (four reconditioned and four new), and erecting the plates on a set of stands that were previously used to build the frames of 'A1' No. 60163 *Tornado*.

TLW is having 12 pieces of angle manufactured, which it will use to fit the three cross stretchers to the main frame plates. The next step will be to align them correctly and rivet them together.

Tyseley been contracted to build the locomotive's welded dragbox, which will then be fitted to the frames. Four horn ties have been acquired from GWS donor Churchward '28XX' 2-8-0 No. 2861, which will be fitted between the horn guides and then machined true. The target is to have a complete set of main frames assembled by the end of the year.

Another big step forward came in early October when former TLW chief mechanical engineer Bob Meanley joined the project as engineering manager. Bob's extensive knowledge and experience of GWR locomotive engineering will be a great asset to the CCT, and he will be working closely with Elliot Powick and TLW as construction moves forward.

This brings the *County of Montgomery* story right up to date.

Other achievements in recent weeks have included the delivery of the first bogie wheelset and axleboxes from No. 2861, following the move of the GWS' '47XX' 2-8-0 project from the Llangollen Railway to Leaky Finders in Devon.

A correct-pattern left-hand crosshead has been obtained from Andy Booth and two slidebars formerly carried by '28XX' 2-8-0 No. 2859.

Longer term, the CCT has no plans for No. 3840 to run on the main line, and instead it will ply its trade on preserved railways.

An 'agreement in principle' with the Gloucestershire Warwickshire Steam Railway was obtained early on, which will hopefully see the locomotive based and run there in due course.

This would give *County of Montgomery* an historically appropriate home as the original 'Counties' regularly worked over the route with Bristol to Birmingham expresses until the early 1930s.

Full details on how you can support the project, including information on the Forty 4-4-0s Club, Cylinders Club and new Covenantor scheme (A County for the Cost of a Coffee a Week) can be found on the CCT's website at: www.churchwardcounty.org.uk ■

Above: Former 'Barry 10' 2-8-0T No. 5227 was acquired by the Great Western Society as part of the 2005 'Three Counties Agreement'. Its boiler is destined to be carried by *County of Montgomery*. CHURCHWARD COUNTY TRUST

Right: The pony truck and wheelset from 2-8-0 No. 2861 is loaded at the Llangollen Railway on August 28, ready for transport to Tyseley, where the wheelset will be used in No. 3840's bogie. DAVE OWEN

Above: Four new spring hangers await fitting to the frames at Tyseley during September. ALASTAIR MEANLEY

Right: The repaired ex-*Pitchford Hall* chimney is crated for delivery from Cast Iron Welding Services in Coalville. It does have its copper cap. CHURCHWARD COUNTY TRUST

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- Stainless steel motion
- Safety valves
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- Bronze cylinders with stainless steel pistons and valves
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Driving through the changes on the ECML

CHANGE, MANAGING & THE SHARP END

In part two of his feature about driver Mick Ingledew of Newcastle, Fraser Pithie provides a further instalment of a railway career on the ECML that has spanned four decades – and is still going strong. The subjects of Sectorisation to Privatisation take the spotlight this month.

PART 2

FREIGHT had been the byword of Mick's life for most of his time driving in the 1980s. In 1984, the Thatcher government had authorised BR to electrify the ECML. The work, together with a new fleet of electric locomotives (Class 91) and new Mk 4 rolling stock, came into passenger use in 1989.

The impact of recession and decline of traditional industries throughout most of the 1980s left Mick feeling by the end of the decade that the freight sector was destined to be a shadow of its former self.

By 1991 the scale of change taking place on Britain's railways was growing by the day. The British Railways Board (BRB) sensed in the new Prime Minister, John Major, there was a willingness to go where his predecessor Mrs Thatcher had avoided. Consequently, the BRB decided to accelerate its programme of putting British Rail on a 'business footing' by sectorising its primary operations; the thinking being sectorisation would set things up well if privatisation of the railways came down the track.

InterCity had the highest-profile of the sectors, and was seen as the critical player in showing how the railway could operate as a customer-focused business.

Driver Ingledew's analysis about the freight sector was proving right, and he exercised his judgement by applying to BR InterCity for a train crew leader (TCL) position at Newcastle. Mick got the job and started on September 23.

LNER driver Mick Ingledew. **PICTURE: FRASER PITHIE**

Right: Breakfasts on GNER in First Class were something to savour, and often served to passengers at speeds of up to 125mph.

There were more than 400 train crew based at Newcastle, with the senior drivers working to the Intercity link structure, and the remainder also working towards this. There were, however, drivers who preferred working the local services and chose not to progress to InterCity diagrams.

Mick says: "Driver manager Terry Hutton, along with his personnel manager John Hannon, ran the depot very effectively, both achieving huge respect from their workforce."

Before the introduction of the TCL role, there were just two traction inspectors: Colin Johnson and Neil Bainbridge. They were very busy as they also covered the 100 or so footplate staff at Tyne Yard. In the late 1980s training new drivers was in full flow, similar to what it was like in the 70s.

"The old method was about to be replaced with a more modern approach, as IT was becoming readily available, PCs with a DOS floppy disc and a whirring booting up, a sound I can still hear today!

"I had the pleasure of taking the final 'MP12' at Newcastle. Times were also definitely changing, with two female trainee drivers, Trudi and Lisa, who are both still driving Intercity trains today," comments Mick.

Uncertainty

It was the early days of the 1990s and InterCity was to be short-lived with Privatisation looming. Once again, the effect of political change, so often a feature of railways since 1948, was felt again at the sharp end.

Mick sums up that period of uncertainty for so many: "There was a realisation a multi-sector reorganisation was stealthily occurring and straight away seniority determined your future with regards for ability, personal records or general motivation.

"At Newcastle we worked brilliantly as a 'team', with Colin Johnson at the helm and Alfie Gascoigne senior traction inspector guiding a largely young TCL outfit, but together it worked. At this time we split the TCLs into two teams, one InterCity the other Provincial/Regional Railways, with a dedicated team of drivers, initially dictated through seniority and later through interview."

"At one stage, a roster incorporated say six weeks of training and four weeks of 'duty' turns, where the former traction inspector role duties were prominent. This TI role was very varied and demanding dealing with routine safety incidents, and becoming more apparent, fatalities for which I've experienced many an aftermath, gruesome and awful, for the unfortunate driver and crew involved.

"A letter in 1994, from well-respected Brian Burdsall, director, East Coast InterCity, stated: 'As an organisation, the East Coast has had a short but eventful life, having been set up as part of Organising for Quality initiative in 1991… from next month (April) East Coast family members will go their separate ways into the new and unfamiliar world of the pre-Privatisation railway, with some of you leaving BR for the new Railtrack company…'."

It's a period that Mick remembers profoundly: "Amidst the day-to-day changes unfolding in readiness for Privatisation our structure was changed as we wouldn't all be required to work under Intercity East Coast Newcastle. It was a stressful time. How would our futures unfold? Collectively we'd worked harmoniously together, but we could see that a split was going to be necessary under the new arrangements."

Most wanted to work for ICEC Ltd as driver train managers (DTM), so a selection process was necessary. Candidates had to undertake a presentation and also attend an interview, being advised of their destiny around a week afterwards. For driver Ingledew, the future was ICEC. However, there was financial woe.

While greater pensionable benefit arose with the salaried grade, the earnings potential was reduced. There would be no overtime payments, no shift allowance, although working and cover

A familiar scene taken midway through the GNER era on June 4, 2004, with Class 91 Nos. 91102 *Durham Cathedral* and 91126 *York Minster* waiting to work northbound services. PICTURES: CHRIS MILNER UNLESS STATED.

Above: The GNER crest on a Mk4 'Project Mallard' refurbished train. The original cast crests were removed and have become collectors items.

"InterCity had the highest profile of the sectors and was seen as the critical player in showing how the railway could operate as a customer-focused business."

would apply over a 24-hour period, albeit with a meagre allowance. It had such an effect on some DTM's they had to downsize or move house.

Mick received another letter from Brian Burdsall, now the managing director InterCity East Coast, advising of the introduction of ICEC Ltd… 'that the vesting of the ICEC Train Operating Unit into the wholly BRB-owned subsidiary company ICEC Ltd will take place on March 31, 1995'. Brian's letters were always signed by fountain pen individually, not copied.

There were also other issues during the developing of ICEC Ltd – it also included Edinburgh Waverley. Through all the trials and tribulations happening south of the border, there hadn't been much consideration to their northern counterparts. Mick says: "Whereas we'd all endeavoured to join ICEC, those in Scotland opted to stay with either ScotRail or transfer to the new company Cross Country.

"My colleagues and I plugged the hole temporarily, but with no takers, it was decided I would take over the mantle in Scotland as the driver team manager based at Edinburgh. I did benefit in one way; I would become cover for Colin in Scotland when required or cover when he was on leave. On-call was and still is a very restricting period, where for many reasons you'd do your day job, only to be called out with no extra remuneration.

"In those days only very senior managers were entitled to travel First Class. During my temporary secondment to Scotland, the extensive train travelling to and from Newcastle was acknowledged by personnel manager (North), Angie Hughes. She felt the First Class environment would allow me to catch up with reading and paperwork. Unfortunately, this didn't last long as the arrangement hadn't been approved by the driver manager at HQ nor 'granted through the appropriate channels'. I was advised that the pass would be withdrawn immediately. I carried on regardless."

Relocation

More uncertainty and change was looming, though. There were issues in Yorkshire similar to those at Edinburgh. The trimming down at Newcastle meant relocation for some personnel, including Mick, who after another obligatory interview was sent to Edinburgh, with his colleague DTM Neil Gillies transferring to Doncaster. The workload in these roles had grown and was now substantial. While a welcome development, the introduction of a new competency assessment brought significant additional work to the role.

Redundancies involving up to 20 drivers at Newcastle loomed as the parcels business was lost to Rail Express Systems. Mick says: "Once again ingenuity working with the Aslef local level committee (LCC) at Newcastle helped avoid redundancy. When the process of withdrawing the contracts with ScotRail for drivers on hire to cover the Inverness, Aberdeen and the soon-to-run Glasgow services, a volunteer 'Lodge Link' was suggested at Newcastle to cover this work.

"In addition, a Volunteer Lodge Link at Edinburgh was required to cover the allocation of Aberdeen work.

"Colleagues Neil Gillies and Paul Boyle were pivotal in the driver route-learning Edinburgh to Inverness, Kevin Humphreys took the Edinburgh to Aberdeen route, while I concentrated on the Glasgow Central training. It was a hectic period."

During this time, Mick was requested to relocate his home and family to the Scottish capital. He recalls: "I took my wife north of the border for house viewings to outlying areas we could just about afford. The penny dropped: our three children's education, particularly our daughter Lisa, who would be taking GCSEs the following year, would be affected.

"In Scotland the education system was different, and it meant she could only complete her GCSEs by private education, which as part of the transfer would be recoverable by the company as private tuition fees.

"After an audience with the principal of Loretto School, and presentation of the fees to ICEC, they quickly confirmed I wouldn't have to relocate!"

It's at this point Mick shares the raw reality of life working as a train driver over four decades and the fact railway staff have always just got on with the many constraints associated with a 24-hour devotion, but always, crucially, behind the scenes, were their families.

"When proposing to my wife Barbara, she understood the demands of me pursuing a career on the footplate, so after the toasts, Barbara's new style life was about to begin. Our family soon came with the arrival of Lisa in 1982; it was a busy year for me qualifying as a relief driver and the maternity visits nestled in between.

"Even in the relatively modern era, it was demanding for our partners, adjusting to every hour and minute of the day, 'what do you fancy for your bait' (food) and in the early days, as being in a driving grade, I only got one day off

ANECDOTES: EAST COAST CHARACTERS

'Porky' Lincoln

"ALAN started his railway career at Hertford North back in the 1950s.

"I would see him regularly through the 1990s and early 2000s. He was a happy, chirpy character with a 'crafty cockney' accent.

"He had a slightly rotund appearance and everyone would acknowledge him as 'ah there's 'Porky' Lincoln'.

"One day I had reason to ride with Porky on a northbound diverted service via Hertford – a rare occurrence – which leaves the ECML at Alexandra Palace and rejoins at Stevenage.

"There was reason for me to contact the signaller and this is where, for whatever reason, his name was required. He could see me struggling… 'What's the matter son'? he asked smirkingly. 'Well respectfully, I only know you as 'Porky'..

"'Ah that's OK son, I knew that was coming - it's Alan'."

Once the formalities had finished, he went onto explain the origin. On his first day, the foreman looked at this skinny young lad: 'Right Porky…' and from that moment the name stuck with him. Forever.

Milk bottle specs

"BACK in BR days there was character named Johnny Spencer, a former Royal Marine from Kent. He had a joke pair of 'milk-bottle-bottom' spectacles, which had lenses at least a half inch thick.

"He used to wear them while walking along the platform and just like 'White Stick Joe' (*RM* Oct), he used to seek out a gullible-looking passenger and ask them if it was the Leeds train. When they replied in the affirmative, he would tell them he was the driver, and wait for their reaction....

"Working nights at Doncaster, he had to drive freight '4M72'. Just after he'd signed for the road, he put his specs on and went into the office, where he asked the unsuspecting train crew supervisor where '4M72' was?

"As the supervisor looked at John to answer him, he clocked the glasses, and nigh fell off his seat.

"Not only that, but the TCS then asked Johnny what the date of his last railway medical was!"

GNER was rightly proud of its East Coast heritage, and Mick Ingledew says it showed. This carriage poster was one of the welcome touches applied by GNER.

Mick receives a GNER Gold Crest Award from GNER chief executive Christopher Garnett, which was given in recognition of leaving a family wedding to change clothes and drive the 'Highland Chieftain' to Inverness because of the unforeseen forced absence of the booked driver. INGLEDEW FAMILY PHOTO

GNER Class 91 No. 91017 works blunt-end-first past Gamston, south of Retford, on its way to London King's Cross on July 26, 2002. A a fault with the Mk4 set had necessitated a loco run-round. ROBIN STEWART-SMITH

a week. The horrendous shift patterns, out for a 3am start or finishing at 3 am the next week, I've just got this settled and in 1985 my son Stephen arrived – and had a difficult start to life. He proved that despite his limitations, he was a battler and succeeded in gaining a career on the railway with his dad, ensuring everything was clean and tidy for our customers.

Exceptional

"Sadly, we lost Stephen a few years ago very suddenly from which we still haven't recovered, but his character looms very strong as each, and every day I go to work he gets mentioned. We were so proud of Stephen.

"Karen Boswell was East Coast MD at the time and the support she offered and gave was exceptional and much appreciated."

"My parents, Norman and Nan, supported me initially before marriage and were also incredibly supportive grandparents, and we were on the crest of a wave, when we announced their next grandchild was on the way. Then my mother was diagnosed with cancer. Through the months she battled, as Barbara approached near full term before the arrival of our youngest David, my mam able to hang on for his birth, passing a week later at the age of 54. A railwayman's family demands and experiences are not necessarily experienced by other folk."

Mick adds: "Like Stephen, our David decided on a railway career, too. I felt so proud of Stephen, and that continues with David. Lisa has succeeded in a different career path excelling at university, gaining a Masters, working around the world and the UK, and currently holding a senior position in a FTSE company."

Mick's arrival at Edinburgh as driver train manager responsible for 60 drivers was something he could never have imagined. "I didn't know anyone at Edinburgh, other than some of the ScotRail ops staff. In those days there weren't any induction arrangements. I was told to contact Elaine Joiner 'who will advise you of your accommodation'.

"Across from platform 11 at Waverley, I entered the South Block through what would be the original North British door and ahead was a grand staircase with the highest-quality tartan stair carpet, the walls adorned with Scottish portraits and paintings.

"And then into Elaine's elaborate office. She made me feel most welcome and introduced me to Kenny McKay and Maurice McGonagle, who were part of the senior conductor management team.

"We had a coffee and a biscuit after the introductions. Elaine, who was the highest-ranking manager at Edinburgh Waverley, went out of her way to help me along with these two chaps.

"'We'll show you to your office..'", she said, passing through many a fine corridor, polished brass door handles until "'and here you are'...

"I opened the door into what was a small, dingy room, looking across to a dumped filing cabinet, a desk strewn with files and other materials."

Elaine said: 'right, we're just along the corridor if you should need anything' … and she'd gone!"

Mick continues: "I sat down and reflected 'what the hell have I let myself in for'? Clearly, there was no consideration in planning for my or anyone's arrival – it seemed it was just a case of get rid of all the East Coast stuff from the Ops Depot and dump it in there.

"It was difficult to distinguish who were 'my' drivers at this early stage as the uniforms were of BR issue, but then I noticed that ScotRail staff, even before Privatisation, had identifiable logos at an early stage.

"I popped into the operations depot and made my way to the signing-on point window. As I recall, Colin Lawson was the train crew supervisor on duty. He invited me in and introduced me to ScotRail traction inspectors, Lou Gracie and George Beattie. I was intrigued to know why they hadn't opted for East Coast?

"The East Coast accommodation for train crew, next to my pokey office, was a disgrace. What was probably an earlier janitor's store cupboard was crammed with pigeon-hole lockers, a desk, inadequate notice space; totally unacceptable, and remained so for many years."

Over the coming months, Mick would get to know 60 drivers at Edinburgh. "Looking back this was a great development in my management style, thrown into the lion's den. I took the 'people management' style. Get to know each individual, their wants and needs, then my role would be easier."

Honest

It's clear talking and listening to Mick he is a natural people person, and within in a managerial role, could doubtless build trust and loyalty not least because of his background knowledge of the job but also because he's a genuine and honest speaking man.

Such qualities were to stand Mick in good stead as these were difficult times, particularly with the allocation of work, with Glasgow, Inverness and Aberdeen transitioning into self-cover by ICEC.

Within the guidelines, no depot had any more claim to any work than the other; it was solely between Newcastle and Edinburgh, and demonstrating productivity and the protection of drivers at Newcastle from redundancy. The situation at times served to get somewhat heated, and Mick and his colleague needed all their people skills to manage and engage with the LLCs and drivers.

"Mick shares the raw reality of life working as a train driver over four decades and the fact railway staff have always just got on with the many constraints associated with a 24-hour devotion, but always, crucially, behind the scenes, were their families."

"When at Newcastle, I had trained enough drivers with Glasgow competencies to work through with Glasgow Polmadie drivers covering the remainder. To my utter astonishment, Edinburgh drivers had a single Saturday-only job to Glasgow Central. Glasgow Queen Street had been the main route."

However, the decision to link the ECML with the WCML at Carstairs effectively changed the Edinburgh to Glasgow rail corridors. It was a last-minute decision influenced by the facility of some unspent capital from the electrification of the ECML, and not least the drive and determination of the ECML electrification project director Don Heath, whom Mick knows well, having accompanied him on the footplate on several occasions.

Driving work was allocated productively as opposed to geographically as might have been the case in other genres of say BR. Work was diagrammed according to the working timetable, meaning the first and last trains were covered geographically, and the rest diagrammed productively, except for the Inverness service, which would be solely worked by Newcastle drivers.

Edinburgh was a vibrant depot with drivers from a variety of backgrounds. There were only a few drivers who were originally from Haymarket; many of the senior drivers were from St Margaret's, but the majority were from Fife and Dundee as a result of depot closures.

Looking back, Mick says that he feels little, if any, thought was given to Scottish culture and traditions, which are as strong and important today.

"I attended many a long service award in Scotland, with those in attendance all wearing their specific family tartan kilts. The problem was the consideration of public and bank holidays based on the 'York HQ way, for example, the English tradition of Christmas as opposed to New Year – the traditional Scottish holiday – which still applies to Network Rail today."

"If you asked Mick about a high spot in his career, the time that GNER ran the ECML would undoubtedly be up there."

The arrival of GNER, part of the Sea Containers group, as the first franchise to operate the ECML led to a transformation in many ways. GNER was limited to a seven-year franchise term, unlike Chiltern Railways, for example, who were awarded a 20-year franchise. The difference was significant because it determined the level of long-term investment a train operator could and would make with all aspects of its service.

Beneficial

Moving from BR to ICEC, with Brian Burdsall leading, was beneficial as a foundation for when GNER came to town. The entire train fleet was to carry the new house colours of dark blue with a red waistband, with extensive use of badges, designed to evoke the emotion of the Golden Age of railways.

Straight away, the rolling stock branding started. It was a busy time at Edinburgh. The Mk4 rolling stock was 'GNER'd' by Babcock at Rosyth Naval Dockyard. Craigentinny did the Class 91s and Class 43s, and Wolverton the remainder.

Mick continues: "Immediately, we were invited en masse to attend 'wow'-style presentations with media presentations right up there. I have to say it made you feel proud to work for GNER.

"Christopher Garnett was superb when it came to oratory, and he was an inspirational character, respected by everyone. He travelled regularly and always left the crews motivated. Chris's appeal was that he was genuine and possessed an exemplary focus on customers and staff.

"The key element was the leadership he demonstrated, and his sincerity and commitment by his actions, such as the time when hearing a toilet was blocked on a train service that he was travelling on, he personally sorted out the problem!

"In those early days of Privatisation, things were changing, and according to how one looked and approached things, there were some great opportunities.

"In early 1999 one such chance came my way as part of the route upgrades, starting with Edinburgh to Aberdeen.

"Following preparatory meetings with Railtrack, a specially prepared HST was fitted out with all sorts of testing equipment. On Sunday, September 12, 1999, we were given clearance to exceed all Permissible Speed Restrictions (PSR's) in both directions.

"The route was subject to many 65mph restrictions of only a few metres, where the line travelled over and under bridges, particularly prevalent in the Fife section. I managed to attain 117mph in the Carnoustie area, a record never publicised. However, the maximum line speed remained at 100mph.

"Following this, there were many line speed increases, with all of the 65mph eliminated for HSTs only. This improved journey times significantly. A similar run to Glasgow followed

Mick's wide route knowledge has allowed him to enjoy the scenic Highland Main Line to Inverness. Here, power car No. 43108 with 43111 approaches Blackford with the 09.40 Inverness-King's Cross on November 13, 2005. IAN LOTHIAN

with a few speed adjustments."

With plans to do something similar with the route to Inverness it seemed to be the dawn of a new buccaneering spirit on the railways, certainly for those that worked at GNER. Unfortunately, it was not to be as a string of events started to unravel beyond GNER's control, with some that affected Britain's railway as a whole.

In 1998 a Class 91 and its rolling stock had derailed at Sandy, leading to the temporary impounding of MkIV coaches and the ultrasonic testing of wheels.

In 2000, the fuel crisis led to trials using one power car on IC125s to save fuel, although this was quickly abandoned because of maintenance concerns. Then on October 17, 2000, came the Hatfield derailment, which cost four lives and was caused by gauge-corner cracking.

It effectively signalled the beginning of the end for Railtrack as Hatfield was followed four months afterwards by the tragedy of Great Heck, caused by an obstruction on the line, when a road vehicle left the M62, landing on the Up main of the ECML. On both occasions, 91023 was the locomotive providing the motive power.

Sadness

Mick remembers these times, and recalls with sadness Great Heck and the loss of colleagues, driver John Weddle, guard Raymond Robson, chef Paul Taylor and Stephen George, driving the Freightliner freight train carrying coal travelling in the opposite direction. After Great Heck the fated Class 91 became No. 91132.

Mick's colleague Bob Howes and the late Maureen Wilson and her HR team at GNER were instrumental in supporting welfare for the families of staff affected.

If you asked Mick about a high spot in his career, the time that GNER ran the ECML would undoubtedly be up there. GNER exceeded in their staff development schemes, and Mick had always found educational courses beneficial, so he took up the offer to undertake management professional qualifications, sponsored by GNER, with the Open University.

By December 2004 Mick had gained a professional diploma in management; his award is at masters level within the higher education qualifications framework.

Mick laments: "It was with dismay we heard in 2006 Chris Garnett would be leaving us. The period just after 2000 seemed to move from one disaster to another.

"All I can say is Chris and his team dealt brilliantly with these challenges one after another; many had never been faced before. It was such a shame it seemed to count for nothing in the end."

For Mick, the demise of GNER the following year was the end of what had at first appeared to be a bright new beginning – a recollection he is very clear about.

"For the first time, for me personally, the railway I've lived and breathed, wasn't to be the same, and hasn't been until now with LNER. National Express winning the bid to run the ECML was a damning moment: a bus company running my trains!" ■

■ *In the third and final part, Mick will recall his time under four more companies – National Express, East Coast, Virgin East Coast and LNER – and also provides his opinions of some of the traction he has driven in a 40-year career.*

Low points in Mick Ingledew's career: The derailment of No. 91023 at Hatfield 20 years ago, on October 17, 2000, was caused by gauge-corner cracking and led to the demise of Railtrack. Just four months later came the Heck crash, involving the same locomotive.

After suffering a motive power shortage, GNER bought the unique Class 89 No. 89001 and invested £100,000 in an overhaul before using the loco from March 1997. It was usually found on services to Leeds, Bradford or Skipton. Here, the loco passes North Muskham, Newark, with the 15.40 King's Cross-Leeds on June 3, 1997.
ROBIN STEWART-SMITH

Poor profitability, leading to problems making the premium payments to the DfT, stemming from the 7/7 terror attacks in 2005, electricity prices, and domestic air completion, led to a decline in passengers and the demise of GNER as a franchisee. Taking over was National Express, which paraded re-branded HST No. 43300 at King's Cross on December 9, 2007. The new company's tenure of the franchise created frustration for Mick, as will be revealed in part 3.

2020 UPDATE
COVID CHAOS

Train builders are still busy assembling hundreds of new vehicles for British operators as the modernisation and expansion of the passenger fleet continues. Many new trains are being delayed by production or software issues as well as the Covid-19 pandemic, and Ben Jones reviews the current situation.

DESPITE the uncertainty surrounding the future structure of Britain's rail network, new passenger trains worth billions of pounds continue to roll off production lines destined for UK train operators.

Factories in England, Wales, Spain, Germany, Japan, Switzerland, Poland and Hungary are busily engaged in assembling new trains for the UK, using components sourced from many locations in Europe and further afield.

The complexity of this international effort has been brought into sharp focus by the global Covid-19 pandemic, which has introduced further pressures into delivery schedules already disrupted by production and supply problems, software issues, reliability 'teething troubles', and a shortage of specialist engineers to test and commission new fleets.

The sudden and unexpected collapse of passenger numbers since March 2020 has thrown the plans (financial and operational) of train companies into chaos.

Instead of celebrating the introduction of new train fleets, and the extra seats and new features they deliver, operators now have to figure out whether their carefully crafted rolling stock plans are still relevant to the 'new normal'.

Since our last update in 2018, hundreds of new trains have entered service with GWR, LNER, Northern, TransPennine Express (TPE), Hull Trains, ScotRail, Thameslink, Great Northern, Greater Anglia, and London Overground.

Hig-profile

Significantly, the largest and most high-profile new train order of the last decade – the Government's £5.7billion InterCity Express Programme (IEP) – was completed in September with the delivery of the last of 122 Hitachi IET sets (866 vehicles) for GWR and LNER. The final set to be accepted by LNER was pre-production No. 801201, although as this issue went to press Nos. 801212/218 were still to carry their first passengers.

Hitachi has also delivered 36 AT300 bi-mode trains (22 five-car and 14 nine-car Class 802) with more powerful engines and larger fuel tanks for West of England routes. Twenty-four similar trains were delivered to TPE (19 Class 802/2s) and Hull Trains (five Class 802/3s) in 2019, and are now operating the Liverpool-Newcastle-Edinburgh and Hull to King's Cross routes, respectively.

Hitachi's Newton Aycliffe factory is in the process of assembling five five-car Class 803 EMUs for First Group's East Coast Trains open access operation, which is due to start in October 2021. These sets will be fitted with batteries for low-speed operation in depots or if overhead line equipment (OLE) fails. Painted bodyshells were delivered from Japan earlier this year, and the first complete set is expected to appear shortly.

Having completed the massive IET order, there were fears of job losses at Newton Aycliffe, but Hitachi has secured two further contracts for new trains, based on the AT300 platform.

In August 2019, East Midlands Railway placed an order for 33 bi-mode Class 810s to replace its HSTs, Class 180s and Class 222s on Midland Main Line (MML) services from London St Pancras to the East Midlands and

CAF is building new DMUs for West Midlands Trains and Transport for Wales, and has recently completed deliveries of Class 195 units to Northern. WMT's four-car No. 196101 makes a striking sight as it passes Henley-in-Arden during a recent test run. FRASER PITHIE

No. 777005 and a sister unit weave out of Stadler's Kirkdale depot in Liverpool on September 15 during eight-car testing of the new metro units for Merseyrail. The first '777s' are expected to carry their first passengers in 2021. A ANDERSON

A computer-generated image of the new Stadler Metrocars, 42 of which have been ordered to replace the Tyne & Wear Metro fleet. NEXUS

South Yorkshire. The five-car electro-diesel units will feature four diesel generator packs per set (increased from three on Class 800/802) to cope with prolonged diesel operation north of Market Harborough, and to match the high performance of the '222s' over this challenging route.

As the MML is not cleared for 26m-long vehicles, the '810' cars will be two metres shorter than standard AT300s. All are due to be in traffic by December 2022, by which time further MML electrification may be back on the agenda, as hinted by the Government in September.

In December 2019, new West Coast Main Line (WCML) operator Avanti West Coast confirmed it would invest £350m to replace its Class 221 DEMU fleet by 2022.

Hitachi will supply 13 five-car, bi-mode Class 805 trains for Shrewsbury, Chester and North Wales services and 10 seven-car Class 807 EMUs to supplement Class 390s on routes to Birmingham, Blackpool and Liverpool. Both types are based on the AT300 platform and will have 26m-long vehicles.

With Siemens' big orders for commuter trains now delivered and earning their keep with Thameslink and Great Northern, attention has turned to Bombardier's competing 'Aventra' family of trains.

Software issues

London Overground was the first to receive new trains from this family, taking 31 four-car 25kV AC Class 710/1 EMUs for Liverpool Street commuter lines and 23 dual-voltage Class 710/2s for Gospel Oak to Barking, the Watford DC Lines and North London Line. Originally due to enter service in May 2018, their introduction was delayed by a year by software issues, and the final sets have only recently been delivered, allowing the retirement of TfL Rail Class 315s.

Problems with the '710s' caused a backlog at Bombardier's Litchurch Lane factory in Derby and knock-on delays to hundreds of other 'Aventra' vehicles for other operators.

Greater Anglia's Class 720 EMUs should have carried their first passengers in March 2019, but as this article went to press that milestone was yet to be reached. The '720s' have also suffered software problems, preventing their introduction into passenger services. However, Bombardier and GA expect the first trains to enter traffic on the Liverpool Street-Southend route before the end of 2020.

Originally specified as 89 five-car and 22 10-car sets (665 vehicles), the £900m order was modified last month so that all vehicles will be delivered in five-car sets to increase the flexibility of the fleet. Delays to the '720s' have forced GA to retain older Class 317/321/360/379 EMUs beyond the December 2019 deadline for accessibility improvements, and delayed the cascade of the '360s' to East Midlands Railway for the London to Corby route.

July 2019 saw GA introduce its Class 755 bi-mode regional trains in East Anglia, followed in January 2020 by the first of 20 12-car Class 745 'FLIRT UK' inter-city trains. The Stadler-built trains have also suffered their fair share of teething troubles, but both fleets are now settling down to regular service. This has allowed GA to release all its Class 153/156/170 DMUs to other operators and retire its Class 90/Mk3 sets from the London to Norwich route.

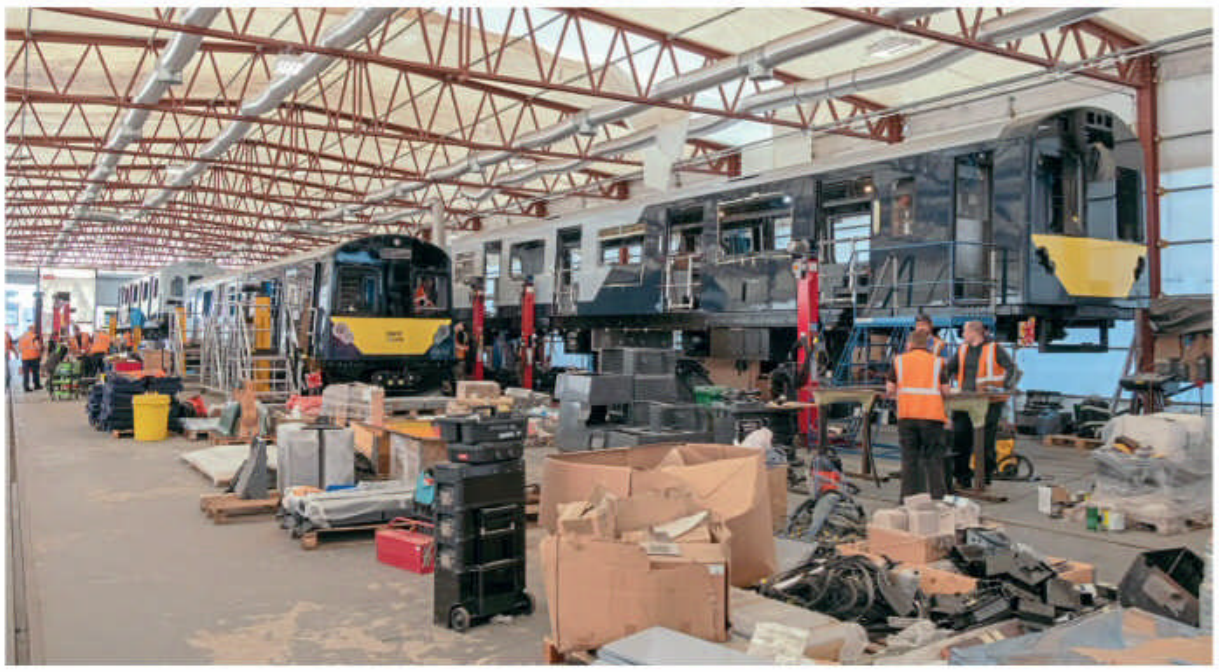
Another operator affected by the Litchurch Lane logjam is South Western Railway (SWR), which should have had all 90 Class 701 'Arterio' EMUs in traffic by December 2020.

The first unit of the £895m fleet was delivered to SWR for testing in June and they will gradually replace Class 455, 456,

NEW TRAIN FLEETS 2016-24

Builder	Operator	Class	No. of Trains	Vehicles	Introduced	Value
ELECTRIC TRAINS						
Bombardier	Gatwick Express	387/2	27	108	2016	£145m
Bombardier	GWR	387/1	45	180	2016-18	Undisclosed
Bombardier	TfL	345	70	630	2017-19	£1bn
Bombardier	LOROL	710	54	222	2019-20	£300m
Bombardier	South Western	701	90	750	2020-21	£895m
Bombardier	c2c	387/3	6	24	2016	Undisclosed
Bombardier	c2c	TBC	10	60	2021	£105m
Bombardier	Great Northern	717	25	150	2018-19	£200m
Bombardier	Greater Anglia	720	133	665	2020-21	£900m
Bombardier	London Northwestern	730/0	36	108	2021-22	***
Bombardier	London Northwestern	730	45	225	2020-21	***
CAF	Arriva Northern	331	43	141	2019-20	*
CAF	TPE	397	12	60	2019-20	*
Hitachi	ScotRail	385	70	234	2018-19	£400m
Siemens	Thameslink	700	115	1,140	2016-18	£1.6bn
Siemens	South Western	707	30	150	2017-18	£210m
Stadler	Merseyrail	777	52	208	2021-22	£460m
Stadler	SY Supertram	399	7	21	2018	£100m
Stadler	TfW	398	36	108	2022-23	****
Vivarail	Island Line	484	5	15	2021	£26m
Stadler	T&W Metro	-	42	168	2023-24	£362m
LOCO-HAULED STOCK						
CAF	Caledonian Sleeper	Mk5	8+spares	75	2018-19	£100m
CAF	TPE	Mk5a	13	66	2018-19	*
DIESEL TRAINS						
CAF	Arriva Northern	195	58	149	2018-19	*
CAF	LNR/West Midlands	26	80	2020-21	***	
CAF	TfW	197	77	180	2021-26	****
BI-MODE/ELECTRIC						
Hitachi	GWR/LNER	800/801	122	866	2017-19	£5.7bn
Hitachi	GWR	802	36	208	2018-19	£361m
Hitachi	Hull Trains	802	5	25	2019	£60m
Hitachi	TPE	802/2	19	95	2018-19	*
Stadler	Greater Anglia	745	20	240	2019-20	**
Stadler	Greater Anglia	755	38	138	2018-20	**
Stadler	DRS	88	-	10	2017	Undisclosed
Hitachi	East Coast Trains	803	5	25	£100m	
Hitachi	East Midlands Rly	810	33	165	2022	£400m
Hitachi	Avanti WC	805/807	23	135	2022	£350m
Vivarail	TfW	230/0	5	10	2021	****

*Combined order valued at £500m
**Total fleet replacement valued at £1.4bn
***Combined LNR/West Midlands Rail order valued at £680m
****Combined TfW order valued at £800m



Vivarail is currently preparing five two-car Class 484 750V DC EMUs for the Ryde to Shanklin route on the Isle of Wight. The former London Underground 'D78' vehicles will replace ancient ex-LT 1938 Stock tube trains from April 2021. CHRIS MILNER

The first complete three-car Class 730/0 'Aventra' for West Midlands Trains metro services around Birmingham has been shipped to the Velim test centre in the Czech Republic ahead of main line testing in the UK. WEST MIDLANDS TRAINS

458 and 707 EMUs on Waterloo suburban routes. The 750 vehicles will be delivered as 60 10-car (Nos. 701001-060) and 30 five-car (Nos. 701501-530) sets.

By September, seven '701/0s' had been completed, with the first now expected to enter service on the Waterloo to Reading route in early-2021.

Once it has accepted sufficient '701s', SWR will sub-lease its fleet of 30 Siemens-built Class 707s to Southeastern. After that, the Class 458s will be retired, followed by the two-car Class 456s and finally the Class 455s.

Also now on the production line at Litchurch Lane are the first Class 730 'Aventra' EMUs for Abellio's West Midlands Trains (WMT) and London Northwestern Railway (LNR).

This £542m order placed in December 2017 will see 36 three-car Class 730/0 'Metro' sets for WMT local services around Birmingham, 29 Class 730/1 five-car sets for LNR Euston outer suburban duties, and 16 five-car Class 730/2s for longer-distance semi-fast services. They were originally planned to enter service in 2020, but their introduction has been delayed until next year.

Following the '730s' will be a fleet of six 10-car Class 711 'Aventras' to provide c2c with extra capacity on the Fenchurch Street-Southend-Shoeburyness route.

Meanwhile, the 70 nine-car Class 345s built by Bombardier for Crossrail are still to enter full service. A small number of sets are now being used by TfL Rail on Paddington to Heathrow/Reading and Liverpool Street-Shenfield diagrams, but many stand idle at depots awaiting the completion of the core tunnels under central London, and are not now expected to welcome passengers until 2022.

Late addition

Away from the intensively worked lines of London and the south-east of England, new trains have also appeared on many routes across the north of England and Scotland over the last two years.

Northern has taken delivery of 58 Class 195 two/three-car DMUs, the first of which entered service on July 1, 2019 – seven months later than planned. The last three sets (Nos. 195131-133), a late addition to the order, entered service in September/October.

The CAF-built trains were intended to allow Northern to eliminate its Class 142/144 'Pacers', but a handful of '142s' soldier on, providing additional capacity on busy services around Manchester.

CAF has also delivered 31 three-car and 12 four-car Class 331 EMUs to Northern for regional services around Leeds and in the north-west of England. The first of these also entered traffic on July 1, 2019, and all are now in traffic.

Hitachi has scored a major success in Scotland, where 70 three-car and four-car Class 385 EMUs have quickly settled down to provide excellent reliability and high satisfaction ratings with passengers.

Now forming the backbone of ScotRail's interurban fleet across the Central Belt, they have helped to eliminate a large number of DMUs from routes such as Edinburgh to Glasgow (via Falkirk High, Shotts or Cumbernauld) and Glasgow/Edinburgh-Stirling/Alloa.

Meanwhile, Northern is still waiting for its eight Class 769 FLEX bi-mode units, converted from Class 319 EMUs. These should have entered service in May 2018. All had been delivered to Allerton depot by September 2020, but their introduction has been delayed by various issues related to their new traction equipment and staff training delays.

Deliveries of FLEX units to Great Western Railway (GWR) and Transport for Wales (TfW) are also in progress but none have yet carried passengers.

Orders for new diesel trains are drying up as operators and stakeholders push for cleaner forms of traction, but three fleets are currently being built for West Midlands Trains and TfW.

CAF has an order for 80 DMU cars for WMT, consisting of 12 two-car and 14 four-car Class 196s for regional routes radiating from Birmingham.

After visiting the Velim test centre in the

South Western Railway Class 701/0 'Arterio' No. 701006 passes Basingstoke with a test run on October 7. These 10-car EMUs are due to enter service on the Waterloo to Reading route early next year. CHRIS WILSON

September 21 was a momentous day for Porterbrook's 'HydroFLEX' project as demonstrator set No. 799001 became the first hydrogen-powered train to work on the UK main line. Eight days later, the '799' passes Evesham during a test run from its base at Long Marston. BOB SWEET

Czech Republic for dynamic testing between December 2019 and April this year, No. 196101 was delivered to the UK and is currently undergoing trials. The class is expected to carry its first passengers before the end of 2020.

TfW has ordered 77 Class 197 DMUs, formed into 51 two-car and 26 three-car sets to replace Class 150/153/158/175 DMUs on regional and interurban services across the Principality.

The first '197' bodyshell was delivered from CAF's Beasain plant to its factory in Newport, South Wales, in February 2020. Newport will be responsible for the assembly of all components and finishing of the vehicles before delivery to TfW.

Deliveries will run from 2021 until 2024 and 21 two-car sets will be delivered with European Train Control System (ETCS) equipment to replace Class 158s on the Cambrian Coast routes.

Although they are yet to break cover, TfW also has 11 four-car 'FLIRT' DEMUs, seven three-car and 17 four-car tri-mode (electric, battery and diesel) 'FLIRTs' and 36 three-car 'Citylink' tram-trains on order from Stadler. These will be delivered from 2021-23 for the South Wales Metro network, radiating from Cardiff.

TFW 'jigsaw'

Together with the CAF '197s', they form part of an £800m plan to replace every train in Wales by 2024.

The final piece of TfW's new train jigsaw is the acquisition of five three-car Class 230 diesel/battery hybrid trains from Vivarail. These trains are currently undergoing testing on the main line network, and should have been introduced in 2019.

Vivarail received authorisation in September 2020 from the Office of Rail and Road (ORR) for them to enter passenger service, but no date has yet been given for their introduction on the Wrexham to Bidston line. Plans to use them on the Conwy Valley line to Blaenau Ffestiniog have been dropped.

Vivarail has also secured a £26m order from South Western Railway for a 750V DC third-rail 'D Train' variant to replace the Island Line's vintage ex-London Underground tube trains. Five two-car Class 484 sets are being prepared for delivery to the Isle of Wight by April 2021, with the first three due for completion this year.

The Vivarail Class 230 sets are powered by a new version of the power packs, featuring the 3.2-litre Ford diesel engine. The modified versions are already in service with LNWR's units on the Marston Vale line.

Swiss company Stadler is a relatively recent entrant into the UK train market, winning three orders in 2015/16. It started with a relatively small, bespoke contract to build new automatic trains for the Glasgow Subway, and in late-2016 won major orders from Greater Anglia and Merseyrail. It has since secured deals with TfW and Tyne & Metro Metro.

The fleet of 52 Class 777 articulated metro-style EMUs for Merseyrail will replace the ex-BR Class 507/508 EMUs from 2021.

Various issues that weren't in the control of the train builder and operator have delayed the introduction of the fleet beyond the original date of spring 2020, but testing is said to be progressing well.

Testing of the first sets was continuing as this article went to print, although the process was affected by the Covid-19 pandemic, which prevented Swiss traction engineers from travelling to Merseyside and disrupted Stadler's international supply chain for much of this year.

By early-September, eight Class 777s had been delivered to the UK (Nos. 777003-010), five of which were built in Switzerland and three in Poland.

Closely related to the '777s' will be 42 new four-section, 60-metre-long trains for the Tyne & Wear Metro in north-east England. They are due to enter service in 2023 and replace the Metrocar fleet completely by 2024.

The trains will deliver additional capacity and features such as free wi-fi, retractable footsteps and multi-function areas for pushchairs and bicycles for the first time on this system.

Both the Merseyrail and Metro trains will be designed to take power from batteries, allowing them to operate beyond the electrified network to new destinations if required.

Late-2020 and early-2021 will see train builders firmly focused on the £2.75bn contract to supply 54 'classic compatible' trains for High Speed 2 (HS2). The preferred bidder is expected to be informed of the Government's decision before the end of the year, with the winner due to be announced early in 2021.

Five companies have been shortlisted for this prestige contract – Alstom, CAF, Bombardier/Hitachi, Siemens and Talgo. However, since the shortlist was announced, Alstom has acquired Bombardier's train building division.

To gain international permission for the buyout, the newly formed European behemoth has been forced to divest its 'Zefiro' Very High Speed Train platform, technology from which forms part of the joint Bombardier/Hitachi proposal for HS2.

Siemens and Talgo have committed to building new factories in the UK if they win major orders, primarily the HS2 train contract.

Talgo has committed to building a factory and test facility at Longannet in Scotland, while Siemens is already building its factory in Goole, and will construct a new fleet of tube trains for London Underground's Piccadilly Line in Yorkshire.

With outstanding franchise contests such as Southeastern now cancelled and unlikely to be revived until the future shape of the railway becomes clear, the outlook for further new train orders is uncertain.

Passenger numbers are expected to take several years to recover from their unprecedented drop in 2020, with train operators relying on Government support to keep running – not to mention hundreds of good-quality existing trains looking for new homes as they are replaced. Investment for new trains is likely to be in short supply for some time – a far cry from the exceptional spending spree of 2016-18.

However, one bright spot for rolling stock owners could be the drive for decarbonisation over the coming years.

Electrifcation

Network Rail's Traction Decarbonisation Strategy envisages a rolling programme of main line electrification over the next 30 years. If the Government agrees and commits to investing in the infrastructure to achieve it, train builders will look forward to providing hundreds of new electric trains to use it.

Unfortunately, it may come too late to save decent quality trains now standing idle, such as the Class 365s.

Beyond the wires, projects such as Porterbrook's 'FLEX' and 'HydroFLEX' and the Alstom/Eversholt 'Breeze' concept are striving to repurpose redundant EMUs as hybrid-, battery- or hydrogen-powered trains to replace diesel units on regional and rural routes.

Porterbrook demonstrator No. 799001 (formerly EMU No. 319001) became the first hydrogen-powered train to operate under its own power on the British rail network on September 21 – potentially heralding the start of new era for non-diesel traction.

As diesel becomes ever more socially unacceptable, these 'clean' technologies could take electric traction to the very extremities of the British rail network in the coming decades. ■

The Name Game

There is a steady demand for the production of both new and replica nameplates, headboards, cast signs and other items, as Chris Milner discovers when he visited the Yorkshire foundry of Procast.

LOCOMOTIVES have carried names since the early days of railways, but if you follow the railwayana scene, you will be aware nameplates have become a sought after commodity.

Many nameplate collectors buy original steam loco nameplates as part of an investment process, but some also sell when they need to raise money quickly or perceive a market decline. It's similar to how gold would be bought and sold at time of crisis.

A noticeable trend has been a surge of interest in cast modern traction nameplates, several of which can sell for more than some steam nameplates. Just a few months ago, the *Yddraig Goch The Red Dragon* nameplate from No. 47616 sold for £4,500. Even works plates from industrial locos are rising in price.

For many, a locomotive name will have some special significance, but with the prices of plates at railwayana auctions, many simply don't have that level of spare cash to invest, so the next best alternative is a replica at a fraction of the cost.

Curious as to how nameplates are made, some weeks ago, I visited Procast in West Yorkshire to find out more, but also collect a 'Caledonian' headboard they had produced for me as a result of the *RM*/Virgin Trains charity special to Glasgow in 2017.

Procast is a family business run by Stephen Cliff and son James, and is one of just two specialist nameplate manufacturers in the UK, the other being Newton Replicas.

With more than 60 years experience in casting brass and aluminium, Procast's portfolio also extends to blue heritage plaques, engineering components and decorative castings, with its main market being the transport industry (road, rail and water), ranging from individuals to train operating companies, with whom the firm works closely.

The business is not confined to UK customers as seat bench ends have been sent to New Zealand and nameplates for a Foden traction engine have gone to Australia.

Stephen started the business back in 1992 after being made redundant and began making nameplates. This developed from making shed plates, smoke box number plates and nameplates, and he won a contract from Loadhaul in the mid-90s, which was his first commercial customer.

Further commercial commissions followed from firms such as EWS, DB Cargo GB Railfreight, Freightliner, COLAS, Network Rail, with one key commission being the production of nameplates for the 'Royal' Class 47/67s.

"Very few heritage locos run with original nameplates because of the risk of theft," Stephen says, with many heritage railways, museums and societies, rail tour companies and individual loco owners and groups using replica nameplates produced by Stephen and James.

Likewise, many rail tour operators rely on Procast for headboards for charter trains, too.

Back in BR days, you could buy a nameplate off a loco destined for scrap for £15 or maybe £20. "At the time, it was better than a building society investment," quipped Stephen.

In the early days, Stephen used a local foundry, but with a second premises, the

Above: Procast owner Stephen Cliff in the pattern store with a *Sheffield United* pattern for a 'B17' nameplate and one for 'D49' 'Hunt' class *The Sinnington*, which has donated letters to another pattern, such is the inter-changability between some plates. The fox for the 'Hunt' plate is a separate casting and fixed to the cast plate later in the process.

Left: Specialist nameplate manufacturer Procast made this 'Caledonian' headboard on the front of No. 50007 *Hercules* for *The RM*-backed tour in association with Virgin Trains and the Class 50 Alliance from London Euston to Glasgow Central on October 7, 2017.

PICTURES: CHRIS MILNER AND PROCAST

1

1: Although BR drawings exist for nameplates, today the design work is carried out on a computer, and emailed to the customer for approval.

2

2: James setting out and tacking the letters on a pattern for casting of the *Sir Tom Moore* nameplate. Gaps between letters are adjusted manually to remove unnatural spaces.

3

4

5

3: The pattern is placed in a mould box, which is full of sand, before the molten brass or aluminium is poured in. This is a mould after the removal of the cast plate.

4: The metal ingots are heated on a furnace in a crucible.

5: Former rail chairs provide weight on the two halves of the mould box, and molten metal is poured into the mould and allowed to cool.

6

6: From the mould, this is how a nameplate looks, with the 'runners' still attached. Next stages will be to grind off the runners, smooth, polish and paint.

7

7: One of the *Sir Tom Moore* nameplates being polished before painting the background black.

whole process of nameplate and other cast production work is entirely in house. The business is steady, with a number of commercial and private enquiries each week. The company has a downloadable catalogue of nameplates, headboards, seatback names, signalbox name boards, and similar cast items, which even include PKP or Deutsche Reichesbahn cabside crests. In fact, it is a bespoke operation.

From an initial enquiry, whether the nameplate is for a diesel or electric loco, the requirement is often, but not always, for the typeface to be Rail Alphabet. This is a Neo-grotesque sans-serif typeface, with its origins in the rebranding of British Rail from 1965 onwards, the style being designed by Jock Kinneir and Margaret Calvert.

Since Privatisation, use on public signage is less evident, and a version called Rail Alphabet 2 was commissioned earlier this year by Network Rail. Sometimes different typefaces are called for.

So just how is a nameplate made? The initial design for modern traction nameplates is first created on a PC to get an idea of size and price for customer approval.

Nameplates for steam traction are often made using brass rubbings of original plates, collected over the years, for shape and dimensions. The typeface for pre-Rail alphabet simply doesn't exist in accurate digital format. Therefore the letters from the rubbing are traced and transferred to wood, where they are cut by hand.

Procast holds many original Crewe or Doncaster drawings for nameplates. It has been found what Crewe and Doncaster actually cast and fitted to the locomotives differs from the works drawings!

Standard nameplates have a set number of sizes which are dictated by the size of backing board for the pattern and the size of the mould box.

The creation of the computerised outline will create some visually excessive spaces between some letters, such as a capital A and V.

When the pattern is made, some manual kerning (squeezing the letters closer together) will take place to produce a more visually acceptable result. The backing and letters are made in plywood, with the letters having a very slight taper for release from the mould without disturbing the sand that lines the mould box. The letters are reusable, too.

As well as kerning, metal shrinkage needs to be factored in. Aluminium has a 1-in-77 shrinkage factor, while for brass it is 1-in-60. Even some smokebox number plates have a curved backing of variable radii to suit the shape of the smokebox door so not every casting is straight forward.

Once the pattern is made, it is painted with red pattern paint, which helps give a smooth finish and stops moisture from the sand being absorbed into the pattern.

Next the mould box, made from steel or ribbed wood, depending on size and shape with no top or bottom. The pattern is placed in the moulding box. This is then filled with sand and compacted around the pattern. Once moulded in the sand. the patterns are carefully removed, the lid replaced on the mould, and this is then weighted down. This is required because when the metal enters the cavity, the air inside the mould get superheated and can lift the lid off the mould. The mould is now ready to receive the molten metal, be it brass or aluminium.

The Bromsgrove sand (a natural occurring clay-rich sand quarried in Bromsgrove) starts as red then turns black after casting, but after use, the sand is re-used – the more the sand is used the better it gets. The moulds for large nameplates can weigh between 150-200kg so are a two-man lift.

Procast has it's own on-site, kerosene-powered furnace, where brass or aluminium ingots are heated in a crucible, the furnace being lined with fire clay. Brass weighs around three times aluminium.

After the molten metal has been poured into the mould, it is allowed to cool, before the mould is split to release the casting. There will be runners and risers on the bare casting, and these will be cut off and melted down for another nameplate or other requirement.

The certified metal ingots – either brass, aluminium or gunmetal – are supplied by a South Yorkshire rail vehicle dismantler, so some of the brass and aluminium in old railway vehicles is recycled into nameplates and other cast items for further railway use.

After the risers have been removed, the next task is to smooth off the casting edges and face, firstly with a 120 grit disk before using a

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Some of the finished work: (1) A 'Royal Duchy' headboard on the front of No. 34067; (2) the finished *Peterborough United* nameplate (the half-ball shape used on the 'B17' loco nameplates is a catalogue option); (3) The Rail Riders headboard, with painting in progress; (4) The Royal Air Force crest; and (5) 'The Caledonian' headboard, as carried on a Class 50 railtour in October 2017. The editor has a similar one from the same mould on his office wall.

240 grit abrasive. Once completed, the casting is polished with a series of 'mop' wheels on a machine, with soap being used. Depending on the final version of the casting, painting may be required as part of the final finish for the end customer, and this final finish could be painted, sprayed or even powder coated. Options exist for the customer to paint the casting, too.

Reproduction Great Western loco nameplates consist of individual cast brass letters, each fixed to a steel backing plate, along with fully round or half round beading on the edge, meaning prices are higher than a plate for a LNER or LMS loco, because the process is far more labour intensive.

Many orders commissioned to Procast are bespoke work for the railway industry, but they can produce town, village and street name signs, boat names and registration plates, carriage handles, valves, light fittings and even the 15ft-long arrow to fit the side of an air-smoothed Bulled Pacific.

If it's a cast metal, then Procast can almost certainly make it! ■

The *Sir Tom Moore* nameplate on the side of GBRf No. 66731.

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BOOKS

The New Railway To Scotland

The story of building the Settle to Carlisle Railway from newspapers of the time

By David Occomore

HERE is an unusual book with a 'different take' on our railway history.

David Occomore has produced a very interesting piece of documentary historical research. He uses contemporary local and national newspaper reports to tell the fascinating story of the building of the Midland Railway's 72-mile-long Settle to Carlisle route to Scotland during the 1870s.

At the time this was an enormous civil engineering project given the challenging terrain that the line traversed – entailing the construction of numerous bridges, 14 tunnels and 22 viaducts, including the 24-arch Ribblehead Viaduct, which is nowadays the most famous of these structures.

The author charts the progress in the construction of the line and the lives, dangers and accidents that befell the workforce of 6,000 or so navvies. The route is described together with the opening in August 1875 for goods traffic and April 1876 for passenger trains.

This is the first collection of contemporary accounts to tell the story – forming an almost monthly diary of events taking place at the various construction sites along the route.

The newspaper reports speak for themselves. They cover the period 1865–1908, including the planning, construction of the route and the early years of operation.

The book is generously illustrated with contemporary photographs, engravings, maps and documents to create an excellent account of this major part of our railway route development.

All with an interest in railway history and the Midland Railway will find this volume a valuable addition to their collections. Recommended. **RSS**

Hayloft Publishing Ltd, 2 Staveley Mill Yard, Staveley, Kendal, LA8 9LR www.hayloft.eu Softback; 190pp; 245x185mm; ISBN: 978-1-910237-43-4; £15.00

The Evolving Railway 1951-1976

By Brian Morrison

THIS is a magnificent collection of top-quality monochrome images chosen for this publication by one of our most distinguished railway photographers.

Brian Morrison has been an assiduous recorder of our changing railway scene for more than 60 years since he began railway photography in March 1951.

This personal selection of his favourites, drawn from more than 200,000 images, concentrates on the years 1951 to 1976, and in consequence reflects the huge changes our railways have seen in the transition from steam to diesel and electric traction.

The author has captured a huge amount of long-lost railway infrastructure in these terrific photographs of our evolving railways.

Nowadays, we can only lament the loss of steam-age structures and signalling that feature so powerfully in the author's superbly composed and dramatic images.

These photographs are beautifully printed. Reproduction is both high quality and to a generous size, with fascinating and detailed captions, which add greatly to the book's appeal.

This 'railway journey' covers a quarter of a century and ranges widely over our railway system.

Though steam inevitably forms the cornerstone of the photos reproduced, there is plenty of material covering early gas turbine, diesel and electric traction, before and after the demise of steam in 1968.

This is a quality book to savour and spend time with and is a significant publication, which anyone with an interest in our railways will surely enjoy. Recommended very highly – don't miss a treat! **RSS**

Crecy Publishing Limited, 1 Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH www.crecy.co.uk; Hardback; 160pp; 256x250mm; ISBN: 978-1-909328-97-6; £20.00

Steam Around London

By Michael Welch

OVER the years Michael Welch has produced a valuable series of colour albums portraying our railways during the twilight of steam from the 1950s through to the end of steam in 1968.

The latest focuses on the London area and is a visual feast that covers the main rail routes that radiated out from the capital. As so often one is only too aware of how much locations have changed out of all recognition since the steam era.

The author has assembled a first-rate collection of images from the most accomplished rail photographers.

The wide variety of scenes reflects the complex nature of operations in the London area – from long-distance express workings hauled by majestic Pacifics through to humble 'trip' freight workings.

Terminus stations, locomotive depots, goods and suburban workings are all represented – indeed in some images the background infrastructure included provides much of special interest for the rail enthusiast.

Colour reproduction is excellent and there is a detailed informative caption for each image.

As a bonus there are even colour illustrations for the passenger tickets that relate to particular stations mentioned in the captions.

All in all a valuable addition to this important series produced by Michael Welch in conjunction with Capital Transport. Recommended strongly. **RSS**

Capital Transport Publishing Limited, www.capitaltransport.com, Hardback; 96pp; 255x225mm; ISBN: 978-1-8541444-92; £19.95

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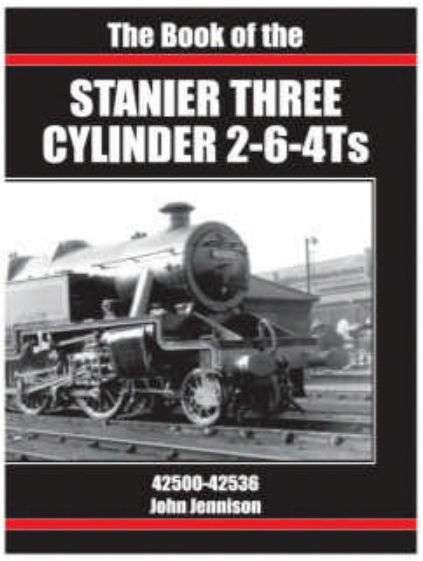

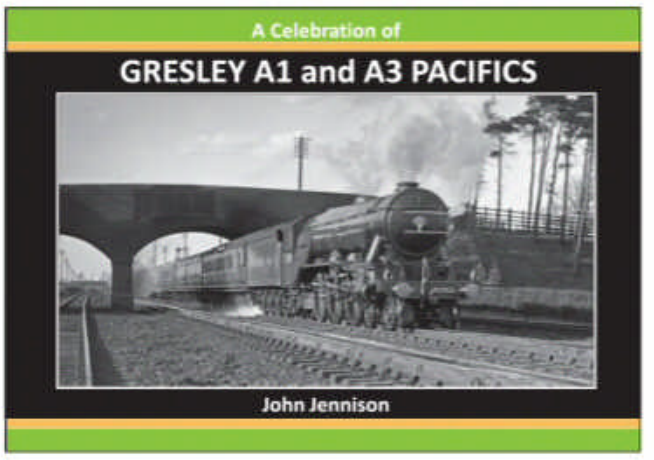

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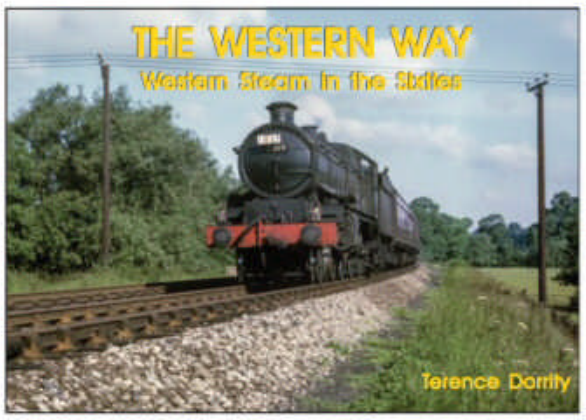

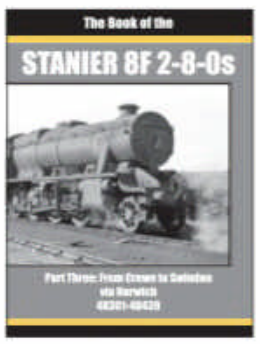

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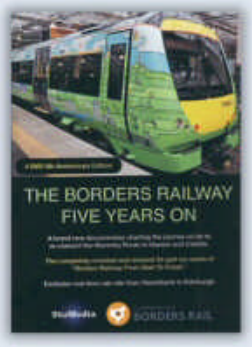
DVD

The Borders Railway – Five Years On



MARKING five years since the Borders Railway reopened, this documentary-style DVD spans five DVDs, and is a compilation of the fly-on-the-wall series Borders Railway Start To Finish, plus a never-before-seen 'cab ride' along the entire Borders Railway.

This compilation has been produced by the Campaign for Borders Rail (CBR) to celebrate the fifth anniversary of the revitalised line.

It also marks the culmination of 21 years of campaigning by the CBR, which is now pressing for the reopening to Hawick, and eventually Carlisle.

The first three DVDs look at the background to the campaign and focus on the massive construction challenges that were overcome, with interviews of those spearheading the campaign, including Simon Walton and Madge Elliott.

The DVD shares some of the disappointments of the line stopping at Tweedbank rather than pressing on to Hawick, although the massive task to achieve future southern extensions is well covered.

Disc 4 covers the royal opening of the line in 2015, with the unit and signal problems that caused initial delays having faded away as passenger numbers soared more than two million.

Interviews with ScotRail managing director Alex Hynes and the CBR's new patron, TV presenter and engineer Rob Bell, add to a nice production.

DVD 5 is a cab ride view in real time from Tweedbank to Edinburgh Waverley, and fascinating for budding train drivers. Professionally filmed and edited, you'll need a big bag of popcorn to watch all five DVDs back to back, or opt to dip in and out as you wish.

This DVD uniquely documents the achievement and ambition of everyone involved in the project, and is a worthy salute to those who fought a hard and long campaign, but more crucially, it shows what can be achieved with determination, drive and not taking NO for an answer. Roll on Hawick!

Available from the Campaign for Borders Rail via website www.campaignforbordersrail.org at £29.99 + £3 p&p or selected retail outlets. CBR member price is £24.99.*

The Ivo Peter Collection Volume 8: Steam in 1962 DVD

THE digitisation and re-release of Ivo Peters' fabulous railway footage by his son, Julian, continues with this new DVD, which takes a fascinating look at industrial and main line operations in 1962.

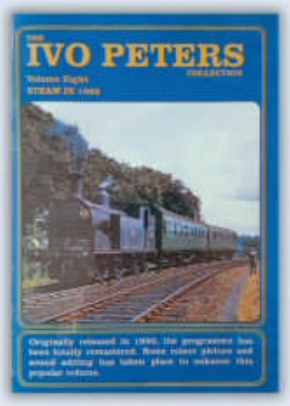
The film was originally released on VHS video back in 1990, but has been remastered and enhanced for its DVD release.

This volume focuses on 1962 as Ivo explored the nation's myriad industrial systems, together with the main line network.

The industrial lines featured here are primarily found in the English Midlands, and include the Nechells Power Station and Windsor Street Gasworks, along with the South Staffordshire colliery lines, including Littleton, Cannock Wood and Coppice collieries.

The motive power featured is a joy, particularly the shots of the veteran 1915-built Kitson 0-6-0ST *Lord Kitchener* at Walsall Wood Colliery.

Talking of joy, the immaculate 0-4-0STs of the Bass Brewery system are covered, and the footage of a shopping trip by the Rev Teddy Boston from Cadeby on his Aveling & Porter roller is just wonderful.



The DVD is not all industrial, however, and the main line sequences are no less delightful than the industrial. These include ex-GWR '1363' 0-6-0ST No. 1365 shunting at St Philips Marsh, Nos. 30850 *Lord Nelson* and 6000 *King George V* at Swindon, 'M7' 0-4-4Ts on railtour duty, and Beattie 2-4-0WT No. 30587 making a rare appearance at Salisbury.

Yet no film of Ivo's would be complete without his beloved Somerset & Dorset line, and this film includes '7F' No. 53808 in action, before the DVD concludes with No. 92220 *Evening Star* hauling the last 'Pines Express' that year.

The footage is superb and the sort of film you can watch again and again. Recommended. **GBH**

The Ivo Peters Collection, 2 Dark Lane, Steeple Ashton, Trowbridge, Wiltshire BA14 6EY. 52mins; £16.95 inc. p&p. Make cheques payable to 'I J Peters'

CALENDARS

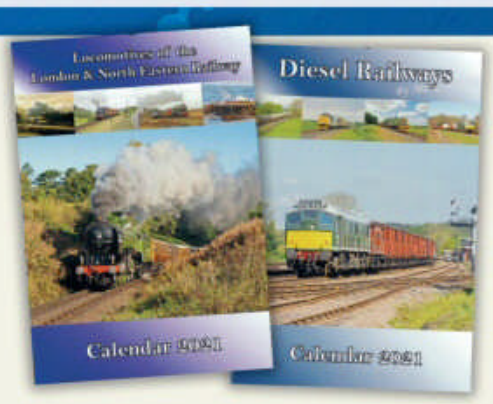
Writtle Railway Calendars

WRITTLE Photographic, owned by Mark Writtle of Bridgnorth, has produced an array of 12 railway calendars for 2021, covering a range of railway topics. Their range includes a calendar for each of the 'Big Four' and BR, together with preserved locos on heritage or main lines.

There's another featuring Settle & Carlisle stations, classic diesels, steam in Norfolk, and also along the Severn Valley.

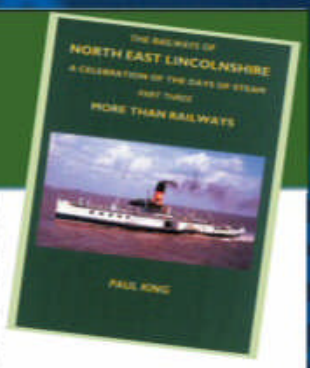
Each spiral-bound, 13-page calendar is available in an A3 or A4 format and has a half-page picture with the matrix below for appointments.

The company also offers scenic calendars and a range of mugs, mousemats, t-shirts, and can make bespoke items, too.



A3 calendars cost £12.99 and A4 £8.99, each plus p&p.
One-to-One photography courses are also available on selected dates for 2021 and at £195 would make an ideal gift for the budding photographer. More details online at: www.writtlephotographic.co.uk or call 01746 767929 to order calendars by phone.

THE RAILWAYS OF
NORTH EAST LINCOLNSHIRE
A CELEBRATION OF THE DAYS OF STEAM
PART THREE
MORE THAN RAILWAYS



The Railways of North East Lincolnshire, A Celebration Of Steam, Part Three-More Than Railways looks at how the railways developed trade through investing in and building docks and creating a shipping fleet that traded throughout Western Europe. Illustrated with photographs, maps and plans the development of the docks at Grimsby and Immingham are extensively covered as is New Holland and the proposed dock at Sutton on Sea. The shipping fleet, including the Humber Ferries, is listed and complemented with photographs. The final chapter covers the Immingham trams with extensive photographic coverage along the entire length of the line.

Published by Pyewipe Publications on behalf of the author, copies are available from the author.
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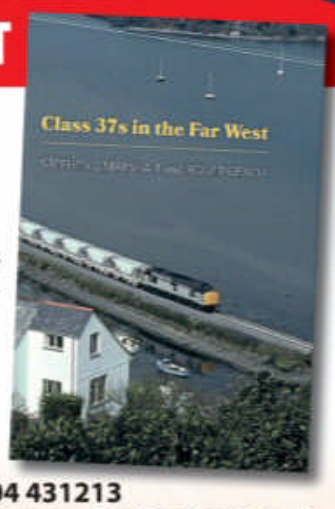
CLASS 37s in the FAR WEST

An A4 hardback book looking at these popular locomotives in the far West Counties of Cornwall, Devon and Somerset.

Approx 150 pages with 155 full colour images of Class 37s at work over the year on freight and passenger traffic, including railtours. Containing many years of research this is a 'must have' piece of work for any fan of these locomotives. Every known Class 37 working on passenger services is contained in two tables, one in date format the other in loco number sequence. Reminiscences of attempts to acquire Class 37 haulage in the West Country. Resume of freight duties including the china clay traffic.



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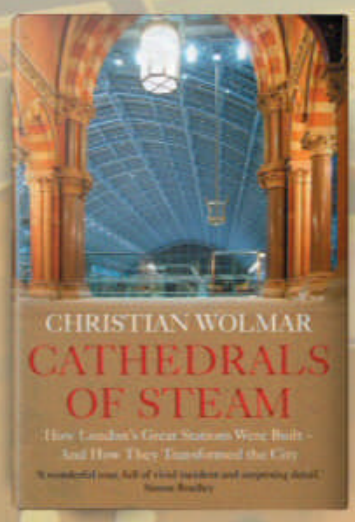
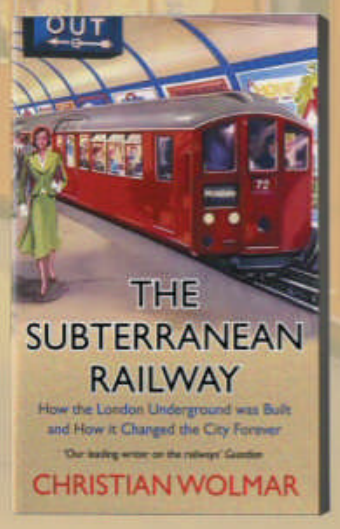




Revised and updated with a new chapter on Crossrail

AVAILABLE NOW

CALENDARS

The Railways of Dawlish

Produced for the 14th year, this A4 portrait calendar shows a range of views on the wonderful scenic stretch of coastline between Teignmouth and Starcross taken by Colin J Marsden.

For 2021, the classes include Class 47, 57, 66, 67, GWR IETs, CrossCountry 'Voyagers', Class 143 'Pacer' and 'A1' No. 60163 *Tornado*.

There is one month per page, with each A4 page split between a picture and space for notes on the calendar matrix. Well produced and an ideal gift.

Order online at www.railway-centre.com at £10 inc p&p or direct by post by sending a cheque for £10 payable to Colin J Marsden to 1 Burns Court, Marine Parade, Dawlish EX7 9DL. Non-UK orders should be made via the website.

The LMS-Patriot Project 2021 Calendar

THE LMS-Patriot Project's fundraising calendar for 2021 is all about art, and features a selection of delightful and atmospheric paintings (one per month) from some of railway art's best-known figures.

As in previous years, the paintings selected represent members of the 'Patriot' class throughout their working careers, from the days of LMS Crimson Lake through to the begrimed green of British Railways.

However, thanks to the project's working partnership with the Princess Royal Class Locomotive Trust to complete No. 5551 *The Unknown Warrior*, the new calendar also features paintings of 'Princess Royal' and 'Princess Coronation' Pacifics in their heyday. These include Philip Hawkins' powerful portrait of 'No. 46238 *City of Carlisle* on Clifton Viaduct in 1964, and Malcolm Root's fabulous rendition of No. 46220 *Coronation* blasting up Beattock in BR express passenger blue at the head of the Down 'Royal Scot'.

The calendar is laid out in a 238x238mm format (238x476mm when hung), with plenty of space for dates and notes. **GBH**

LMS-Patriot Company Ltd (www.lms-patriot.org.uk/shop); 238x238mm (closed); £10.00 + £2.00 p&p. Tel: 07801 945689

Western Steam Revival

PRODUCED by STEAM Museum, Swindon, this calendar only shows locomotives with a Great Western Railway heritage, depicted in 13 excellent A4 images by Richard Bell.

From Pannier tanks to the mighty 'King' 4-6-0, there is a fine selection, plus two images from the Welshpool & Llanfair and Vale of Rheidol line, once operated by the GWR.

Inside there is a page for birthdays or anniversaries, and the month to a page view with a colour picture has space for day to day appointments, too.

Printed on good paper, colour rendition is very good indeed. The calendar will make an ideal inexpensive gift or present.

315mm x 240mm, spiral bound, full colour. Price £7.50 + £1.95 p&p. Available from: STEAM - Museum of the Great Western Railway, Fire Fly Avenue, Swindon SN2 2EY, tel 01793 466646 or online at www.steam-museum.org.uk/info/1/steam/11/steam_shop

Western Locomotive Association

THE offering from the Western Locomotive Association (WLA) for 2021 is a choice of two calendars.

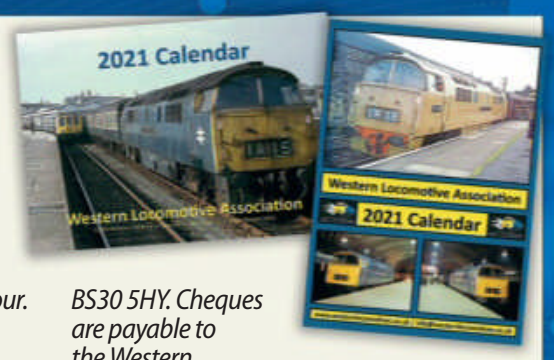
The WLA's usual A3-size portrait-style wall calendar still features a variety of pictures of the popular diesel hydraulic class at work or rest, with D1000 *Western Enterprise* on the cover, marking 60 years in December 2021 when it entered service.

With a month to a view, there are the usual spaces for appointments, with a nice picture of a 'Western' above.

A second offering from the association is – for the first time – a smaller A5-size desk calendar, based on the theme of the larger calendar.

Again D1000 is on the cover, but there's a different selection of images plus a couple of extras added.

The A3 wall calendar is priced at £15, including p&p, while the new desk calendar costs £12 inc p&p.



Orders can be sent by post to John Kite, 13 St Barnabas House, Church Ave, Warmley BS30 5HY. Cheques are payable to the Western Locomotive Association Ltd or via the WLA's online shop at: www.westernlocomotives.co.uk/apps/webstore

Friends of Great Central Main Line

THIS calendar from the Friends of Great Central Main Line is produced to raise funds for the Bridge to the Future Appeal, the big engineering project to connect the two sections of the GCR main line.

It features a variety of scenes on the GCR, and its pages run from December 2020 through to December 2021, as an additional picture is included.

The images are a varied selection of locos that have worked on the Great Central during preservation.

It costs £10 plus £4 postage, and orders with cash or cheque, payable to FoGCML should be sent to to A Fillingham, Spinney Close, Main Street, Kibworth Harcourt, Leicester LE8 0NQ. For email orders with a bank transfer email: andy@thefillinghams.com

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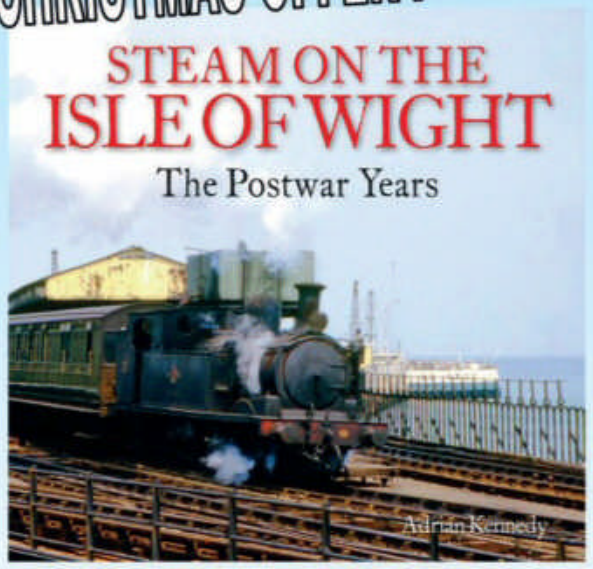

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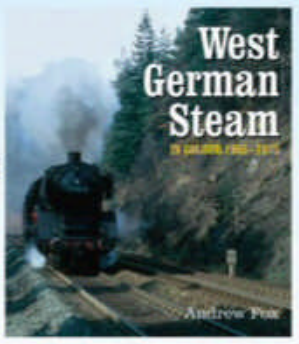

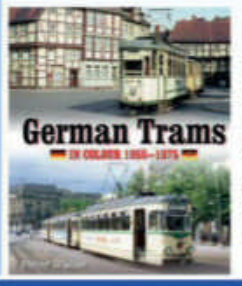

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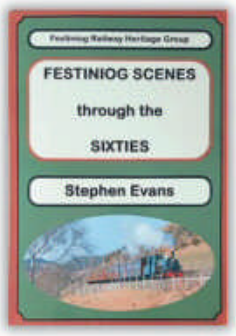

By Stephen Evans

THE 1960s witnessed a period of rapid growth for the then Festiniog Railway (FR).

At the start of the decade the railway had yet to celebrate its 10th anniversary, but as the years progressed the length of the reopened line grew from 7½ to 9½ miles, and traffic figures swelled by more than 350%.

Stephen Evans started volunteering on the railway as a youngster, and elected to record his experiences and the changing railway on film. This book is his photographic record of that period, most of the images having never been published before.

It starts in 1962 when Stephen joined the FR as a junior member, with scenes from each of the subsequent years following chronologically. Despite his young age, Stephen's photography skill was already accomplished, as the photos attest.

As such we are treated to some of the first runs by the ex-Penrhyn Hunslets *Linda* and *Blanche*, the changing face of Double-Fairlie *Merddin Emrys* as it was rebuilt at Boston Lodge, the gradual extension towards Dduallt and beyond, plus the arrival and early trials of the Alco 2-6-2T *Mountaineer*.

Add in plentiful images of the stalwart locos *Earl of Merioneth* and *Prince*, and you pretty much have the entire decade encapsulated in 160 glorious pages.

The photos featured are primarily black and white, but there are several patches of colour, all of which are of very good quality and well reproduced.

Each image is accompanied by a caption providing details of the scene, which all help provide context to the wider pictorial narrative of the book.

Overall this is a fascinating record of an equally fascinating chapter of the FR's restoration, and is highly recommended to the railway's supporters and narrow gauge enthusiasts alike. **GBH**

Festiniog Railway Heritage Group, 51 London Road, Markfield, Leicestershire LE67 9UR (www.frheritage.org.uk/sales); Softback; 160pp; 210x 295mm; ISBN: 978-1-8380038-0-7; £15.00

Isle of Wight Railway Art

Compiled by Roger Simmonds

DON'T let the title of this volume mislead you; this is not a book of railway paintings. Instead it is a charming look at the 19th century time capsule that was the Isle of Wight railway network in Southern and BR days.

Despite the system's small size, the island's railways have provided the subject for multiple books over the years.

What sets this one apart is that almost all of the black and white photographs included are previously unpublished, therefore providing a new look at the familiar places.

The book takes a visual journey on each of the lines in turn as they survived post-Nationalisation.

It begins with Ryde to Ventnor in the first chapter, with the subsequent chapters looking at Smallbrook Junction to Cowes, Newport to Sandown, Newport to Freshwater, Brading to Bembridge, and Merstone to Ventnor West in turn.

As one might expect, the island's 'O2' 0-4-4T fleet features prominently, but the other BR loco classes found on the island are not overlooked.

Chapter 6 explores the Merstone to Ventnor West branch, and includes several images of 'Terrier' 0-6-0T No. 13 *Carisbrooke*, resplendent in Southern livery but with BRITISH RAILWAYS on the tank sides, prior to its return to the mainland in 1949.

The 'E1' 0-6-0Ts also feature, albeit briefly, and there is a rare shot of ex-LBSCR 'E4' 0-6-2T No. 2510 in steam at Newport during its short stay on the island.

The book is entirely in black and white, with each image accompanied by a detailed and interesting caption.

The photos themselves are the sort you can look at and absorb the many details (the rear cover being no exception), and for that reason alone the book is recommended. **GBH**

Transport Treasury Publishing, 16 Highworth Close, High Wycombe, Buckinghamshire HP13 7PJ; Softback; 112pp; 215x273mm; ISBN: 978-1-91325-112-3; £14.50

CHRISTMAS CARDS

Welshpool & Llanfair Railway

RAILWAY artist Jonathan Clay has been commissioned for the illustration for this year's Welshpool & Llanfair Railway Christmas card, which features 'U' class 0-6-2T *Zillertal*, a visitor from Austria's Zillertalbahn Railway.

The railway has stocks of the 2019 and 2018 cards, also with paintings by Mr Clay, one for 2019 featuring *The Countess*, the other 0-6-2T *Joan*.

The cards (and mix of the above subject to stock) are priced at five for £4.75 inc p&p; 12 cards, £7.75; 25 cards, £12.75; 36 cards, £16.50; and 50 cards, £21.

Order online at www.wllr.org.uk or write to W&LLR Christmas cards (RM), 12 Maes Gwyn, Llanfair Caereinion, Powys SY21 0BD. Cheques payable to W&L Sales.

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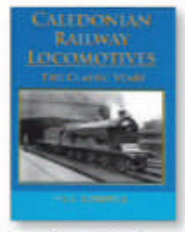
Rügen, a holiday island on Germany's Baltic coast, with two seperate 750mm gauge systems, one serving the holiday resorts, the other the north of the island uniquely using a narrow gauge train ferry. The southern system used attractive 0-8-0 and 2-8-0 tank locos, the other 0-6-0 tender-tank locomotives and 0-4+4-0 Meyer tanks. Part of the southern line still operates as the *Rasender Roland*. A lovely, and different film!

Wilsdruff and Mügeln Narrow Gauge Systems 1966 - 1977
54 mins • B&W & colour • Stereo Sound • DVD • £20.77

Two 750mm gauge systems to the north-west of Dresden, both built by the Saxon State Railway. At one time connected, but by the 1960 operating as two sytems, one using typical Saxon 0-10-0 tank locos, the other using 0-4+4-0 Meyer tanks. Much of the infrastructure on both lines was almost up to main line standards, with a very impressive station and layout at Wilsdruff. Part of the Mügeln system still operates as the *Döllnitztalbahn*.

Caledonian Railway Locomotives - the Classic Years • Cornwell • £41.95



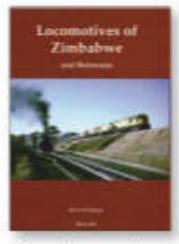
Superb book on the locomotives of the Caledonian Railway introduced by Drummond, Lambie, McIntosh and Pickersgill up to1922. Drummond and McIntosh introduced what were probably the best locomotives in the UK at the time, including the "Dunalistair" series of 4-4-0s which hauled the first trains scheduled at over 60mph in Great Britain, the almost immortal "Jumbo" 0-6-0s which lasted virtually until the end of steam in Scotland, and the 903 "Cardean" class 4-6-0s. Based on the author's classic 'Forty Years of Caledonian Steam Locomotives', published in 1974, but hugely expanded in format, text and especially photographs and drawings. 320 page hardback.

Also available: *Caledonian Railway Locomotives - the Formative Years • £41.95*

Gari la Moshi - Steam Locomotives of the East African Railways • Ramaer • £41.20

Detail history of the development and service of all the steam locomotive classes which served on the railways of Kenya, Uganda and Tanganyikya (Tanzania). This is largely the very modern fleet of what had been East African Railways, where steam survived well into the 1970s, but also includes the locomotives of the German railways in Tanganyika up to 1918. Briefly also covered are the sub-metre gauge lines of Tanganyika, and the Zanzibar Railway. 216 pages. Very well written, with considerable assistance from EAR personnel, and profusely illustrated with photos, drawings of each class, maps and a 15 page colour section. Hardbound.

Locomotives of Zimbabwe and Botswana
Hamer • £41.20



Good history of the locomotives used on the railways of Zimbabwe from the 2 foot gauge Mashonaland Railway 'Lawleys' up to the 20A Class 4-8-2+2-8-4 Garratts and on to the subsequent diesels and electrics, plus the diesels used in Botswana. Also covered are rail trolleys, mainly armoured, and the generally narrower gauge industrial railway locos. 225 well produced pages. Considerable numbers of B&W photos and drawings and 16 pages of colour photos. Hardbound. With *Gari la Moshi* (above) will give you a positive glut of Garratts!

TGOJ lok och vagnar -BOOK & DVD
Sundström & Fredriksson • £36.90

The *TGOJ* was a private railway in eastern-central Sweden, whose main function was the transport of iron ore to the port and ironworks at Oxelösund. Outside Sweden it is probably best known as the only railway worldwide to successfully operate steam turbine locomotives - from 1930 to the 1970s. This well produced book covers the railway's history, its locomotive - steam, steam-turbine, electric and diesel-electric, railcars - steam and IC, passenger coaches, wagons and service vehicles in some detail. **PLUS** it includes a 152 minute DVD showing preserved steam locomotives, including the turbine, and other locomotives, in action. 320 pages. Vast numbers of photos, both B&W & colour and a few drawings. Hardbound.

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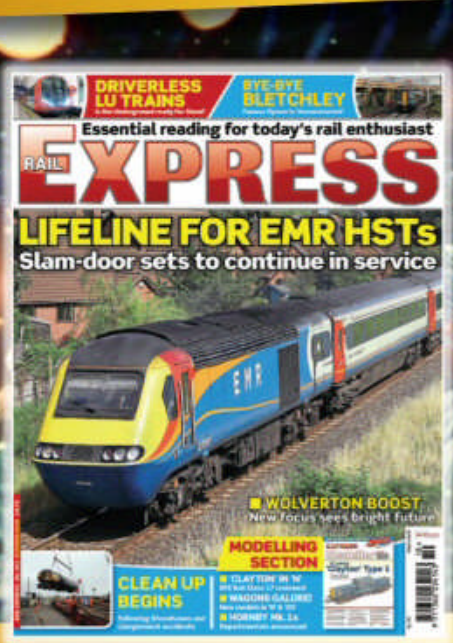

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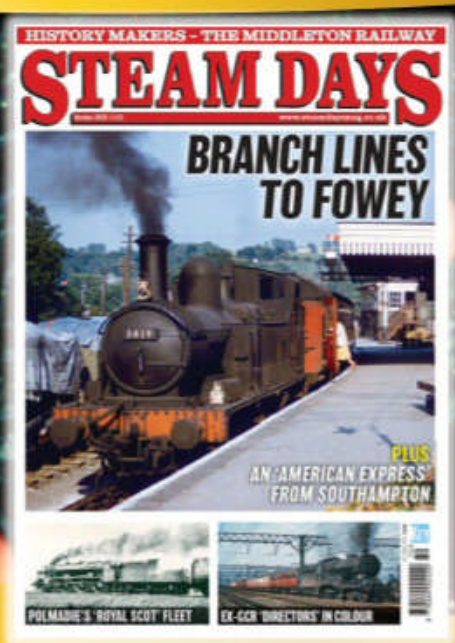

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TALKING POINTS

Marylebone pronunciation

PETER Scott tells us (*RM* Oct, p49) that the Marylebone station announcers pronounce the name 'Marryb'n', but that doesn't make it correct.

I agree with him that the Bakerloo Line announcements of 'Marleybone' must be wrong.

But 'Marryb'n' sounds wrong, too: how can it be right to leave out the middle 'le'?

The name originates from the church of St Mary at the (le in French) Bourn (or stream). I was brought up to pronounce it 'Maryleb'n', which tries to be more correct (closer to the original) than the other two.

Lance Pierson
London SW6

INTERESTING take on place names in the October *RM*. I've always pronounced it "Marley-bun". I'm sure other pronunciations are available.

There is a village near me called Ratlinghope, sometimes pronounced Ratchup. It's a good job it wasn't Ketlinghope. On top of it all, I live in Shrewsbury... Nuff said!

Dennis Onions
By email

Pronunciation of local names can be horrendously difficult. In my locality, Belvoir, Groby and even Rothley are regularly mispronounced by non-locals – Ed.

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STAR LETTER

'Golden Hind' claim to fame

I WAS very interested to read the article by John Heaton about the history of the 'Golden Hind' (*RM* Sept) as I can make a modest claim to have had some influence on its introduction when I was President of the University of Exeter Railway Society in 1962-64.

As David Pattisson kindly acknowledged in his foreword to my *Western Region in the 1960s* (Ian Allan, 1981), a private traffic survey carried out by the society "helped the Region to make up its mind to introduce the Golden Hind", and accordingly I have always kept an interest in the service ever since.

I have regularly used the service for more than 50 years, and often enjoyed the excellent silver-service breakfast and dinner available on board.

Sadly, the attraction of eating in the dining car has been seriously diminished for travellers to and from Cornwall since the introduction of two Class 802 units on the service.

As the unit providing restaurant facilities is detached or attached at Plymouth, this means passengers for stations in the Royal Duchy have to walk along the platform at Plymouth – perhaps in the rain and with suitcases – to join the other unit if they want to eat.

The University Railway Society, with David Pattisson's enthusiastic support, also supported the Western Region by organising – in the days before Student Railcards – a special train for undergraduates returning to London at the end of term, on which the cost of tickets was about 50% of the normal price.

These trains not only protected other passengers on scheduled services from being invaded by rowdy students, but also delivered revenue-earning coaches to the capital for the Christmas and Easter traffic, which otherwise would have had to run as empty stock.

I attach a photograph of the inaugural service at Exeter St David's on December 14, 1962. Students were more formally dressed in those far-off days !

Chris Heaps
By email

Welsh Marches for repeat charters?

AFTER the success of the Staycation Express on the S&C, there is another route that would be ideal for this type of operation – the Welsh Marches line, which runs for 90+ miles between Shrewsbury and Newport.

At each end there is a triangle for turning steam locos and goods sidings (Coton Hill Shrewsbury and East Usk, Newport for servicing).

There are a number of spare paths available and a regular service could easily be accommodated; you also have scenery to rival the S&C!

Terry Carver
By email

This idea has many plusses, including a big catchment area close to the Marches route, but platform occupancy at Newport or Shrewsbury are possible sticking points – Ed.

Passengers and Covid risk

IT WAS interesting to see your news item (*RM* Sept, p8) regarding the study into the chance of catching Covid-19 in a railway carriage.

I first heard of this study some weeks earlier on a regional evening TV news programme.

The stated 1-in-11,000 risk was frankly jaw-dropping!

Given the railway industry wants/needs more passengers, it is surprising the study has not received more publicity?

Is the study subject to further verification; or has it been debunked; or is it simply gathering dust?

John Woodfield
Princes Risborough.

For Oundle, read Dundee!

THE letter about fare dodgers (*RM* Sept) reminds me of a devious dodge from several decades ago when Edmundson tickets were used. Each weekend at Peterborough a passenger would buy a weekend return to Oundle.

This aroused the suspicions of railway staff, and the passenger was followed.

It turned out that he was altering OUNDLE to DUNDEE with a fine pen, embezzling British Railways out of a sizeable sum on a regular basis!

Robin Sharman,
Southwell, Nottinghamshire,

Railways in Parliament

by Jon Longman

Open Access jobs

PLYMOUTH MP Luke Pollard asked what estimate has been made of the potential job losses among open access rail operators due to the Covid-19 outbreak.

Transport Minister Chris Heaton-Harris replied: "Unlike franchised passenger services, open access operators run services without a contractual relationship with Government, and there is no obligation on the Secretary of State under Section 30 of the Railways Act to run those services.

"Open access operators were therefore not offered Emergency Recovery Measures agreements.

"However, during the Covid-19 outbreak, open access operators have drawn upon business support measures such as the Coronavirus Job Retention Scheme.

"Other substantial measures, including the Covid Corporate Financing Facility, have also been put in place.

"Government also provided support for more bespoke measures, such as applications for extensions to track access contracts and deferrals of payments to the British Transport Police.

"We will continue to engage closely with open access operators as they respond to the current situation, including highlighting the support available through the Job Support Scheme."

Railcards plea rejected

BARONESS Randerson asked Her Majesty's Government what plans they have to reconsider their decision not to give refunds or compensation to people unable to use railcards as a result of the Covid-19 pandemic and their advice to avoid public transport.

Transport Minister Baroness Vere of Norbiton said: "The Department for Transport recognises that railcard holders have been unable to use their cards while travel restrictions were in place in response to the Covid-19 pandemic.

"We took immediate action at the outbreak of the pandemic to support passengers and the rail industry by keeping the services people depend on running, protecting jobs, delivering refunds and removing charges for cancellations.

"To date, more than £480million has been refunded for people whose travel plans unexpectedly changed due to the pandemic.

"Fares revenues fell to less than five per cent of pre-Covid levels in the spring and are still at just 30% of previous levels.

"Looking to the post-Covid-19 recovery, we need to build a rail network which is fit for the future.

"In this context, we must ensure the demands placed on taxpayers are fair and balanced and that Government focuses its investment on maintaining services, to enable social distancing and support our economic recovery.

"I recognise that the emergency situation has meant that railcard holders have not been able to benefit to the fullest extent over recent months.

"However, many passengers are able to recover the cost of their railcard in a single trip.

"Having carefully considered the situation, we can confirm that railcards will remain non-refundable and will not be extended."

Rebuilding Euston Arch

LICHFIELD MP Michael Fabricant asked the Department for Transport, what plans there are to restore the original Euston Arch in the reconstruction of Euston.

Transport Minister Andrew Stephenson replied: "Feasibility work in 2017 indicated that reconstruction of the Euston Arch would cost in excess of £50million and present challenges in terms of recovering the original construction materials.

"In developing the Masterplan for Euston Station, our development partner, Lendlease, is considering how the history of the station at Euston should influence and best be reflected in the future designs.

"We are determined to learn the lessons from the successful King's Cross redevelopment, which has successfully used the restoration of our beautiful heritage railway architecture."

ADVERTISEMENT FEATURE

Why renting in retirement is becoming a popular choice

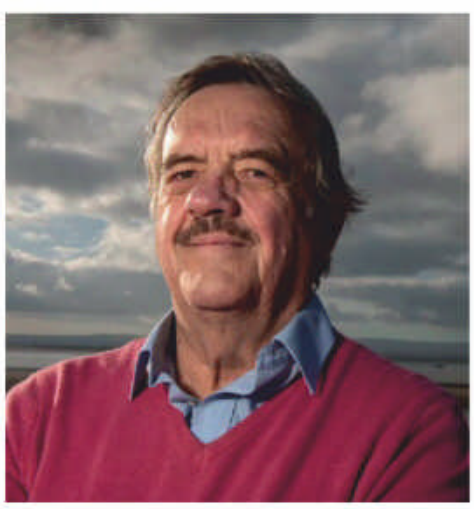
Retirement is an exciting time of life, marking the start of a new chapter. For many, this includes moving house, perhaps downsizing to a more manageable sized home or moving to a completely different part of the country.

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.

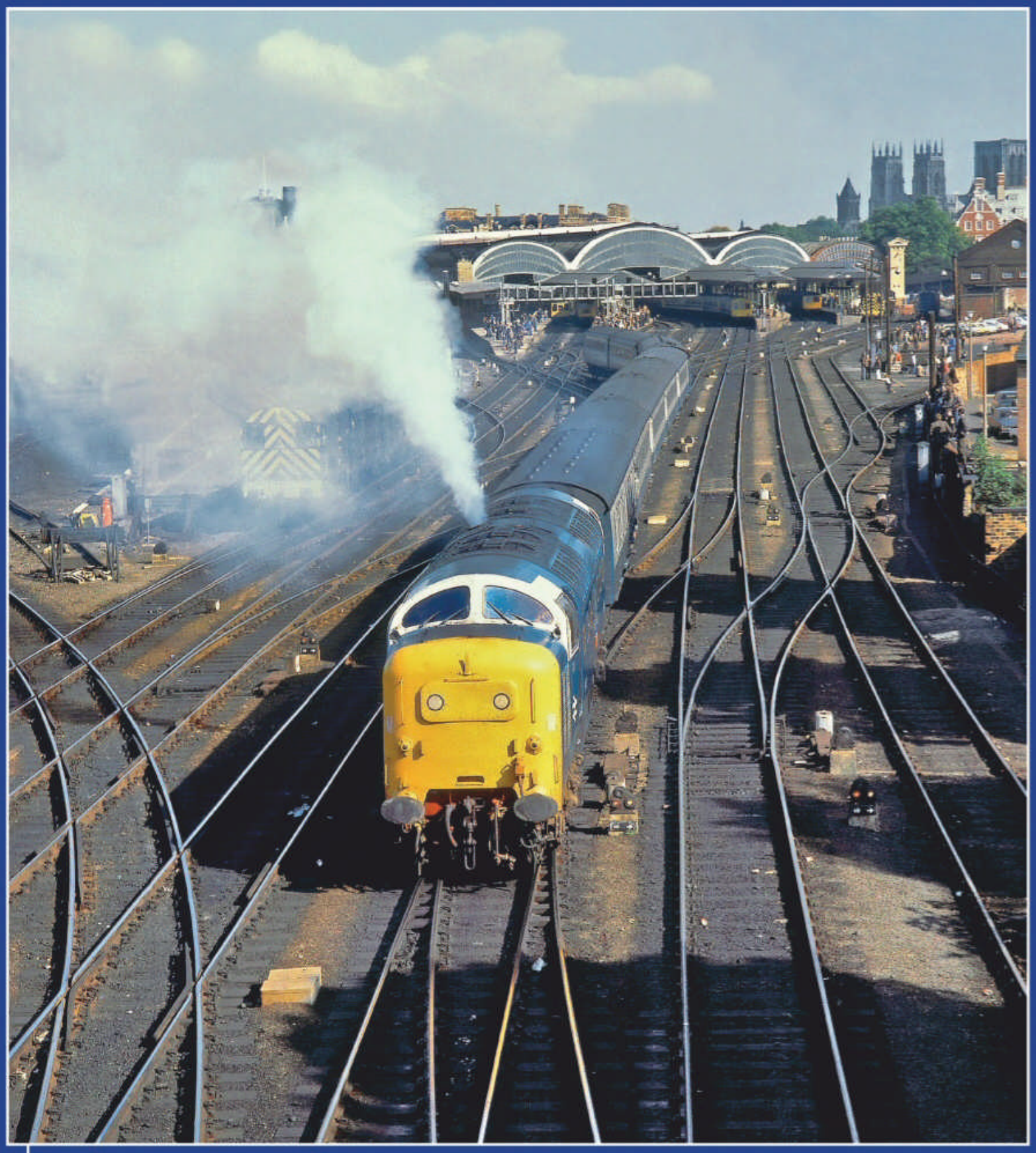
"When I first moved in, I was on a shorthold tenancy, but now I have moved onto an assured tenancy, which means I can stay here as long as I wish. I have no intention of moving as I've found a place I want to stay, so having the assured tenancy gives me peace of mind."

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.

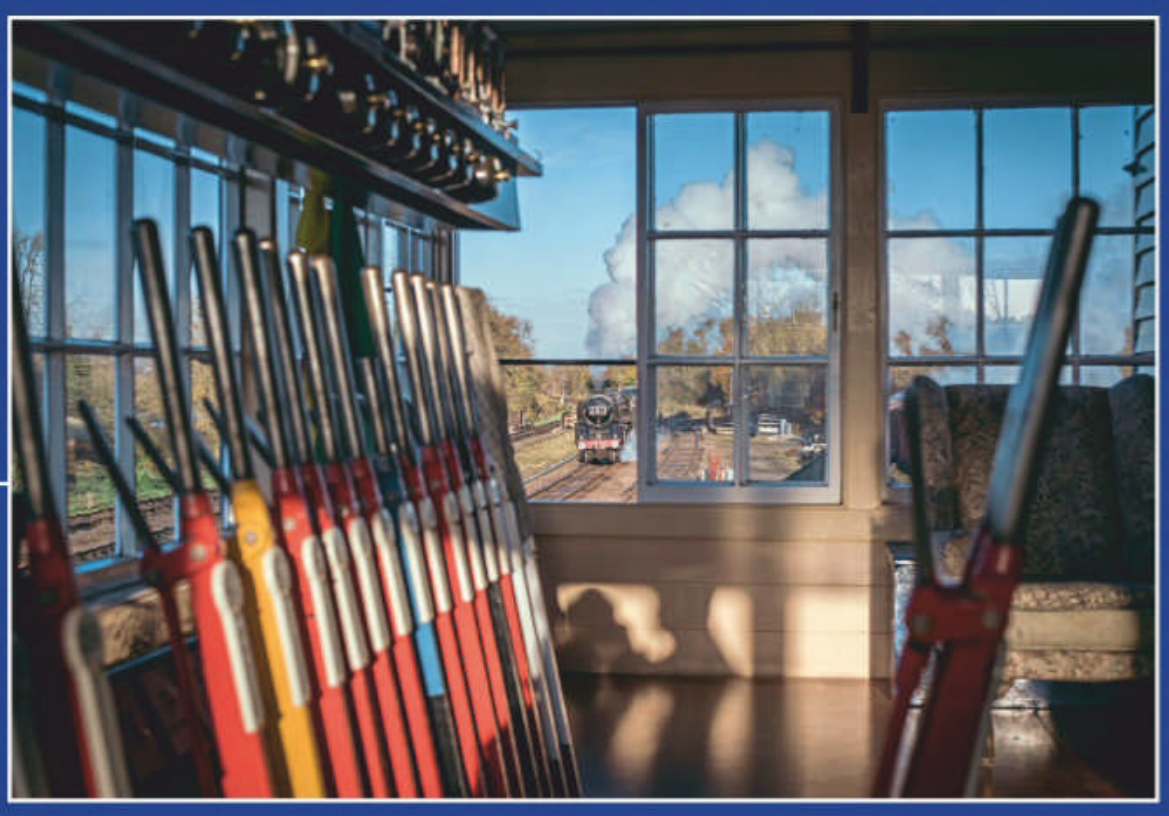
To register for property alerts or find out more visit www.girlings.co.uk or call 0800 525 184

Girlings
RETIREMENT RENTALS

Panorama



Finsbury Park's Class 55 'Deltic' No. 55003 *Meld* makes a spirited departure from York with the 12.20 to King's Cross semi-fast on September 29, 1979. You can almost hear that Napier roar!
JOHN-COOPER-SMITH



BR 'Britannia' Pacific No. 70013 *Oliver Cromwell* is pictured through the window of Swithland signalbox during a run-past at the Great Central Railway on November 16, 2016.
JACK BOSKETT

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One of the Harz system's metre-gauge 2-10-2Ts – No. 99.7222 – is watered at the end of the day during the disposal process at Wernigerode shed on February 14, 1998, ahead of working the 07.30 to Nordhausen the next morning.
ROBIN STEWART-SMITH

Towards the end of 2000 LNER 'Y7' No. 68088 was put to work at Boston Docks for a series of photo charters. Here, the tiny 0-4-0T is in charge of a short train of two-plank wagons as it crosses the swing bridge on November 6.
MELVYN HOPWOOD

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Low tide on the River Kent has exposed the mud flats as Carnforth's 'Royal Scot' No. 46115 *Scots Guardsman* heads the returning Carlisle to Carnforth 'Cumbrian Coast Express' over Arnside Viaduct on September 26. JOHN COOPER-SMITH

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RM Archive

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classicmagazines.co.uk/rmarchive

FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO NOVEMBER 1920

Edge Hill Light Railway

IT IS expected that by the end of the year the Edge Hill Light Railway will be ready for opening. This line will serve a large Oxfordshire ironstone district, and it is anticipated a very heavy traffic will be carried. The Edge Hill Light Railway will connect at Burton Dassett with the Stratford-upon-Avon and Midland Junction Railway.

Captured loco returned

MIDLAND engine No. 2717, captured by the Germans and eventually re-captured by the Allies, has been returned to the Midland Railway and put into service. A plate is being prepared and will be affixed to the engine, giving a brief history of its movements during the war.

50 YEARS AGO NOVEMBER 1970

'Cityliner name for APT?

WINNING entry in the BR staff "Name the APT" competition was 'Cityliner'. The prize of £50, won by a clerical officer at Euston, will be increased by £100 if 'Cityliner' becomes the registered name for the Advanced Passenger Train sets now under development.

Road materials by rail

GRANULAR sub-base limestone and aggregate is being moved from quarries in Derbyshire to Castleton, Lancs, by rail, for use in building the M62 Lancashire to Yorkshire motorway. The materials are moving in 40-wagon trains, each carrying 600 tons, scheduled to arrive daily at Castleton. Further loads of aggregate for surfacing are being railed from Derbyshire to Gledholt, Huddersfield, in 50-wagon trains of 800 tons for the Moss Moor to Outlane section of the road.

Isle of Wight preservation

FOLLOWING purchase of the railway land of the disused Ryde-Cowes line by the Isle of Wight County Council, and the collapse of the Vectrail organisation, which had hoped to re-open this line with diesel railbuses, the Wight Locomotive Society is negotiating with British Railways and the county council for Haven Street station, for which £5,000 is required immediately, and £15,000 ultimately, for a section of line between Haven Street and Wootton.

SPOT ON TIME AGAIN AFTER 40 YEARS!
In a small, unofficial ceremony at Manchester Piccadilly on September 12, local train driver Mel Thorley marked the 40th anniversary of the departure of the first Crewe-Manchester Piccadilly electric train – to the exact minute, 12.15. Standing by EMU No. 323229, which was about to form the 12.17 to Hazel Grove, he used the same flag used by Transport Minister Ernest Marples back in 1960 when the service started. TONY MILES

20 YEARS AGO NOVEMBER 2000

Railtrack bans 'Juniper' sets from network

FOLLOWING an incident at Glasgow Central on September 14 when an Alstom-built eight-car Class 334 'Juniper' formation rolled out of the station without a driver on board and derailed on catch points near Salkeld Street, Railtrack withdrew all certification for the fleet and also SWT's Class 458 'Junipers'. The EMUs are banned from main line operation or movements over Railtrack property until the inquiry reports. The sets involved in the Glasgow incident were to be removed to Alstom's Washwood Heath factory for investigation work.

Fuel crisis brings 600,000 extra passengers a day

A NATIONAL fuel crisis which hit the UK in early September in the wake of a lorry drivers' refinery blockade, and which caused the closure of almost all the nation's petrol filling stations, proved to be a major 'windfall' for the rail industry. An estimated 600,000 extra passengers a day – many travelling on a train for the first time in their lives – were carried, generating a collective £6m a day extra for the train operating companies

'Market Harborough 150' a sell-out

FOUR sell-out trains, each with a capacity of 300, marked the 150th anniversary of railways in Market Harborough on September 17. Using Butterley-based BR 4MT 2-6-4T No. 80098, the £15-a-ticket by local holiday firm Travelsphere.

RCTS
Britain's leading Railway Society

The RCTS: then and now

WHEN the A1 Locomotive Trust's Peppercorn 'A1' Pacific No. 60163 *Tornado* was permitted to undergo high-speed tests on the East Coast Main Line between Doncaster and Newcastle in April 2017 it became the first steam locomotive to be authentically recorded at 100mph for 50 years.

This remarkable event occurred in the early hours of April 21 between Thirsk and York, a racing ground often eclipsed by the Stoke Summit to Essendine stretch, but one that was on level or with easy gradients as opposed to the 1-in-200 of Stoke Bank.

Back in 1967 it was the Bulleid 'Merchant Navy' Pacifics that last ran this fast, but not with a special train, rather timetabled expresses packed with passengers.

The York to Newcastle mainline has seen many high-speed runs, with perhaps the most interesting being that of Thompson 'A2/3' Pacific No. 60502 *Earl Marishal,* working a six-coach train up to 95mph near Alne, on the same section of line that *Tornado* attained 100mph.

It was also on this line British Railways decided to hold some high-speed trials using King's Cross-allocated Peppercorn 'A1' Pacific No. 60128 *Bongrace,* and was reported in detail in the *Railway Observer (RO)* for June 1958.

The *RO* reported on May 1, four high-speed runs were made over the York to Darlington line, two in the Down direction and two balancing Up runs. No. 60128 was six months out of Doncaster Works after a heavy repair – the load was five bogies, 155 tons – with two carriages specially fitted with equipment to record the behaviour during the tests.

On the first run, the 10.07am from York, the 44.1 miles to Darlington were covered in 37 minutes, at an average speed of 71.5mph.

The train was turned on the Geneva loop and returned south to York at 11.57am, arriving there at 12.31pm, having achieved an average speed of 77.1mph.

After turning at York the second trip was made at 2.18pm returning at 3.58pm. The booked times were 35 minutes Down and 34 minutes Up, and the respective average speeds were 75.5mph and 77.1mph.

Today, such speeds seem somewhat humdrum as a generation of 'Deltic'-hauled trains saw 90-100mph become the norm.

The street light shines through the magnificent roof at York, as No. 91114 *Durham Cathedral* waits to leave on the rear of the 15.30 Edinburgh-Kings Cross on March 7, having just run in from Darlington. A start-to-stop average speed approaching 95mph is required for this part of the journey. PAUL SENIOR/RCTS

The 'Deltics' then gave way to the 125mph HSTs, and they in turn have been superseded by electric traction. Indeed, this stretch of line has been a favourite for high-speed testing and records for the HSTs in particular.

The readers of the *RO* have been able to follow the changes in detail, and with the advances in colour printing, to enjoy photographs of these trains taken by some of the finest modern-day photographers.

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

TRACKRECORD

The Railway Magazine news digest

'Schools' class 4-4-0 No. 30925 *Cheltenham* steams through the countryside near Ropley on September 24 with one of the Mid-Hants Railway's mid-week services. PETER ZABEK (WITH MHR PERMISSION).

P62 STEAM P68 INDUSTRIAL P70 IRISH P72 NARROW GAUGE
P74 MINIATURE P76 NETWORK P78 METRO P80 CLASSIC TRACTION P82 RAILTOURS
P86 FREIGHT P88 WORLD P90 TRACTION & ROLLING STOCK P93 STOCK UPDATE P98 OPERATIONS

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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Covenantor scheme for *County of Montgomery* project

THE group building the 'new' GWR 'County' class 4-4-0 No. 3840 *County of Montgomery* is relaunching its monthly covenantor programme in the hope of attracting a steady flow of smaller amounts.

The Churchward County Trust's (CCT) County for the Cost of a Coffee scheme is seeking supporters of the project to make small, regular donations – the equivalent of cup of coffee a week — over a sustained period.

By regularly donating from as little as £10 per month (£2.50 a week), the CCT can better forecast a regular income stream, which in turn will greatly aid its forward planning.

Benefits

Three donation options are open, which have the following benefits associated to them:

- £10 per month for a minimum of 60 months – donors receive membership of the CCT, a CCT mug, an invitation to No. 3840's official launch event, and tickets for one of No. 3840's first trains.
- £25 per month for a minimum of 60 months – donors receive membership of the CCT, a CCT mug, an invitation to No. 3840's official launch event, tickets for one of No. 3840's first trains, and a footplate trip on the locomotive.
- £50 per month for a minimum of 60 months – donors receive membership of the CCT, a CCT mug, an invitation to No. 3840's official launch event, tickets for No. 3840's first train, and an opportunity to drive the locomotive.
- Anyone donating more than £1,000 will have their name recorded on the roll of honour.

For further information visit: www.churchwardcounty.org.uk

■ The 'County' 4-4-0 project received a significant boost at the beginning of October when former Tyseley Locomotive Works (TLW) chief engineer Bob Meanley joined the project as engineering manager.

Mr Meanley will now oversee the mechanical aspects of No. 3840's construction, working alongside design engineer Elliot Powick and the staff at TLW.

First fire for *Pendennis Castle* as overhaul nears completion

THE boiler of the Great Western Society's 'Castle' No. 4079 *Pendennis Castle* has steamed again, two decades since the Collett 4-6-0 returned to the UK from Australia.

Former GWS chairman Richard Croucher was given the honour of lighting the first fire at Didcot Railway Centre on October 3, having been instrumental in repatriating the locomotive back in 2000.

It was the first time No. 4079's boiler had seen a fire this century, and the first time the boiler had been steamed in the UK since 1977. The trial steaming followed a successful hydraulic test in September.

During the test the boiler was brought to a modest pressure and gently cooled ahead of a planned steam test for the insurance inspector during late October. Subject to a successful outcome, the boiler will be returned to the frames and piped up for the final time, bringing the mechanical side of the project to an end.

The Great Western Society's Richard Croucher prepares to drop the first fire into *Pendennis Castle's* firebox at Didcot Railway Centre on October 3. GWS

Extensive

The 1924-built 'Castle' has been the subject of an extensive restoration since it arrived at Didcot in 2000 after 23 years 'down under'. It was sold by Hon John Gretton and Sir William McAlpine in 1977 to Hamersley Iron in Western Australia, and spent much of the next two decades working special excursion trains on Hamersley 240-mile iron ore railway in the Pilbara region.

During the late 1990s Hammersley Iron grew concerned about No. 4079's long-term future and the process of seeking a new home for it began. The loco was subsequently offered to the Great Western Society thanks to the actions of former *RM* editor Nick Pigott, and its return to the UK assured.

The overhaul is now within touching distance of the finish line, and the GWS hopes to relaunch the locomotive next year.

Big surprise as true identity of NER bogie stores van is revealed to locomotive trust

THE Kirkby Stephen East-based Locomotive Conservation & Learning Trust (LCLT) suffered a combination of surprise and shock when it discovered its North Eastern Railway bogie stores van No. 5523 is not the vehicle they thought it was.

The trust is currently in the process of restoring what it believed was 1902-built ex-NER 'H2' stores van No. 5523 in its purpose-built shed at the Stainmore Railway. The restoration is part of a Heritage Lottery funded project that will also see sole-surviving NER 'J21' 0-6-0 No. 65033 returned to steam; the work is underway at Locomotive Maintenance Services in Loughborough.

Research

However, on-going research into the stores van has revealed it is not No. 5523 at all, but is in fact No. 2; one of a pair of 'H2' vans built in 1902 along with No. 5523. The latter, it seems, was broken up sometime in or around 1962.

Commenting on the discovery in a recent trust newsletter, the LCLT said: "The source for this discovery is the information in Peter Tatlow's three-volume set of books on LNER wagons.

"The section on stores vans lists No. 2 and No. 5523 and then alongside it gives 'sample' later numbers. Sample is Tatlow's description.

Headway

"He then lists No. 903001. Since this was immediately following 5523 it was assumed it referred to that vehicle.

"However, subsequent perusal of notes from the NERA (North Eastern Railway Association) archive listed No. 2 with the later number 903001 and No. 5523 with later number 903004."

Restoration of No. 2 is making good headway. The panelling is virtually complete on the inside and about half finished on the exterior.

Once completed, the van will be handed to a specialist contractor for fitting out as an interpretation vehicle.

The trust hopes to be at this stage by the end of the year.

New-build *Betton Grange* gets its smokebox at Tyseley Works

WORK on the final assembly of the 6880 Betton Grange Society's re-created Collett 'Grange' No. 6880 *Betton Grange* has taken another step forward at Tyseley Locomotive Works since work resumed post-lockdown.

The new smokebox has been permanently fitted to the boiler, which itself was fitted just prior to the lockdown in March.

The effects of the coronavirus have meant hopes of having the 'Grange' in steam this year have been dashed, but the project is on course to see No. 6880 make its first independent moves early next year. GARY BOYD-HOPE

Tornado launched 'S&D200' countdown

DARLINGTON-BUILT Peppercorn 'A1' No. 60163 *Tornado* worked a special single-coach train over the route of the Stockton & Darlington (S&D) Railway on September 27 to mark 195 years of the world famous railway.

The special carried local dignitaries as Darlington Borough Council set out its stall for its own commemoration of the S&D's 200th anniversary in 2025.

The run included a photo call on the famous Skerne Bridge in Darlington, as seen here. CHARLOTTE GRAHAM/DBC

Fight to keep *Locomotion* in Darlington steps up a gear

A CAMPAIGN to keep *Locomotion No. 1* in Darlington has stepped up a gear with the launch of an official petition.

George Stephenson's original Stockton & Darlington locomotive has spent more than 160 years on display in the town.

The move follows plans by the National Railway Museum to relocate the 1825-built pioneer from Darlington's Head of Steam Museum to Locomotion in Shildon in time for the bicentenary of the Stockton & Darlington Railway in 2025.

Here, the locomotive would form the centrepiece of a £4.5million redevelopment of the site, taking place in a new 4,000sq m 'Building Two', which will be constructed close to the exhibition hall.

Tug-of-war

Since the beginning of the year *Locomotion No. 1* has been caught in a tug-of-war between the NRM and those wishing to see the loco remain in Darlington, namely Darlington Borough Council and Head of Steam.

The council has ambitious plans to develop a new £20m rail heritage quarter in Darlington, including a redeveloped Head of Steam museum, and claims the loss of *Locomotion No. 1* would be a major blow to the town.

A petition was launched on the change.org site in early October, backed by a high-profile online social media campaign, featuring interviews and specially commissioned artwork.

PM support

At the time of writing in mid-October the petition had reached more than 2,500 signatures and was climbing every day. The 'remain' campaign has even received support from the A1 Steam Locomotive Trust, PM Boris Johnson, and Labour Party leader Sir Keir Starmer.

Coun Heather Scott, leader of Darlington Borough Council, said: "This is something the people of Darlington will be horrified about, and I fully understand. I want to send a very clear message that this council will leave no stone unturned in our quest to keep *Locomotion No. 1* in Darlington."

The NRM says its plans to move *Locomotion* to Shildon remain unaltered, although there are discussions going on between all parties.

'Patriot' wheels to come off as a result of weld certification issues

THE LMS-Patriot Project has said up to three of the coupled wheels from new-build 'Patriot' 4-6-0 No. 5551 *The Unknown Warrior* will need to be pressed off the axles in order to re-do weld repairs made nine years ago when the wheelsets were first supplied.

No. 5551's engineering team met with its contractor, the Princess Royal Class Locomotive Trust, at Swanwick Junction on October 1, where it was agreed to pursue the remedial action following inspection of the wheelsets by a suitably qualified welding inspector on September 4.

The wheels affected belong to the centre and trailing wheelsets, which received welded repairs on the centres after an error was made by the contractor when milling the keyways that help prevent wheel movement on the axles.

Unfortunately, paperwork to support the quality of the repairs was not provided, leaving the project little choice but to have the work redone.

It has also been decided to modify the locomotive's bogie to conform to the standard 'Patriot' bogie design.

The bogie is a hybrid design, which incorporates LMS '8F' 2-8-0 pony truck components. As such it does not have so-called 'grandfather rights', and the project says the certification process would be time consuming and costly for the modified bogie design.

Significant costs

"In both cases we are in the process of confirming the cost involved and how the work will be contracted," project spokesman Andy Laws told *The RM*.

"While the costs will be significant, the common factor is the need to deliver design and quality solutions with all the necessary supporting documentation.

"Over the past six months we have made considerable efforts to obtain for the components the kind of supporting documentation required by present assurance standards, but without success.

"Establishing the way forward with these key components will be a big help with future work sequencing, and to ensure that the locomotive meets all the necessary safety and quality standards for mainline running.

"We are now moving forward with planning the work in more detail."

Lottery funding helps restoration of 'Ratty' Pullmans

TWO Pullman cars that have served as accommodation and camping coaches at the Ravenglass & Eskdale Railway for 60 years are being fully refurbished thanks to a £250,000 grant from the National Lottery Heritage Fund.

The joint project between the Ravenglass Railway Museum Trust and the Ravenglass & Eskdale Railway will see ex-South Eastern & Chatham Railway Pullman Kitchen Firsts Nos. 135 *Elmira* and 137 *Maid of Kent* restored to serve as self-catering holiday accommodation.

Both vehicles are currently in a critical state of disrepair at Ravenglass alongside the 15in-gauge station, but this restoration will conserve their structures and preserve original interior features, such as the highly crafted, decorative marquetry panels.

Both were built in 1921 on underframes of First World War ambulance coaches, and converted into camping coaches by British Railways in 1960. As such they are the oldest camping coaches still in their original location.

"These coaches are of national significance, but work is urgently needed to prevent their further deterioration," said Ravenglass Museum Trustee, Peter Hensman.

"They have been an integral part of railway history for many years, and by restoring them, this project is an innovative way of offering quirky accommodation with a rich heritage."

Work on the project got underway in early September, with the aim of finishing the restoration by next spring.

Above: One of the Ravenglass Pullmans – No. 137 – is seen prior to the start of the refurbishment. R&ER

Llangollen chairwoman resigns after personal attacks over Corwen project

THE Llangollen Railway found itself in turmoil at the end of September after all but one members of its governing boards resigned amid disagreements over the heritage aspects of the new Corwen station.

Liz McGuinness, chairman of Llangollen Railway plc and the Llangollen Railway Trust, quit after receiving "vicious personal attack emails".

Fellow elected directors Hugh Shipton and Quentin McGuinness, and co-opted members, Robin Matthews and Rhys Williams, also resigned at the September 26 meeting, leaving elected director Bob Gordon to form a new board.

Mrs McGuinness was intending to resign as chairman anyway, as she is also the railway's general manager and, as such, her role was in conflict with the railway's new corporate governance structure.

However, she announced to members on September 25 she would step down with immediate effect after receiving personal abuse.

At the heart of the resignations lie former London, Chatham & Dover Railway cast-iron canopy support columns, which had been obtained from Blackfriars station in London.

The columns had been erected at Corwen, but were not favoured by the board owing to their lack of GWR heritage.

A mediation meeting between the Llangollen Railway board and the Corwen station group was held in January, where it was agreed the board would develop designs for a station building and canopy with a more typical GWR aesthetic, while the station group completed the platform infrastructure. The plans were unanimously approved in July.

'Mediation'

In her message to members, Mrs McGuinness said: "After a recent question regarding the columns, the board decided to make it clear what had been agreed at the mediation meeting in January.

"Since then I have received several vicious personal attack emails directed at me.

"This is unacceptable as the decision was made back in January and agreed by the Corwen team and the trust board (not me alone) with an independent mediator."

Mrs McGuinness will, however, remain in post as the railway's general manager.

Bob Gordon subsequently formed new boards for both the plc and the trust. The plc board now comprises himself as chairman, Phil Coles, Phil Freeth, Paul Bailey, Maureen Theobald, Bob Creasey, Andy Maxwell and Pete Edwards. Messrs Gordon, Coles, Maxwell, Bailey and Creasey, together with Ms Theobald, are also on the new trust board with Mike Williams and John Bearne.

One of Mr Gordon's first acts was to resolve the dispute over the Corwen station building and canopy, assuring the Corwen project team of the new board's support for completing the new station as planned using the Blackfriars columns.

He said: "The need is to get the station finished and ready to receive passengers during 2021 with appropriate shelter to hand on the platform. This aim is dependent on this winter's weather and, of course, any continuing impact of Covid-19 on the volunteer workforce."

A view along the new platform at Corwen station showing the former Blackfriars canopy columns, which were the subject of the disagreement at the Llangollen Railway. GEORGE JONES

'Admiration'

Supporting these comments, the railway's president Bill Shakespeare MBE said. "I am full of admiration for the way in which the Corwen Project team has tackled the creation of the new station, and feel it should be allowed to continue the completion of the project with the building of the waiting room.

"We need to overcome this current difficulty and continue the progress towards an opening through to Corwen. I have always thought that Llangollen Railway is a broad church and can accommodate all opinions."

No. 4160 arrives at the South Devon Railway on October 8 following its transfer by road from Llangollen. ERNEST ELSWORTH-WILSON/SDR

Large Prairie reaches new Buckfastleigh home

THE newest addition to the South Devon Railway's (SDR) steam fleet reached its Buckfastleigh workshops on October 8 with the arrival of Western Region '5101' class 2-6-2T No. 4160.

The 1948-built Large Prairie has been placed in the care of new custodians Locomotive 5542 Ltd by owners Four One Six 0 Ltd (*RM* May), and will be based at the SDR for the duration of its next boiler certificate.

No. 4160 had previously been under contract overhaul at the Llangollen Railway, having been withdrawn in 2015 at the end of its last boiler certificate.

Under the new arrangement the overhaul will be completed at the SDR's Buckfastleigh works, after which No. 4160 will then join the SDR's operating fleet until at least January 2033.

The loco reached South Devon in a semi-dismantled state; the frames and superstructure arrived on one low-loader with some of the wheelsets, and the boiler followed on a separate trailer.

Hosking '9F' moves to Derbyshire for overhaul

THE Princess Royal Class Locomotive Trust (PRCLT) has been awarded the contract to overhaul Jeremy Hosking's BR Standard '9F' No. 92212 at its West Shed facility at Swanwick Junction, Midland Railway-Butterley.

The Swindon-built 2-10-0 moved to the Derbyshire site after spending several months in store at a private location, following the collapse of a planned contract overhaul at the Llangollen Railway.

No. 92212 had moved to Llangollen in March, but left soon afterwards after the railway shut down its contract engineering business.

Crewe-based Locomotive Services Ltd (LSL) had elected to contract the overhaul out, rather than carry it out in house, in order to prevent the loco waiting in an overhaul queue.

The LSL boilershop is already restoring a spare boiler for the '9F', which had previously been carried by unrestored classmate No. 92245 at the Barry Tourist Railway.

No. 92212 last ran at the Mid-Hants Railway on December 30, 2019.

The heavy freight workhorse is expected to return to the Hampshire line upon completion of its overhaul.

'A1' and 'P2' boilers coming together in Germany

A SPARE boiler for the A1 Steam Locomotive Trust's (A1SLT) Peppercorn Pacific No. 60163 *Tornado* is taking shape at Dampflokwerk Meiningen ahead of its projected delivery at the end of the year.

The boiler is one of a pair of Diagram 118 boilers ordered by the A1SLT in June last year, the second being destined for new-build 'P2' 2-8-2 No. 2007 *Prince of Wales*.

The barrel sections for both boilers have been rolled and welded, and the dome covers have been pressed and machined.

The firebox tube plates have been drilled, the foundation ring sections have been forged and the foundation rings welded together.

The barrels of the first boiler have been tack-welded together and married up to the inner firebox. Both boilers were ordered with a full set of superheater elements.

The first set has been delivered early to Darlington to act as spares for *Tornado* in case there is a problem with the elements before the next scheduled overhaul.

The new boiler will be fitted to No. 60163 during its next major overhaul, and the loco's current Meiningen-built boiler will be overhauled to act as spare for either the 'A1' or 'P2'.

The second of the new boilers will be delivered towards the end of next year.

Back in the UK, the first heavy motion components for *Prince of Wales* – the left- and right-hand intermediate coupling rods – have been delivered to Darlington Locomotive Works.

The rods have been supplied by Stephenson (Engineering) Ltd of Atherton, Manchester, which is now machining the trailing coupling rods.

The order is expected to cost the A1SLT £181,000 plus VAT, with £170,000 already donated.

For more information visit: www.p2steam.com

The spare boiler for 'A1' No. 60163 *Tornado* taking shape in Meiningen, Germany, on September 24. DBM/A1SLT

No. 42313 climbs away from Havenstreet with the four-wheelers on September 27. The train includes 1864-built Oldbury carriage No. 10. BOTH: JOHN FAULKNER

Mini-gala success for IoW Steam Railway

THE Isle of Wight Steam Railway's Autumn Gala took place over the weekend of September 26-27, albeit on a much smaller scale than usual owing to the on-going Covid-19 limitations.

Three locos from the home fleet – Ivatt '2MT' 2-6-2Ts Nos. 41298 and 41313, and 'A1X' 0-6-0T No. W11 – were in action during the event, essentially working to the railway's current Covid 'Red' timetable.

This featured No. 41298 hauling the five-bogie set all weekend, while the four-wheeled set was worked by the 'Terrier' in the mornings and No. 41313 in the afternoons.

Push-pull set

A highlight for those attending was the appearance of the IoWSR's heritage goods train and the Ventnor West branch push-pull set, which were both making their first appearances on the line this year, but only on short runs from Havenstreet station around into the sidings. They were worked by Nos. W11 and 41313 sets when not on running-line duty. A couple of traction engines added to the gala atmosphere.

The goods set did a full-line run the following Sunday (October 4), but unfortunately it poured with rain all day.

The push-pull coaches are not being used for normal operations this year because they are open plan, the railway preferring to use its compartment stock, which better suits current social distancing needs.

"The mini-gala went very well, with lots of visitors at the station," IoWSR general manager Steve Backhouse told *The RM*.

"Whilst we were a bit limited in our offer compared with previous galas, I think everyone appreciated what was offered.

"After the year we've had it was nice to do something a bit different.

"The gala actually attracted slightly more visitors than the 'Four Island Classes' event last year, which signalled *Calbourne's* last day in steam."

Work on the overhaul of the railway's flagship 'O2' 0-4-4T No. W24 *Calbourne* continues at Havenstreet, a recent milestone seeing the overhauled boiler hydraulically tested and returned to the frames.

Confident

The project has been hit by the coronavirus lockdown, although the railway remains confident No. W24 will be ready – complete in post-war Malachite green with 'Sunshine' lettering – to celebrate the Golden Jubilee of the line next year.

"We're still on track to have her ready for the 50th anniversary of the Wight Locomotive Society's move from Newport to Havenstreet on January 24," added Mr Backhouse.

A dedicated appeal to raise £24,000 to complete the work has now passed the £30,000 mark, but remains open for donations.

For details visit https://tinyurl.com/y2zqw2lb or alternatively cheques, payable to Isle of Wight Railway Co Ltd, can be sent to the Isle of Wight Steam Railway, The Railway Station, Havenstreet, Isle of Wight PO33 4DS.

'Terrier' 0-6-0T No. W11 makes a short run with the Ventnor West push-pull set at Havenstreet on September 26.

SIDELINES

Pannier No. 9466 for 'Santa' hire

JONATHAN Jones-Pratt is offering Hawksworth '94XX' 0-6-0PT No. 9466 for hire during December should any heritage railway require it for 'Santa Special' services. The loco has been running at the Ecclesbourne Valley Railway, and will do so into November, plus most of next year. The availability is therefore just for the festive season only.

The pannier is well suited to lighter services on lines capable of accepting its 19t 5cwt maximum axle load.

Any railway interested in hiring the loco should contact jon@jjpholdings.co.uk

'B17' tenders reach Sheffield

THE B17 Steam Locomotive Trust's two GER and LNER tenders reached their new home at CTL Seal in Sheffield on September 30.

They will eventually run behind new-build Gresley 4-6-0 *Spirit of Sandringham*.

The engineering firm is the new base for the project, following its move from the Llangollen Railway (*RM* Oct).

Bridge strike at North Yorks

TRAIN services had to be suspended at the North Yorkshire Moors Railway (NYMR) on October 20 after a lorry hit a bridge over the line at Goathland that morning.

Railings and stone work from the parapet were knocked onto the railway beneath, forcing the NYMR to cancel the 09.20 'Optimist' service while the bridge was made safe.

Boiler lift for 'Black Five'…

STANIER '5MT' 4-6-0 No. 44806 had its boiler lifted from the frames at the North Yorkshire Moors Railway (NYMR) on September 30 as the long-awaited overhaul of the 'Black Five' gets underway at Grosmont.

The NYMR sold the loco to long-standing supporter of the line Peter Best earlier this year after spending several years at the back of an overhaul queue.

…and for *Owsden Hall* and 'Met 1'

HAWKSWORTH 'Modified Hall' No. 6984 *Owsden Hall* and Metropolitan Railway 'E' class 0-4-4T No. 1 have also undergone boiler lifts in recent weeks. The lifts took place at the Buckinghamshire Railway Centre on October 15.

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Bahamas and '7F' take centre stage at Mid-Hants' sell-out Autumn Steam Gala

STEAM galas have been something of a rarity this autumn as heritage lines continue to juggle the operation of passenger services with the safety and social distancing measures required during the coronavirus pandemic.

The Mid-Hants Railway (MHR) was one of just a handful of lines to host an Autumn Steam Gala, which met with considerable success over the weekend of October 16-18.

Topping the bill was Stanier 'Jubilee' No. 45596 *Bahamas*, which was making its first visit to a heritage line since 1997, courtesy of the Bahamas Locomotive Society.

The double-chimney 4-6-0 had travelled under its own steam from its Keighley & Worth Valley Railway base 10 days earlier.

Joining the 'Jubilee' was the Somerset & Dorset Railway Trust's '7F' 2-8-0 No. 53808, which had recently joined the MHR steam fleet from the West Somerset Railway. As such the event was given a 'Pines Expresses'/Somerset & Dorset Railway theme, enhanced by resident Ivatt '2MT' 2-6-2T No. 41312 and BR Standard '4MT' Mogul No. 76017, which were both representative of S&D types.

The fifth and final loco in action over the weekend was Southern 'S15' 4-6-0 No. 506.

Capacity

The need for social distancing on trains meant the capacity of each train was reduced, but tickets for all three days had sold out prior to the gala.

Passengers were allocated a seat on a train, which was theirs for the day; the timetable ensured each locomotive would haul each train at some point during the day. This meant those who stayed on the train all day could experience haulage from all the locos.

Trains worked over the full length of the line, and many passengers chose to break their journeys at Ropley, where a number of trade stands were set up. Shunting demonstrations were also provided as an added attraction.

The safety and welfare of visitors was at the forefront of the operation, and the MHR took great steps to ensure this. For example, passenger temperatures were taken on arrival and enhanced cleaning regimes put in place. This even went as far as regularly disinfecting the handrails and parapets of the station footbridges, where spectators and photographers liked to gather. A great deal of public information was also provided to try and ensure social distancing was observed; around 250 information signs were put up around the railway for the event.

'Positive'

"Operationally, the gala went without a hiccup and subsequent feedback has been very positive," MHR general manager Simon Baggott told *The RM*.

"It took a lot of planning but was well worth it. Financially the gala was very similar to the event we held last year, but more importantly it was a big morale boost for our staff and volunteers.

"The events of this year have meant there has been little to celebrate, and we and the Bahamas Locomotive Trust wanted to do something special, not just for us but for everyone. I think we succeeded in that."

Mr Baggott went on to say he hopes other railways will look on the success of the MHR gala, and look at laying on similar events themselves.

The railway is now looking ahead at its festive operation that begins in November. This will be the 'Steam Illuminations', which is the MHR's take on the popular 'Train of Light' events.

They begin on November 14 and run on selected evenings right through to January 3; there are 160 trains in the programme.

For details visit: https://tinyurl.com/y6zd6a2h

'7F' 2-8-0 No. 53808 looks well at home on the Mid-Hants Railway's green stock as it passes near Bishops Sutton, close to Alresford, on October 18. KENNY FELSTEAD

Visiting No. 45596 *Bahamas* starts the climb out of Ropley with its first rostered turn of the gala, the 09.15 Alresford-Alton service, on October 16. PAUL COOPER

Covid crisis leads to ten redundancies at East Lancashire Railway

A HUGE drop in revenue of around 50% as a result of the coronavirus has forced the East Lancashire Railway (ELR) to drastically restructure the organisation and make 10 staff redundant in order to reduce the line's operating costs.

Revenue for the period January to August was £1,152,000 compared to £2,408,000 last year; a fall of 52%.

Over the past two years the ELR's revenue has averaged £4.3million, but the estimated revenue for 2021 is only around £2-£2.3m. Such a significant loss of revenue has made it necessary for the ELR to reduce operating costs through what it describes as "an organisational restructure and a squeeze on expenditure".

'Reality'

Commenting on his official ELR blog, chairman Mike Kelly said: "It would be irresponsible if the management and the board ignored the reality of our situation.

"As a result, we had to take some serious decisions on reducing operating costs, one of which was to restructure the railway for paid staff and redesign a new operating model better suited to a slimmed down railway.

"This restructure was agreed by the ELR board with a heavy heart. As a result, 10 posts have been removed from the structure and nine redundancy notices issues (one postholder resigned and left the railway)."

Mr Kelly also confirmed that, as predicted, passenger traffic is well below pre-Covid levels and without additional revenues from pubs and buffets the railway would be running services at loss.

Lottery boost

A positive boost came in September with the awarding of £194,300 from the National Lottery Heritage Emergency Fund. This will be used for, among other things, relaying a quarter-mile stretch of life-expired track at Irwell Vale.

A speed and weight restriction has been in force, reducing the use of some of the line's larger locomotives.

A further grant of £62,251 from the Julia and Hans Rausing Trust was made in early October, providing additional resilience to the on-going crisis.

The railway's crisis support fund also remains open, and at the time of writing donations had passed £137,300 towards its £200,000 target.

For information on how to support the fund visit: https://tinyurl.com/slgkma9

On-hire Prairies enter service in Somerset and Sussex

GWR '4575' 2-6-2T No. 5542 entered service at the East Somerset Railway (ESR) on September 26.

It has been hired in to cover for failed No. 4555 (*RM* Oct), which is on hire from the Dartmouth Steam Railway.

No. 5542 arrived at Cranmore two days earlier, with the low-loader that delivered it subsequently departing with No. 4555, which was taken to Tyseley Locomotive Works to have a crack in the firebox repaired.

It is expected to return to the ESR upon completion of the work, having only steamed there twice before being withdrawn.

On the day after No. 5542's ESR debut, 'Large Prairie' No. 4144 also made its first revenue-earning runs at the Kent & East Sussex Railway.

The Great Western Society locomotive has been at the Kent & East Sussex Railway since March, but its passenger debut was delayed owing to the Covid-19 pandemic. The loco was not used during the lockdown period when the railway was closed, or called into service following the line's reopening in July.

It underwent a test run on September 24, and officially entered traffic three days later.

On the final run of the day, visiting No. 4144 heads away from Rother Bridge shortly after departing Northiam at the Kent & East Sussex Railway on September 27. JAMES KINDRED

2-6-2T No. 5542 has just arrived back at the East Somerset Railway's Cranmore headquarters with the 14.00 departure on September 26. PETER NICHOLSON

SIDELINES

'F5' legacy will complete rolling chassis

AN UNSPECIFIED legacy to the Holden F5 Steam Locomotive Trust will pave the way for the completion of the rolling chassis of new-build Great Eastern Railway 2-4-2T No. 789.

The loco's frames are under construction at Tyseley Locomotive Works, and costings are being sought for all remaining subsidiary components.

The trust hopes any residue left from the legacy after the rolling chassis is completed will be put towards the cost of the boiler.

4110 re-wheeled at Cranmore

THE Dartmouth Steam Railway's '5101' Large Prairie 2-6-2T No. 4110 has had its frames re-wheeled as part of an ongoing contract restoration by the East Somerset Railway.

The refurbished frames were lowered back onto the coupled wheelsets and pony/trailing trucks at Cranmore on October 6.

Boiler lift for General Steam Navigation

THE General Steam Navigation Locomotive Restoration Society's (GSNLRS) ambitious project to 'back convert' Bulleid 'Merchant Navy' No. 35011 to its original air-smoothed condition took a step forward recently with the removal of the Pacific's boiler from the frames.

The lift took place at the Swindon & Cricklade Railway on October 2, and marked what is thought to be the boiler's first removal from the frames since *General Steam Navigation* was rebuilt in 1959.

The lift followed a successful fundraising campaign to cover the cost of the crane hire. GSNLRS volunteers had previously removed the boiler tubes in anticipation of the lift, as well as undertaking other work to facilitate the removal of the trailing truck, which was also carried out that day.

Appeal

The GSNLRS has launched a crowd-funding appeal in order to raise the £3,500 required to have the trailing truck and bogie wheelset tyres turned at the South Devon Railway.

The wheelsets are expected to be sent to Buckfastleigh later this year, and details on how to donate can be found at: www.justgiving.com/crowdfunding/35011wheelsets

Commenting on the boiler lift, GSNLRS chairman said: "It's a very exciting time for everyone involved in the *General Steam Navigation* restoration project.

"The removal of the boiler is a big turning point as it allows us to commence the restoration of the chassis, which will be a big project in itself, taking several years to complete."

Another engineering highlight has come in the form of a section of the locomotive's new front-end casing, which was successfully test fitted in July.

The casing has been built by Leaky Finders in Devon.

The most complex part of the casing manufacture was the lamp irons, which required machining to get the side profiles right before beginning to be bent into their into the final shape.

The trailing truck of 'Merchant Navy' No. 35011 *General Steam Navigation* is removed following the lifting of the boiler at Blunsdon on October 2. GRAHAM MUSPRATT/GSNLRS

Andrew Barclay 0-4-0ST No. 1823 was one of a pair of locos offered for sale on Ebay during July. The loco is pictured at the Pontypool & Blaenavon Railway. GARY BOYD-HOPE

Barclay *Harry* appears for sale on Ebay

ONLINE auction site Ebay featured a pair of unusual lots during mid-October in the form of two Andrew Barclay 0-4-0STs.

Former Yorkshire Tar Distillers No. 1823 *Harry* was advertised with a guide price of £15,000.

The 1924-built loco is often cited as the last steam loco to have worked in UK industry when it was restored and operated by Crossley's Scrap Merchants at Shipley well into the 1980s.

Quarry

It was delivered new to the Colzium Quarry Co Ltd, and sold five years later to Yorkshire Tar Distillers, being employed at its Kilnhurst Works in Rotherham. In the 1960s it moved to a sister plant at Cleckheaton, but returned to Rotherham before being withdrawn from service in 1972.

That same year it entered preservation at the Embsay & Bolton Abbey Railway, but moved to Crossley's in Shipley in 1975.

Many people fondly recall seeing it shunting wagons on Crossley's private sidings next to Shipley station.

Final move

It eventually moved to Peak Rail in 1984, then again to the Middleton Railway at the end of 1989. Its final move was to the Pontypool & Blaenavon Railway in 1992, where it has remained out of use, but complete, ever since.

The second Barclay offered for sale by the same vendor was No. 2015, built in 1935. This loco had been supplied new to Central Portland Cement and employed at its Houghton Regis plant in Bedfordshire. It was preserved in 1967, but was being advertised in a dismantled state, with an asking price of £5,000.

At the time of writing the locos were still on offer.

Tanfield's *Horden* breaks cover at Marley Hill

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THE Tanfield Railway newly restored Andrew Barclay 0-6-0ST *Horden* (1015/1904) made its first independent moves in almost 50 years at Marley Hill on October 21.

The former Horden and Shotton Collieries loco was trial steamed and made a number of runs up and down the yard, marking the completion of an overhaul lasting eight years.

Horden has been completed to the highest standards that have come to be expected at Tanfield, resplendent in a mid-green with black lining, edged in white.

The name has been sign-written on the tank sides, presenting the loco as it would have looked when it left Barclay's Kilmarnock works 96 years ago.

Work on the restoration began in 2012, and has been one of the most challenging loco projects attempted by the railway to date.

The effects of 69 years heavy use, a head-on collision with an NER 'Q6' 0-8-0, followed by almost 40 years of open air storage had taken their toll, and *Horden* was very tired when work started.

Major setback

Most of the work has been undertaken by Tanfield volunteers at Marley Hill, although the boiler overhaul was contracted out to Israel Newton & Son at Cromford, Derbyshire.

Sadly, the project suffered a major setback in April this year when thieves stole copper pipework and non-ferrous fittings belong to the loco from Marley Hill, which have had to be renewed at great expense.

However, by late August most had been replaced and fitted, along with the blast pipe and steam pipes, leaving only minor fettling work to complete during the past few weeks.

Loaded running-in trials are expected to take place during the autumn. This means *Horden* could feasibly be ready to take it place in the operational fleet in time for the Christmas 'North Pole Express' season.

The Tanfield Railway's Andrew Barclay 0-6-0ST *Horden* looks resplendent at Marley Hill, having been rolled out on October 12. JONATHAN CHARLTON/TANFIELD RAILWAY

SIDELINES

Fulstow bows out at Lincs Wolds Railway

LINCOLNSHIRE Wolds Railway-based Peckett 'W6' 0-4-0ST *Fulstow* (1749/1928) bowed out of traffic on October 25 having reached the end of its 10-year boiler certificate. The former Tarmac, Matlock, loco entered LWR service in 2010 and has been the mainstay of the line's steam services together with Andrew Barclay 0-4-0ST *Spitfire* (1964/1929).

Ribble Steam Railway returns

BAGNALL 0-6-0ST *Courageous* (2680/1942) worked the Ribble Steam Railway's first passenger services since before Covid-19 lockdown on October 10.

The return of steam marked the start of three consecutive Saturdays running through to October 31. However, the railway has taken the decision to cancel its 'Santa Special' season for this year.

Boiler lift for *Lindsay*

JAMES Bunch's overhaul of Wigan Coal & Iron Co Ltd 0-6-0ST *Lindsay* has restarted after several months of delay caused by the coronavirus pandemic. Much of the stripping down had been completed prior to the country going into lockdown in March, but the planned boiler lift had to be postponed. This was finally carried out in early October and the boiler sent away for a contract overhaul.

Bagnall 0-4-0ST No. 2842 approaches Chasewater Heaths station during its last day in traffic on October 12. It was still sounding beat perfect despite having reached the end of its 'ticket', ALISTAIR GRIEVE

BOILER IN FOR *SWANSCOMBE NO. 6*: The Middleton Railway's Hawthorn Leslie 0-4-0ST *Swanscombe No. 6* (3860/1935) was reunited with its boiler on September 16 (pictured) following a comprehensive overhaul. The former Associated Portland Cement Manufacturers loco now awaits steam testing before final reassembly can be completed in time for the 2021 season. MRT

Last shout for 'Kent No. 2' at Chasewater

FORMER Kent Electric Power Company Bagnall 0-4-0ST No. 2 (2842/1946) bowed out of traffic in style at the Chasewater Railway (CR) on October 11 having reached the end of its 10-year boiler certificate.

The 'Pocket Rocket', as the Bagnall is affectionately known, worked the CR's passenger services throughout that final day, crewed by the uncle and nephew team of Andrew and Phil Civil.

Faultless

It was Phil's late father Mark, together with brother Andrew, who restored the Bagnall between 2003 and 2010 at the Foxfield Railway.

Since then it has provided almost faultless service to both the Foxfield and Chasewater lines.

The withdrawal of No. 2 will leave future CR passenger services in the hands of fellow Bagnall 0-4-0ST *Dunlop No. 6* (2648/1941) and Hudswell, Clarke 0-4-0ST *Waleswood* (750/1906) in the short-term, both of which are privately owned.

However, they will soon be joined by the railway's own Hunslet 0-6-0ST *Holly Bank No. 3* (3783/1953), which is on the final lap of its 10-yearly overhaul.

The loco is back in one piece in the railway's Brownhills West workshop and was receiving the final coats of paint and varnish at the time of writing.

As reported in *The RM* (October), the tiny Andrew Barclay 0-4-0ST *Colin McAndrew* (1223/1911) returned to the railway following the completion of its overhaul at Locomotive Services Ltd in Loughborough.

However, the locomotive has recently been sold to the Mountsorrel & Rothley Community Heritage Centre in Leicestershire, and was due to move to its new home at Nunckley Hill as this issue of *The RM* went to press.

Halloween

Also in the CR's workshops is Mark Sealey's ex-Peckfield Colliery Hudswell, Clarke 'PLA' 0-6-0T No. S100 (1822/1949). The bottom-end is now largely complete, with cab and tanks in situ.

Mr Sealey recently took delivery of a newly rolled smokebox, to which he has now fitted the smokebox door hinges and trial fitted the chimney. The boiler itself is expected to be overhauled at Chasewater.

The railway was expected to operate its Halloween specials on October 30-31, and will run its 'Santa' services during December, albeit with appropriate Covid-19 considerations.

Steam Portfolio Track Record

Collett '14XX' No. 1450 makes one of the final appearances of its current boiler certificate as it departs Bewdley with '57XX' pannier No. 7714 at the Severn Valley Railway on October 9. KENNY FELSTEAD

WDLR Baldwin '10-12-D' 4-6-0T No. 608 crosses the Cob from Porthmadog to Boston Lodge after making an appearance at the Ffestiniog Railway's Bygones Weekend on October 9. GRAHAM NUTTALL

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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Whitehead museum closed again

THE RPSI made the reluctant decision to close its Whitehead Railway Museum for the second time at the beginning of October in light of the rising numbers of coronavirus cases in Northern Ireland.

An online statement issued on October 6 said: "We have decided to close our museum and cancel events scheduled throughout October.

"The health and safety of our volunteers, staff and customers is our highest priority. This is a precaution in an effort to slow down the spread in our country and protect some of our more vulnerable volunteers."

Northern Ireland was placed in a four-week 'circuit breaker' lockdown on October 16 to try and stem the rapid increase in Covid-19 cases.

The museum reopened after the coronavirus lockdown in August, running a string of Steam Saturday open days through the summer and into September.

These included the first steaming of GNR(I) 'Q' 4-4-0 No. 131 on September 26, and regular appearances by Hudswell, Clarke 0-4-0ST No. 3BG.

Ennis plaque honours GSWR hero

A PLAQUE commemorating the heroic exploits of Great Southern & Western Railway inspector Patrick Cullinan has been unveiled at Ennis station in County Clare.

On November 16, 1905, Mr Cullinan saved the life of passenger Bridget Davis after she fell off the platform into the path of an oncoming train.

As a result of his bravery Patrick was awarded the Albert Medal, known as the 'Civilian VC', being the only Irish railwayman to be so honoured.

Further progress at Maam Cross as temporary 3ft-gauge line is completed

THE Connemara Railway Project's (CRP) plan to return trains to the Midland Great Western Railway's long-closed Galway to Clifden branch has taken another step forward with the completion of a temporary 3ft-gauge railway at Maam Cross.

The narrow-gauge line has been laid in order for the CRP to return trains, maybe even steam, to Maam Cross for the first time since 1935, and demonstrate that the project means business.

However, the site will eventually be restored to its 1930s' 5ft 3in-layout as funding allows, including rebuilding the signal cabin (with an 18-lever McKenzie & Holland lever frame from Mogeely), restoration of the water tower, goods shed, and cattle dock.

"We have been very busy despite very little funding," said CRP spokesman Jim Deegan.

Enthusiasm

"However, the sheer enthusiasm shown by our dedicated volunteers, and the great support and co-operation from Irish Rail, has enabled us to achieve a great deal during the summer.

"We have completed our temporary 3ft-gauge railway, and have extensively cleared overgrowth on the Up side of our running line, opening up spectacular views of the stunning Connemara scenery."

A hand crane that came from the former goods yard at Dundalk has been installed on the Maam Cross loading dock, and a set of level crossing gates has been installed at the western end of the station site.

The gates had formerly seen use at Castlerea, in County Roscommon, and the distinctive red and white-painted supports from Killonan Junction, County Limerick.

In due course the project group intends to reinstate the level crossing over this road, and extend the track towards Clifden; the formation is clear for the next three miles.

Above: An aerial view of Maam Cross showing the newly completed 3ft-gauge line and the current 5ft 3in railhead.

Right: Connemara Railway volunteers at work installing the former Castlerea level crossing gates at Maam Cross. **BOTH: CONNEMARA RAILWAY PROJECT**

The project continues to attract volunteers, who come from as far as Counties Cork, Sligo, Mayo, and Dublin, as well as some very enthusiastic locals from surrounding Connemara.

However, further progress to create what will be the Republic of Ireland's only 5ft 3in-gauge heritage line is governed entirely by the availability of funding.

A €300,000 GoFundMe appeal is running to try and help pay for future works, and details can be found at: www.gofundme.com/f/connemara-railway-project

RPSI back on the main line with special filming charter

THE Dublin Operations team of the Railway Preservation Society of Ireland (RPSI) was back on the main line on October 12-13, running a special charter for the filming on a new movie.

The charter from Inchicore to Galway was hauled by 071 Class No. 080, and provided the first opportunity to take the RPSI's Cravens set out since before the Covid-19 lockdown.

In fact it is likely be the only time the stock ventures onto the main line for the rest of this year.

No passengers were carried on board the train, and only the RPSI service crew and stewards, Irish Rail personnel and the film company's camera crews were permitted to travel.

The society did not publicise the charter beforehand as it did not want people breaching the Government's Covid-19 guidelines.

Of the five Cravens coaches in the train, only No. 1506 was actually used for the filming.

Sliding windows had to be removed from both sides in order to provide the cameras with an unobstructed view, while a number of seats and tables were taken out to allow tripods to be fixed to the floor.

The special left Inchicore at 11.35 on October 12 and ran via Hazelhatch, Clara and Athlone to Galway, where it arrived at 15.10.

The stock was then stabled overnight on the freight line siding next to the station, and began the return journey shortly before 14.00 the next day.

The return leg followed the outbound route, but instead of returning direct to Inchicore ran to Dublin Heuston.

The two days were considered a great success by both the RPSI and the film crew.

General Motors 071 Class No. 080 runs through Clondalkin with the returning leg of the RPSI filming charter on October 13. **JAY MONAGHAN**

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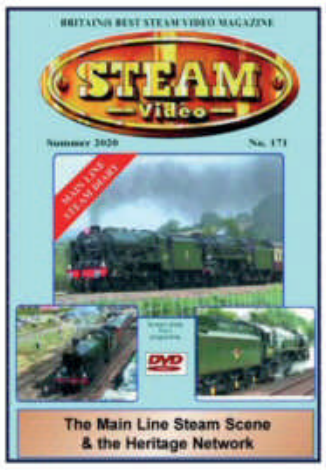

SUMMER 2020

Main Line steam Diary from the summer of 2020 featuring 34046 'Braunton', 35018 'British India Line', 45407, 45212, 'Royal Scot' & 'Britannia' plus news from the Heritage Network.

Steam Video 171 1 Hour 45 mins
DVD £13.95 Blu-ray £17.95
Download Standard Def £10.95
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Featuring News & Events from the main line and heritage network during the Summer plus changes to the motive powerscene, stock movements & Heritage news.

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Best of VT 73 & 74 2 Hours
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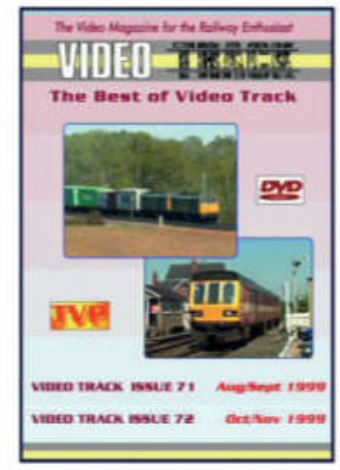

Modern Traction Archive from 1999 when first generation traction was still commonplace throughout the network

Best of VT 71 & 72 2 Hours
DVD £13.95
Download Standard Def £10.95

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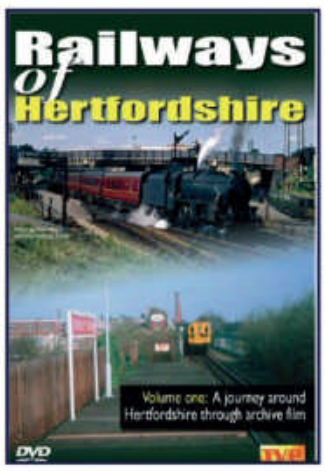
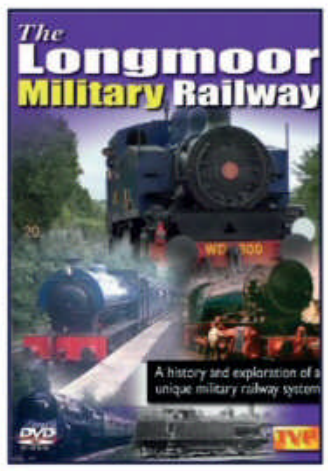


VOLUME ONE
The main lines and branches around St Albans, Watford and Hatfield explored using archive material. Features St Albans Abbey, Croxley Green and Rickmansworth branches.

Railways of Hertfordshire
1 Hour 20 mins
DVD £16.95
Download Standard Def £9.95



The history, development and motive power of this unique military railway. Includes comprehensive coverage of the Open Days of the final years of operation and special trains with 2-10-0 'Gordon' plus LMR survivors.

The Longmoor Military Railway
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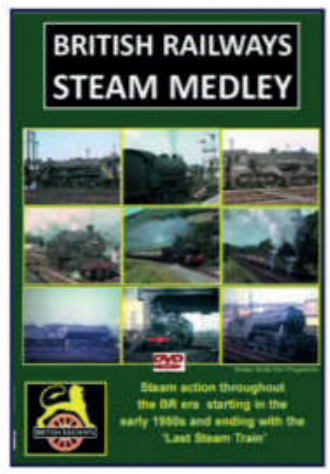

Unpublished archive film of working steam in the 1950 & 1960s from around the country. Includes the East Coast Main Line & East Anglia

Steam Medley 1 Hour 10 mins
DVD £16.95
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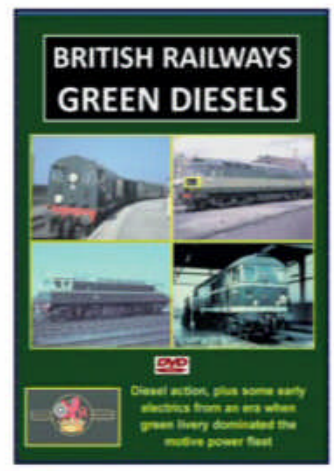

Film from the 1960s when BRs new diesel fleet carried green livery plus red livery of the Western Region and light blue for the West Coast electrics.

Green Diesels
1 Hour 7 mins
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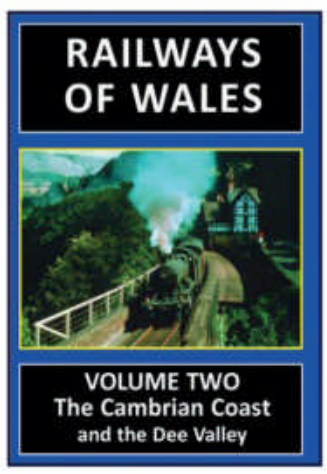

The railways of the Cambrian Coast from Dovey Junction to Pwllheli and the line from Ruabon through Llangollen and Bala to the coast at Barmouth. Archive from the 1950s, 60s, 70s and 80s featuring steam and diesel power.

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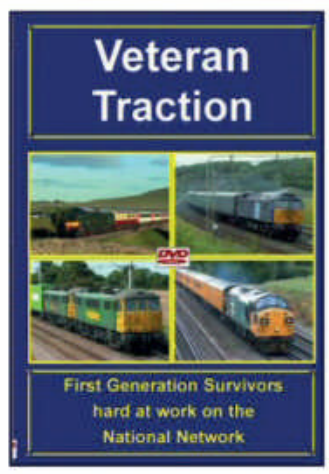

A mix of First Generation Traction at work around the Network during 2020 on a wide range of duties plus a look back to the traction scene of the 1960s, 1990s and 2002. Includes Class 47s. 37s & 86s

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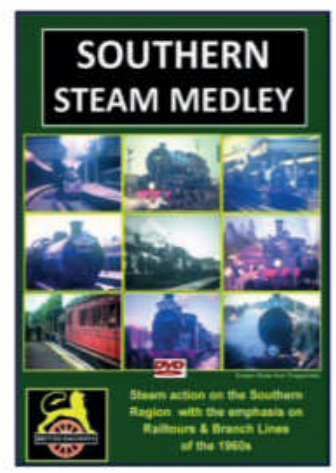

A look at working steam during the British Railways era on the Southern Region. Southern Veterans - The Victory Blue Belle Special - The Scottish Belle - 15th September 1963 - Brighton Blue Belle Includes the last public trains on the link to the Bluebell Railway - **The Sussex Coast Limited - 24th June 1962 - The Midhurst Belle - 18th October 1964 - Southern Branches** featuring the branch to Hawkhurst and the Guildford to Horsham line just before closure. **Hayling Island Farewell Railtour - Kentish Venturer Railtour - The S15 Commemorative Railtour - The Surrey Wanderer -** ***All Unpublished Film.***

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SINGLE LINES

■ LLANBERIS Lake Railway's Hunslet 0-4-0ST *Thomas Bach* returned to Gilfach Ddu on September 29 following completion of its overhaul by North Bay Railway Engineering Services (NBRES) aboard a newly constructed (by NBRES) transporter. This novel truck has a deck onto which the locomotive is loaded at ground level, the deck and load then being drawn up onto the back of a four-axle fixed wheelbase lorry by a hydraulic arm. The load deck is fitted with tracks for 3ft, 2ft and 15in gauges, and rails can be added for 2ft 3ins and 2ft 6ins if required.

■ FOLLOWING news that Isle of Man Railway Beyer, Peacock 2-4-0T No. 9 *Douglas* had been decontaminated of asbestos (*RM* Oct) it is now confirmed asbestos has also been removed from 2-4-0T No. 5 *Mona*. The pair had been stored in a containment tent at Douglas for around a decade. No. 5 *Mona*, which has not steamed in more than 50 years, has been moved to Port Erin.

■ FFESTINIOG Railway (FR) Double-Fairlie *David Lloyd George* returned to service following overhaul on September 18. The FR primarily used its small locomotives after reopening between Harbour and Tan-y-Bwlch following Covid-19 lockdown, although Double-Fairlie *Merddin Emrys* appeared on some occasions.

■ KIRKLEES Light Railway's Taylor 2-6-2T *Fox* returned to service over October 3-4. It has been out of traffic undergoing overhaul since Christmas Eve 2014.

■ RAIL Mail passenger trains restarted running on October 29 when the associated Postal Museum reopened.

■ EXMOOR Associates, in the form of Friends of Bratton Fleming Station (*RM*, July), anticipates finalising its purchase of the old Lynton & Barnstaple Railway's Bratton Fleming station shortly. Its offer has been accepted and conveyancing is progressing. Completing the purchase has been delayed partly by Covid-19-related issues, and the vendor's planned purchase of their new property having fallen through.

■ THE overhaul of Statfold Barn Railway's Hudswell, Clarke 0-6-0 Lautoka Mill No. 11 *Fiji* (972/1912) was completed at the beginning of October followed closely by completion of Fowler 0-4-2T *Saccharine* (13355/1912). Both will be available for Statfold's 'Santa' trains.

Welsh Pony officially named and unveiled in final livery

THE Ffestiniog & Welsh Highland Railways (Ff&WHR) officially named newly restored England 0-4-0ST *Welsh Pony* and unveiled its full lined livery during its October 9-11 Bygones Weekend.

Welsh Government coronavirus rules are restricting public gatherings to 30 people so Ff&WHR ran a special train for invited supporters and donors behind *Welsh Pony* to Dduallt, a remote location with no road access, for the naming.

Welsh Pony was under the charge of Ff&WHR's youngest footplate crew, and the naming was performed by the line's longest serving members, symbolising the handover of the loco from one generation to the next.

The original works plate from the driver's side of *Welsh Pony* disappeared long ago, and a new plate to commemorate rebuilding was produced.

Shortly prior to the naming weekend the original plate was delivered to the railway by post without any covering explanation.

FFESTINIOG Railway's newly restored England 0-4-0STT *Welsh Pony* worked two return trips over Welsh Highland metals from Porthmadog to Beddgelert on October 11. Here, with Cnicht in the background and its fully lined livery looking magnificent in the afternoon sun, *Welsh Pony* heads towards Pont Croesor on the return leg of the second of these special operations. CLIFF THOMAS

'NG/G16' No. 130 overhaul at Dinas nearly complete

RESTORATION of Garratt 'NG/G16' No. 130 is superficially complete, with the reassembled locomotive having been shown to Welsh Highland Railway Society members at Dinas on September 12.

No. 130 last operated in 1985 on the Port Shepstone to Harding branch in Natal, South Africa, and was bought from Exmoor Steam Railway in early 2015 by Peter Best's Steam Powered Services Ltd.

Its overhaul at Dinas has included fitting a new boiler, constructed by A D Dalgleish of Stockton-on-Tees.

No. 130 will operate on the Welsh Highland Railway and needs to return to steam in time to replace Ffestiniog & Welsh Highland Railway's (Ff&WHR) 'NG/G16' No. 143, the ticket for which expires in spring 2021.

'NG/G16' No. 87, the overhaul of which was completed at the beginning of this year, is available, but Ff&WHR also needs to overhaul classmate No. 138 to provide three Garratts for Welsh Highland service next year.

No. 138 requires work on the power units, a replacement rear bunker water tank and fitting with the ex-SAR 'NG/G16' No. 129 boiler, which has been overhauled by Locomotive Maintenance Services (*RM* March).

MANY special events have been cancelled amid the Covid-19 pandemic, but one which went ahead was the 15in-gauge Evesham Vale Light Railway's annual Diesel Day on September 28.

Lister 4wPM 4154/1954 *Sludge*, originally built as a 2ft-gauge loco for Coventry Corporation's Finham Sewage Works (hence the name), normally only handles works trains, but is pictured enjoying its day in the sun (literally) at the head of a passenger service.

This loco worked on construction of the Ffestiniog Railway's Dduallt deviation prior to being re-gauged and going to Evesham.

Also in action was former Markeaton Park Railway *Cromwell*, originally Ruston & Hornsby works number 452280, but subsequently rebuilt to 15in gauge by Alan Keef Ltd. ALISTAIR GRIEVE

Ex-LNER and BR Ruston bequeathed to MRT

THE late Andrew Wilson's 3ft-gauge Ruston & Hornsby '48DL' No. 224337 of 1945 has been bequeathed to Moseley Railway Trust (MRT).

The loco is significant in having been owned by the London & North Eastern Railway and subsequently British Railways, being employed at Lowestoft Sleeper Depot from new until May 1964. It later worked at a concrete works before entering preservation.

It arrived at the Apedale Valley Railway on September 24 following storage at Mr Wilson's Leeds home since March 1997, and was displayed in public for the first time at the October 3-4 Smoke without Fire weekend.

Other event attractions were visits by a Wingrove & Rogers battery loco from a private collection and Motor Rail diesel 5213/1930 from the 2ft-gauge line at the Embsay & Bolton Abbey Railway.

Andrew Wilson also owned a 2-2WP rail trolley named *The Wasp,* which he built in 1969 utilising components from a similar trolley at Bolton Fell peat works, Cumbria. This has been bequeathed to Neil Clayton's Ripon Light Railway.

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VoR's £500,000 carriage building completed

THE Vale of Rheidol Railway's (VoR) heritage rolling stock protection shed has been completed at its Aberystwyth terminus.

The three-road building – alongside the national network station between the location of the old Aberystwyth to Carmarthen line's platforms – has sufficient length to accommodate 12 bogie carriages on each road.

Two roads run the full length of the building, each providing covered storage for VoR's two seven-carriage standard rakes, plus additional vehicles at the far end as required.

The third road incorporates an enclosed section equivalent to 10 carriage lengths with an air source heating system powered by the 45Kw solar panel array on the roof providing a temperature-controlled environment for historic items of stock.

The building has been constructed at a cost of £531,000, and incorporates a pit to enable bogie maintenance and a section of reinforced floor where lifting jacks can be located.

The solar system also powers the station building, forthcoming display building and feeds power back into the national grid.

Second phase

Construction was inevitably delayed by Covid-19 despite it being scheduled for completion in April.

With the building now complete the trackwork to connect it to the main line and ex-GWR loco shed will be undertaken during November and vehicles moved in.

The carriage building completes the second phase of VoR's £2.2million Wales to the World project, supported by £1.6m of EU funding, the first having been the new platforms and station layout.

The next development will be the universal display space in the former standard-gauge loco shed to be followed by the new station and shop building to be constructed on the now-cleared site between the platforms and carriage building.

Almost the full length of the interior of VoR's newly completed carriage and conservation storage building. Each of the left and centre roads can accommodate up to 12 bogie carriages, while the temperature-controlled enclosed section on the right is 10 carriage lengths long. Also shown is part of the maintenance pit at the entrance end of the middle road. CLIFF THOMAS

All eight Lincs Coast Simplex's operational for first time

LINCOLNSHIRE Coast Light Railway (LCLR) marked the conclusion of a 30-year project to restore Motor Rail Simplex 9264/1947 to operation by running a convoy of all eight Motor Rail locos based at LCLR over the Skegness line.

With LCLR closed because of Covid-19, the landmark of running all eight LCLR Simplex's together for the first time in its 60-year history could only be witnessed by the line's volunteers.

Seawater and sand

MR 9264/1947 is known as the 'Skeg Simplex', having originally worked in Mablethorpe, then at Skegness brickworks.

In 1953 it was inundated by seawater and sand amid catastrophic floods, and following recovery was employed on strengthening sea defences around Mablethorpe.

It was eventually acquired by a member of LCLR's Historical Trust and donated to the charity.

Lincolnshire Coast Light Railway Historic Vehicles Trust has received a £10,000 grant from The National Lottery Heritage Fund's Heritage Emergency Fund to help it survive and recover from the impact of the Covid-19 pandemic.

The cavalcade of eight LCLR Motor Rail locos at Old South Loop comprising (left to right) MR1935/1920 *Nocton*, MR8622/1941, newly restored 'Skeg Simplex' MR9264/1947, privately owned MR8825/1943 (ex-Bolton Fell) *Sark*, MR7481/1940 *Wilton*, MR8874/1944 *Major J A Robins RE*, LCLR No. 1 MR3995/1926 *Paul*, and privately owned MR8738 (ex-Sinclair Horticulture in Penicuik, Midlothian) *T3*. DAVE ENEFER/LCLR

Romney, Hythe & Dymchurch launch £200,000 appeal

THE Romney, Hythe & Dymchurch Railway (RH&DR) and supporting RH&DR Association have launched a £200,000 Winter Works appeal.

The line closed in March because of Covid-19 and reopened on July 4.

Most of its staff were furloughed during the closure period but reduced capacity after reopening has significantly hit 2020 income.

RH&DR Association trustees have committed £100,000 to support winter relaying projects and £50,000 as £1-for-£1 match-funding towards raising £100,000 to finance preparation of the new engine shed to become the running shed.

EX-LISBON Tram Car No. 711 was bought by Crowle Peatland Railway earlier this year, and is pictured being demonstrated behind a restored Schoma 4wDH 5220/1991 *The Thomas Buck* and accompanying slave unit on September 19 during one of the Lincolnshire line's two September open weekends. The tram requires significant work before it carries passengers, but the operation provided a foretaste of the future. The railway has planning permission for a 400-metre extension on which work will begin shortly. ALISTAIR GRIEVE

SINGLE LINES

■ MANX Northern Railway carriage No. 6 (later Isle of Man Railway No. 45) has been moved to Douglas. The six-wheel Cleminson vehicle, dating from 1879, had been located at the same site in the north of Isle of Man, where Beyer, Peacock 2-4-0T No. 14 *Thornhill* has been kept since being privately bought in 1978. Its owner has restored the carriage to original varnished teak appearance, and it is expected to go on display in the railway's Port Erin museum.

■ BALA Lake Railway anticipates submitting an application for planning permission for its projected extension to Snowdonia National Park Authority in December. Engineering company Caulmert is finalising designs and an environmental impact assessment for the location of the proposed new three-quarter-mile line from Pen-y-Bont into Bala town.

■ NORTH Bay Railway Engineering Services (NBRES) has taken delivery of a set of frames and buffer beams for construction of a new 2ft-gauge Bagnall 'Sipat' 0-4-0ST. This will be the third 'Sipat' built by NBRES, the others being 20in-gauge *Georgina* (Scarborough's North Bay Heritage Railway) and *Otter* (Groudle Glen Railway).

■ THE leading wheelset of a Ravenglass & Eskdale Railway locomotive was derailed at around 17.45 on September 20 after the train hit a sheep near Irton Road station. Luckily, no passengers or staff were injured in the incident.

■ RICHARD Booth's replica Bagnall 0-4-2T *Annie* returned to operation at Groudle Glen Railway's September 20 annual gala day. *Annie* last steamed in 2013. The gala also featured Bagnall 2-4-0T *Sea Lion*, replica Bagnall 2-4-0T *Brown Bear* and new-build Bagnall 'Sipat' 0-4-0ST *Otter*.

■ RHYL Miniature Railway cancelled intended operations during October because of new lockdown regulations in Denbighshire. The 15in-gauge line hopes to reopen for December 'Santa' trains, subject to the lockdown regulations.

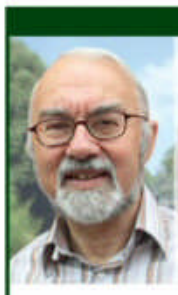
■ THE Great Laxey Mines Tramway's replica Lewin 0-4-0T *Ant* returned to steam after nearly a year out of action while retubing and other work was undertaken in time for the line's October 31 'Hop Tu Naa' Ghost Trains.

■ NICK Williams' Andrew Barclay 0-4-0T *Jack* visited Amerton Railway on September 15 to haul trains for the last time before withdrawal. Its boiler ticket expired in October.

■ Hollycombe Working Steam Museum, which includes a 2ft-gauge steam railway, has received a £105,000 National Lottery Heritage Fund grant to help it through the Covid-19 crisis. Hollycombe is normally open between mid-April to mid-October, but remained closed to the public throughout 2020 because of the coronavirus.

■ THE Talyllyn Railway's council has agreed in principle that Kerr, Stuart 0-4-2ST No. 4 *Edward Thomas* (previously Corris Railway No. 4) can be repainted into an appropriate historic Corris livery for its 2021 centenary year celebrations.

Miniature Track Record



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Historic Arbroath line grand finale draws the crowds

THE 10¼in-gauge Kerr's Miniature Railway (KMR) at Arbroath, Angus (*RM* Sept, p8), held a major event marking its final weekend on October 10-11, after 85 years of operation.

Ironically, as the main reason for closure has been lack of patronage in recent years, 2,497 paying passengers were carried over the two days.

Many trains were double- or triple-headed by steam, and one train was quadruple-headed by 'diesel-outline' locos.

The official last passenger train on the Sunday departed just after 18.00 and was led by long-time resident *Auld Reekie* plus *Silver Jubilee, Firefly* and three Class 25s, with *Ivor* on the rear.

There were three visiting locos, albeit two owned by KMR, returning to the line for the occasion after long absences in the south of England.

Locos present were three steam: HCS Bullock-built 4-6-2s Nos. 1002 *The Empress* and KMR's 2005 *Big Bertha* (*Silver Jubilee*), both from the Eastleigh Lakeside Railway, and resident Bullock 0-6-0 No. 3007 *Firefly*.

Petrol and diesel locos were Class 25 types Nos. 25081 *Elliot*, 25179 *Loch Lee* and D7594 *Angus,* which returned from Hastings MR, where it was awaiting overhaul.

Steam-outline locos were 0-6-0DM *Ivor* and the historic 4-4-2PM of 1935, No. 9872 *Auld Reekie*.

Visiting from Hastings MR was 4wDH No. D48261 *Thunderbolt III*.

One of several rare loco combinations seen during Kerr's Miniature Railway grand finale weekend was a trio built by HCS Bullock. On October 10, 0-6-0 *Firefly* No. 3007 of 1936 led 4-6-2s *The Empress,* No. 1002 of 1933 and *Big Bertha (Silver Jubilee)*, No. 2005 of 1935. STUART CHAPMAN

The two Bullock 4-6-2s returned to Eastleigh immediately after the event, but *Angus* remains at Arbroath.

KMR owner and operator John Kerr gave an emotional speech about the railway and explained the reasons for closure.

It has been confirmed nothing is for sale as the family will be keeping all of the locos and stock. John added they will be put to good use when the right opportunity arises.

Watford gala cancelled after major flooding

THE 10¼in-gauge Watford Miniature Railway had to cancel and early October gala following major flooding at the site.

The line had reopened on July 28 following lockdown, and all Covid-19 measures were put in place at Cassiobury Park prior to the October 3-4 gala, which was due to welcome visiting locos.

However, disaster struck on the Friday evening before the event, when the nearby River Gade burst its banks and flooded the railway.

The level of flooding was completely unprecedented in the railway's 61-year history.

The gala was cancelled and many thousands of pounds-worth of damage was done.

A crowd-funding page – Get the Watford Miniature Railway Back on track! – has been set up to help with the costs of repairs.

Reopening is planned for the Christmas period, subject to sufficient repairs being completed, and Covid-19 permitting.

See watfordrailway.co.uk

Cardiff group in survival plea

A CARDIFF-based Miniature Railway & Tramway is desperately seeking funds as it continues to struggle during the coronavirus restrictions.

An emergency fund is in place with the aim of raising finance to ensure Cardiff maintains its 'Jewel in the Crown' – which has been in operation for the last 72 years.

Any surplus raised will be allocated to future development of the facilities.

The Heath Park site is run entirely by the volunteers of the Cardiff Model Engineering Society (CMES).

There are no wages to pay, but the demand for such things as rent and rates, electricity, gas, insurance continue through the lockdown and Covid-19 entry restrictions.

The club runs an extensive system of miniature railway tracks of various gauges, raised and ground-level, including 7¼in.

There is also a unique 1ft 6in-gauge overhead-wire electric tram, running on a 700ft-long track.

Normally, funding is entirely from public open days, visitors paying modestly for rides as well as families giving small donations on occasion. No finance is provided by councils or parks.

The society is registered as a charity, No. 1123252.

Those wishing to support the club, with its exceptionally fine tracks, should visit website: www.heathparkminaturerailway.co.uk.

The Empress makes its debut at Hastings gala

THE 10¼in-gauge Hastings Miniature Railway held a gala on September 26-27, with resident locos joined by some visitors never seen on the line before.

Making its debut was Bullock 4-6-2 No. 1002 *The Empress,* from the Eastleigh Lakeside Railway.

Here, it is on the turntable, which was commissioned at Marine Parade station during the summer. This loco subsequently travelled to Scotland to appear at Kerr's MR grand finale on October 10-11 (see story above).

The Empress has been owned by RC 'Bob' Bullock since 1991, but he is not thought to be a relative of the builder, despite coming from the same part of Hampshire.

Double-headed 'Kings': Two locos built by David King – 0-4-2WTT *Edmund Hannay* of 1972 and 0-6-0T *The Pilgrim* of 1982 – are both much-travelled locos. However, September 26 is believed to be the first time they have worked together double-heading. They are seen leaving Marine Parade station, Hastings. BOTH PICTURES: KEVIN BOORMAN

Almondell Model Engineering Centre takes shape

THE Edinburgh Society of Model Engineers (ESME) has been developing the Almondell Model Engineering Centre since 2014.

When completed, this 11-acre site in Pumpherston, West Lothian, will have 2km of track, sidings, workshop facilities, and a clubhouse.

Work undertaken has ranged from tree felling to fitting out the clubhouse, and constructing three circuits of track with three different gauges, two bridges, a station and a tunnel.

The main track was previously at the now-closed Comrie Railroad, Perthshire.

Circuit A, Newliston, is 5in- and 3½in gauge; Circuit B, Almondell, is 5in and 7¼in, but is incomplete; and Circuit C, Comrie, is 7¼in-gauge only.

Members, and visitors by arrangement, can run their locos at the centre on selected Sundays. The aim is to hold public running days in the future.

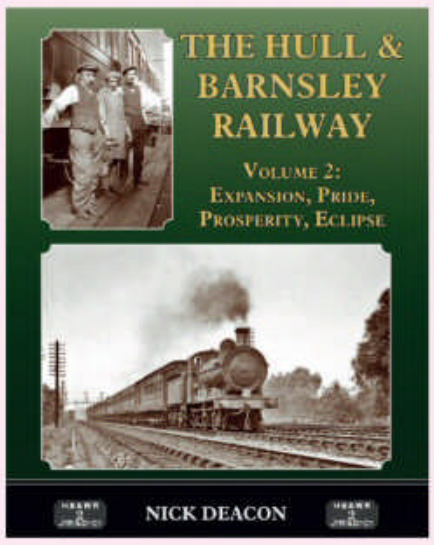
Following a period of closure earlier in the year, work resumed at Almondell as restrictions were eased.

The site has been operating in line with Scottish Government advice for controlling the coronavirus, and in mid-October, further restrictions appeared inevitable.

ESME was founded in 1894, and is believed to be the world's oldest model engineering club.

Further details on website: www.edinburgh-sme.org.uk

The green 0-4-0ST (centre) is *Grace*, a 7¼in-gauge, Kerr, Stuart 'Wren'-type, as designed by Ken Swan. It was built by Alex Gray of Perth in 1990/91, and was highly commended at the Northern Model Engineering Exhibition that year. It was a consistent performer on the old ESME track at Newliston following acquisition by its current owner in 1992. On the left is a 7¼in-gauge 'Sweet William' 0-4-0ST, and the black loco on the right, LNER No. 2910, is a 5in-gauge, three-cylinder 2-6-2T, built by owner/driver David Neale. JAMES HENDRIE



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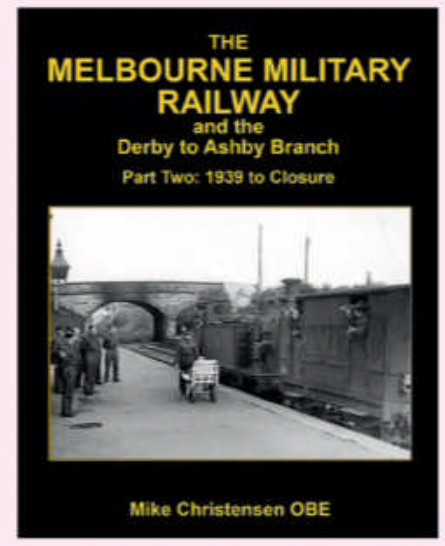

From late 1939 to the end of 1944, the War Department leased most of the branch line from Derby to Ashby de la Zouch to provide for training Army Railwaymen. The first of this two part work covered the history of the Ashby Canal railway and the Midland Railway and LM&SR line, and the industries that they served, up to 1939. This second part recounts the operation of the line by the War Department for civilian traffic as well as training purposes, and the post-war years up to closure.

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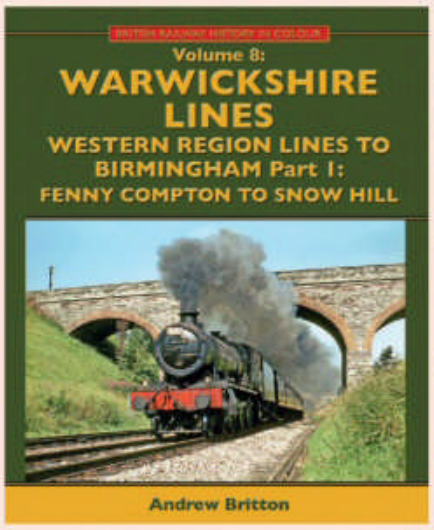

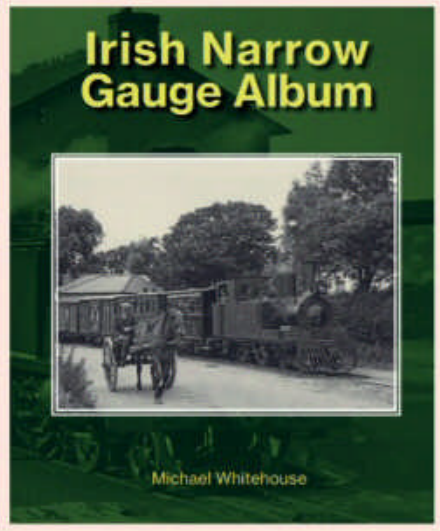

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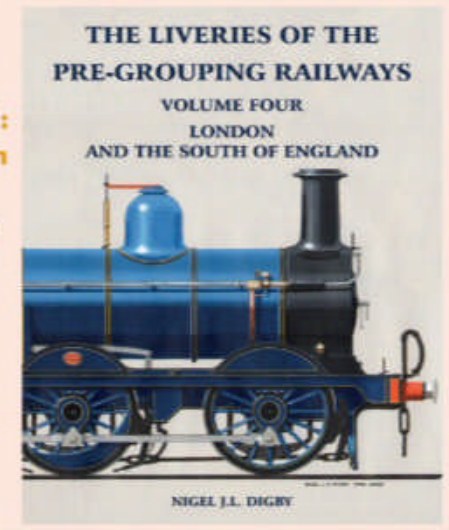

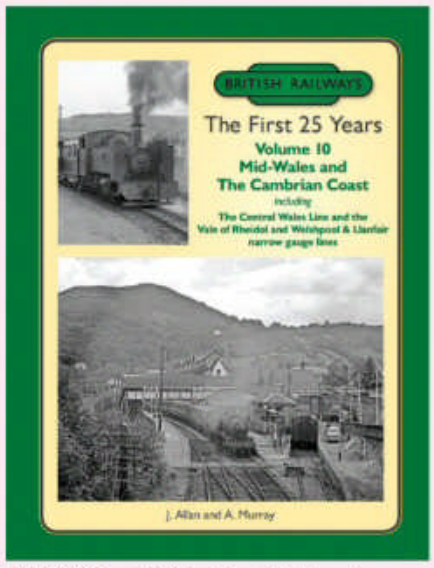

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J. Allan & A. Murray

This volume covers the lines in mid-Wales, from Oswestry out to the Cambrian Coast. We start at Ruabon, following the line to Bala Junction, taking the branch to Blaenau Ffestiniog before resuming our journey west. Forking north at Barmouth Junction (Morfa Mawddach) to Barmouth itself we go up the coast to Portmadoc and on to the terminus at Pwllheli. Returning to Barmouth Junction we turn south to Aberdovey and reach Dovey Junction where we take the line to Aberystwyth to allow a visit to the Vale of Rheidol narrow-gauge line. We return to Dovey Junction and go east through Machynlleth to Moat Lane Junction and diverting onto the former Mid-Wales Railway down to Three Cocks Junction. This line crossed the former L&NWR Central Wales line at Builth and so we cover the part of that line in Mid-Wales, from Craven Arms as far south as Llandovery. Resuming our journey at Moat Lane Junction we stop at Welshpool to visit another narrow-gauge line, the Welshpool & Llanfair, before our final leg to Oswestry, pausing briefly along the way to travel down the short branch to Llanfyllin. Oswestry was the headquarters of the Cambrian Railways and we end with a visit to the depot and works there. Ex-Cambrian, GWR, L&NWR, LM&SR and BR 'Standard' classes all feature.

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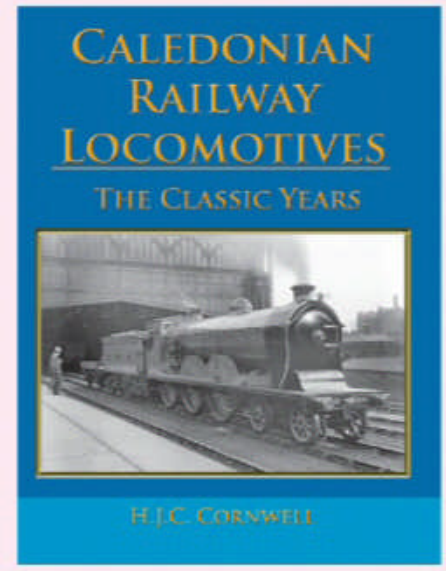
THE CLASSIC YEARS

H.J.C. CORNWELL



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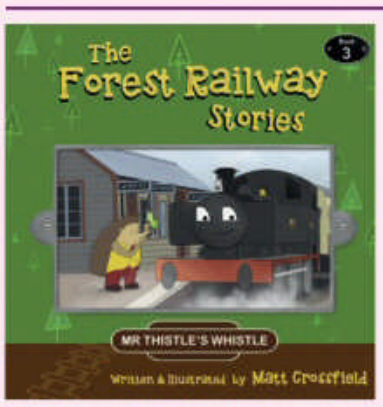

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Teignmouth residents reject 'excessive' sea wall scheme

Network Rail's planned rebuilding of the sea wall line between Dawlish and Teignmouth has been delayed after local residents rejected the scheme, forcing NR to rethink how it will be delivered. NETWORK RAIL

NETWORK Rail's proposals to remodel the Dawlish to Teignmouth line in Devon have suffered a setback after an 'unprecendented' response from local residents.

Plans to move a 1.1-mile section of the line between Parsons Tunnel and Teignmouth seawards to avoid disruption caused by rock falls and provide better protection from heavy seas will now be 'refined' following public consultation.

Almost three-quarters of 1,600 respondents recognised the need to improve the resilience of the railway at this location, but more than 50% disagreed with NR's revised proposals to move the line and coastal footpath further out to sea, stabilise the crumbling cliffs, and build a new landward path and accessible footbridge across the railway.

Critics said the proposed design of the scheme was 'excessive' and would result in the loss of about a mile of Holcombe Beach.

Richard Ward, from Save Our Beach, welcomed the decision, saying: "There are simpler, cheaper solutions which they can start talking to us about now. It is just far too costly and more expensive per kilometre than HS2."

Since the first round of consultation in 2019, NR's plans had been revised to retain more of the beach and improve leisure access.

A further round of public consultation will take place next year, once the scheme has been refined again. As a result, the infrastructure manager will not be able to apply for a Transport and Works Act order this year to seek consent for the scheme, as originally planned.

SIDELINES

Preston roof glazing restored

PRESTON station's historic roof has had its gable-end glazing replaced in a £600,000 project to refurbish and replace wooden frames with safer new aluminium frames and polycarbonate glazing.

Last upgraded in the 1960s, the wooden frames on the listed building were rotten, making panes of glass liable to fall out in bad weather. Work started in December 2019 and was completed in 24 weeks.

Longer DMUs for longer Devon platforms

TWO platforms served by trains on the Exmouth branch in Devon were lengthened in late October.

St James' Park in Exeter and Lympstone Commando can now be served by longer DMUs, such as the three-car GWR Class 166s now being cascaded to the West Country.

October 25-30 also saw Network Rail replace life-expired track at Exmouth Junction.

TPE recruits train cleaning staff

TRANSPENNINE Express (TPE) is investing £1.7million to recruit 57 new train cleaning staff across its network.

The posts are being created in Cleethorpes, Grimsby, Huddersfield, Hull, Liverpool, Manchester, Newcastle, Preston, Scunthorpe, Selby, Stalybridge, Sheffield, and York, and will help to deliver a 70% in cleaning over pre-pandemic levels.

Toilet attendants are also being introduced at larger TPE stations, including Huddersfield, Hull and Manchester Airport.

Waterloo engineering over Christmas period

BRITAIN'S busiest station, Waterloo, will be disrupted for engineering work between December 25 and January 3, 2021.

Track and pointwork at Nine Elms Junction, near Vauxhall, on the approach to Waterloo, is being replaced during the Christmas holiday, forcing the closure of platforms 12-20 and a reduced timetable. Vauxhall and Queenstown Road (Battersea) stations will also be closed for the duration of the blockade, with passengers being advised to change to alternative routes at Clapham Junction.

Windsor/Reading line trains will terminate at Clapham Junction.

Brandon station saved from demolition

AN 11TH-HOUR intervention by SAVE Britain's Heritage and the Suffolk Building Preservation Trust (SBPT) has saved Brandon station from certain demolition, *writes Richard Horner.*

The future of the 1845-built station is also now more assured as it has received a Grade-II listing from Historic England.

The remarkable turnaround is the result of a High Court order.

A judicial review was requested by SAVE after leaseholder Abellio Greater Anglia gained permission to demolish the station buildings to make space for an expanded car park.

The demolition was rubber-stamped by Breckland District Council (BDC) in May 2020, despite overwhelming local opposition and representations from local MPs.

At the High Court, BDC accepted it had failed to apply the legal test for what was railway land and overlooked SAVE's representations, and the certificate was quashed.

Historic England listing was attained in late August, after new research into the historical and architectural importance of the station was presented by supporters.

Architect John Thomas (1813-1862) was a self-taught genius, sculptor and artist, whose other work for the Norfolk Railway includes listed stations at Attleborough, Thetford and Wymondham.

Brandon station has been saved for restoration and re-use after an 11th hour intervention at the High Court. It was designed by John Thomas and opened on July 30, 1845. THE BRECKLAND SOCIETY

The station was built in Brandon flint by contractors Thomas and William Piper of London.

Brandon was the leading supplier of military gunflint during the Second World War, with the station serving US Air Force personnel at RAF Lakenheath and AAF Mildenhall, and was even featured in an episode of Dad's Army.

Work has now started on plans to repair the buildings, boarded up since 2004, and bring them back in to use.

Ribblehead repairs to cost £2.1m

REPAIRS to the iconic Ribblehead Viaduct have begun.

Network Rail is spending £2.1million on the Settle & Carlisle line's 144-year-old Grade II-listed viaduct, as part of important maintenance to protect the structure and services over it.

Brickwork will be repaired, vegetation removed, and damage will be repaired that was caused by plants and weeds.

There will also be an upgrade to drainage on its 24 arches, and repainting of metal and pipework.

Work is due to conclude in February 2021, with sections of the structure covered in scaffolding.

The work is part of the Great North Rail Project.

Previous substantial work to Ribblehead, including strengthening of three king piers and the repair of large cracks, was carried out by BR in 1991.

Scotland's latest new station opened at Kintore, between Aberdeen and Inverurie, on October 15. The first train to call was ScotRail's 06.18 Aberdeen-Inverness, powered by the oldest active HST power car, 45-year-old No. 43003, and No. 43036. KEITH JONES

Kintore station open again after 54-year gap

THE £15million new station at Kintore, between Aberdeen and Inverurie, opened as planned on October 15, 56 years after its predecessor was closed by British Railways.

The new station features two platforms, a fully accessible footbridge with lifts, extensive car parking and bike storage, 24 charging points for electric vehicles and a bus interchange, and will act as a railhead for a large area of north-east Scotland.

Up to 28 ScotRail trains will serve Kintore each day – including a half-hourly service at peak times Monday to Saturday, and an hourly service on Sundays.

This increased service and the construction of the station have been facilitated by the recent upgrade and redoubling of the Aberdeen to Inverurie line.

Elements of the original 1854-built station, including heritage benches and salvaged signs, have been incorporated into the new facility.

'TLC' for historic Darlington bridge

DARLINGTON'S Skerne Bridge has been tidied up and cleaned to mark its 195th anniversary.

Network Rail has cut back vegetation, removed graffiti and repainted sections of the bridge to make it more visible.

The Stockton & Darlington Railway-built structure, opened on September 27, 1825, is the world's oldest railway bridge in continuous use.

Darlington-built 'A1' No. 60163 *Tornado* visited the bridge on September 27 to mark the anniversary and start the countdown to S&DR 200th celebrations, planned for 2025.

Three other railway bridges in Darlington will also be cleaned, repaired and repainted later this year in a £60,000 project.

Two bridges on Yarm Road will have their crests restored and are due to be repainted to their original green colour. NETWORK RAIL

Liverpool Street 'Golden Mile' upgrades complete

A 12-MONTH programme of electrical works, infrastructure upgrades and operational changes between London Liverpool Street and Bethnal Green has been completed by Network Rail.

Known as the 'Golden Mile', the critical section of railway is the busiest on the Anglia route, and one of the most intensively used in the country.

The improvement programme was finished at the end of August, and included the replacement of 300 insulated block joints (IBJs), which allow the signalling system to pinpoint the exact location of trains in the area, with more reliable new components.

Engineers are also working on new ways to maintain and clean the IBJs, helping them to continue working reliably.

The programme has already improved reliability and punctuality, according to NR, with an immediate reduction in delay minutes caused by track-and-point faults on the approaches Liverpool Street.

Weekend closures in October and November will allow Network Rail to repair and replace track and overhead line equipment on the Great Eastern Main Line.

The work involves the replacement of switches and crossings units at Colchester, replacement of track at Manningtree, and the installation of a new auto tension system for OLE at Stratford and Maryland.

Further upgrades to 25kV AC power systems will also take place between London and Shenfield as part of the preparation for the start of Crossrail.

OLE upgrades will continue over the Christmas periods and weekends in January and February, completing by Easter 2021.

Selhurst gets a lift – or three!

NETWORK Rail has installed three new lifts at Selhurst in south London, delivering step-free access between the station entrance, ticket office and platforms.

The project costed £3.5million, and follows the construction of a new footbridge and lifts at Coulsdon South, which was completed in August 2020.

Platform-edge tactile paving and upgrades to the station power supply were also completed.

These works are part of the Department for Transport's Access for All programme, which aims to provide accessible, step-free routes to and between platforms.

£350m has been secured to make further accessibility improvements at stations over the next five years.

Repairs bring '37s' back to central Wales

With the extent of the storm damage apparent, hired Colas Railfreight Class 37s Nos. 37175 and 37025 *Inverness TMD* ease across the repaired embankment, near Llangunllo Tunnel, on the Heart of Wales Line on October 7. RICHARD CHANDLER

REPAIRS to the damaged Heart of Wales Line brought Class 37s back to the area during early October, with up to three trains per week delivering fresh ballast and taking spoil away for disposal.

Network Rail Class 97/3s and Class 37s – hired from Colas Railfreight –powered the trains to and from Crewe Basford Hall.

Severe weather in August damaged a cutting, drainage systems and the embankment on the northern approach to Llangunllo Tunnel, close to the Wales/England border, severing the rural lifeline between Craven Arms and Llanelli.

After unloading, trains continued empty to Llandrindod Wells to run round, before returning to Crewe in the evening.

SIDELINES

Planners unite over parkway stations

NETWORK Rail and Highways England have published a joint document outlining ways to improve the development of parkway stations.

New Station Guidance will help partners such as local authorities, planners and third-party funders assess whether a parkway station is the right transport solution for their region, and how it might be delivered for the benefit of users.

Leeds platform 0 project on track

WORK to prepare Leeds station for the opening of the £161million platform 0 continued over the weekend of October 31/November 1 when signalling systems and overhead line equipment were due to be connected.

The new platform is due to open in December.

Information for all at Victoria

TWO new wheelchair accessible Customer Information Points opened at London Victoria on October 7.

One point is located in the former SECR side of the station and the other serves the former LBSCR station, now used by Southern and Gatwick Express.

The highly visible circular booths feature lowered desks for customers in wheelchairs and improved information links.

Workington road bridge replacement

A ROAD bridge providing vital access to the Port of Workington is being upgraded in a £4million project.

The work will see the old structure demolished and replaced by modern concrete bridge deck.

Half a million tonnes of cargo to and from the port uses the bridge each year, but traffic is currently limited to one direction at a time because of weight limits.

Work is due to start this month and will be complete by summer 2021.

New bridge for Westgate-on-Sea

NETWORK Rail has completed an £800,000 replacement of the footbridge at Westgate-on-Sea, in Kent.

The pre-fabricated stepped bridge features improved staircases, surfacing, tactile strips, and handrails.

Construction work took place in stages, and provided an opportunity to upgrade CCTV and security at the station.

Better links for Barton?

NORTH Lincs Council and local rail partnerships are bidding for £50,000 for a feasibility study into extending the currently suspended Sheffield to Gainsborough Central service to Brigg and Barton-upon-Humber every two hours, returning the service on the Barton branch to its previous hourly frequency. East Midlands Railway is due to take over the operation of the Cleethorpes to Barton service, using Class 170 DMUs, by May 2021.

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Stadler takes over at Gosforth

OCTOBER 4 saw Stadler take over the Tyne & Wear Metro depot at Gosforth, where 120 staff are responsible for maintaining the fleet of 89 two-carriage Metrocars.

The Swiss firm is currently building an order for 42 five-car trains to replace the current fleet, along with a 35-year servicing and maintenance contract.

Work has begun to rebuild the depot at Gosforth for the new trains, which are due to enter service from 2023.

The new Metrocars will feature air-conditioned carriages with multi-functional areas for wheelchairs, prams, luggage and bicycles, while eight large double doors along each side will allow passengers to get on and off quickly.

The vehicles will include an energy storage system to enable operations on an extended network in future without the need for overhead lines. Maximum speed will be 50mph (80kph).

■ Meanwhile Metro owner Nexus is carrying out a £2million project to get station platforms ready for the new trains.

The work involves adjusting tracks at 40 of the 60 stations so they are the correct height for the new rolling stock.

The new trains have a sliding step to making boarding easier, and these need to be level with platform edges.

The stations at Bede (South Shields line) and Hadrian Road (North Tyneside) have already been completed.

October saw the focus shift to the line between Airport and Wansbeck Road, where the track will be lowered at five locations and raised at seven others.

HOWDON READY: The new Tyne & Wear Metro depot at Howdon is set to become operational in November, although it has been live since mid-July, having taken just a year to construct. This view on October 2 shows Metrocars Nos. 4002 (one of the two 1970s prototypes) and 4040 stabled in the ninth of 10 outside sidings, next to the one-road shed. The depot has been built to provide additional servicing and maintenance facilities over the next five years while the main depot at Gosforth is upgraded for the new fleet of trains on order with Stadler. It will be used for overnight stabling, cleaning and light maintenance work of up to one quarter of the current fleet. PAUL E GASH.

Dudley extension running six months late

WORK to build the West Midlands Metro extension from Wednesbury to Brierley Hill is running six months behind schedule because of the impact of Covid-19, according to a Dudley Council progress report.

However, the report also states the £450million scheme, which will have 17 new stops, will still open on time in 2023 to help boost the economy in the Black Country.

More Government funding for trams hit by coronavirus pandemic

THE UK and Scottish Governments have announced additional support for tram and light rail services hit by the coronavirus pandemic.

The Department for Transport has allocated £67.8 million to six networks in England, taking the total to more than £160 million since lockdown began. £35.4 million is to cover services in Sheffield, Tyne and Wear, Nottingham, the West Midlands, Manchester and Blackpool over the 12 weeks to mid-January, with £32.4 million for the period to the end of March 2021 subject to local authorities developing suitable plans for more financially sustainable operations.

Meanwhile the Scottish Government is providing an extra £4 million of emergency funding for Glasgow Subway and Edinburgh Trams, on top of the £9 million announced in July, which is intended to support services to the end of the year.

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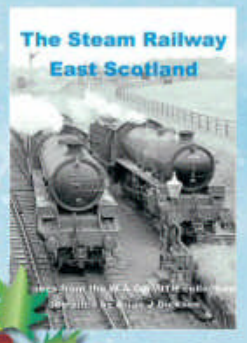

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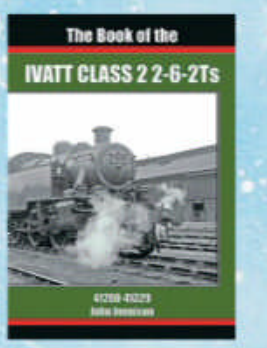

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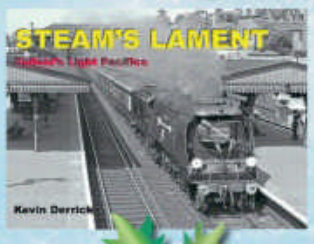

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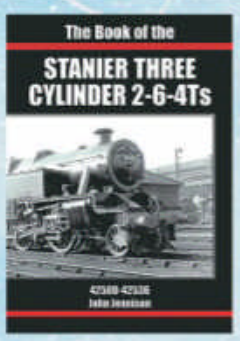

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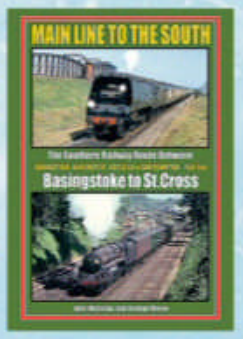

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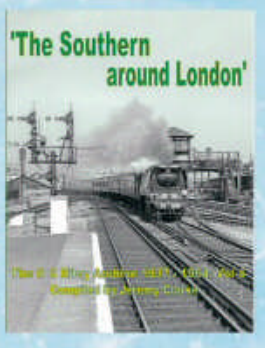

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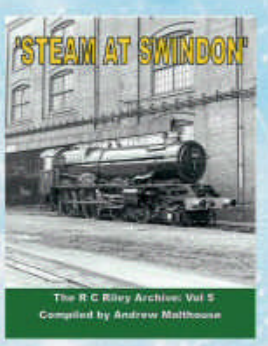

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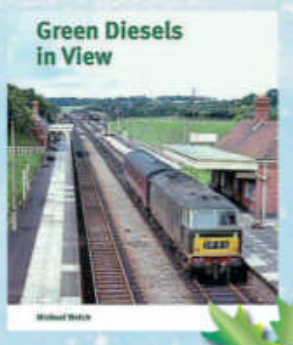

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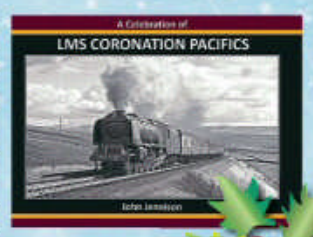

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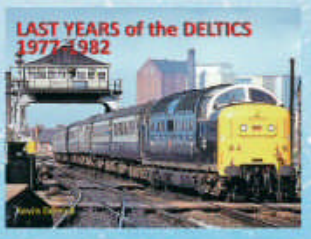

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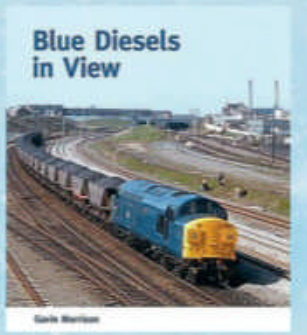

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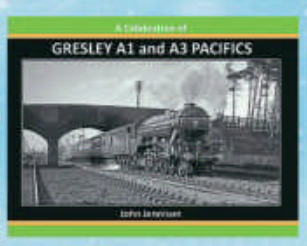

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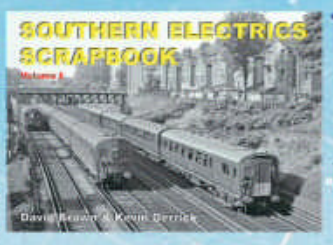

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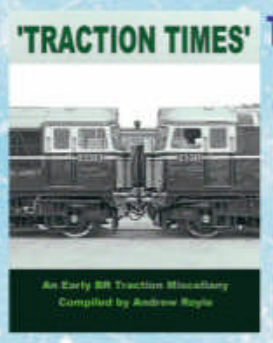

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SVR diesel services prove popular

SEVERN VALLEY Railway's 'Pioneer' diesel trains ran on selected days in September and October (*RM* Oct, p78).

They were as full as social-distancing rules allowed, which was helped by a good variety of motive power on offer.

Here, 'Warship' No. D821 *Greyhound* and Class 14 'Teddy Bear' No. D9551, in golden ochre livery, depart Kidderminster with the final round trip of the day on September 25. PICTURE: KENNY FELSTEAD

New livery and identity for East Lancs 'Warship'

EAST Lancashire Railway's 'Warship' No. D832 *Onslaught* has been repainted from BR green into BR blue and is currently running as long-lost classmate No. 818 *Glory*. It is seen at Heywood on September 26 with owner Malcolm Kirkwood at the controls.

There is a close connection between Nos. D818 and D832 because *Glory* was retained by BR following withdrawal from Laira on January 1, 1972.

It was then sent to Swindon Works as a source of spares for *Onslaught*, which was in departmental use.

No. 818 survived as a 'Christmas tree' at the works long after all the other 'Warships' had been scrapped. Only two Class 42s survive – No. D832, and the SVR's No. D821 *Greyhound*, seen above.

No. 818 was kept in a presentable condition at Swindon, often on display by the works turntable, and was almost preserved. However, late in 1985 it was broken up with many of its parts now incorporated in No. D832. PICTURE: TOM G GOODMAN

Strathspey Railway's rare shunter restored

FORMER BR No. D2774 0-4-0DH was seen in operation at Boat of Garten, Strathspey Railway, on September 10.

This was a rare use of this loco, which has been undergoing minor adjustments for the last couple of years following a major overhaul.

It is one of only two survivors of a class originally totalling 73 examples. They were classified DY11 when supplied by North British in 1957-1961, with most being scrapped in 1967/68. Some survived a few years longer, having passed into industry.

No. D2774 is North British 28027 of 1960. The other survivor is No. D2767 (North British 28020 of 1960), preserved at the Bo'ness & Kinneil Railway. PICTURE: ANDREW JEFFERY

The 'Badger' returns home to Barrow Hill

THE unique Class 89 No. 89001 – nicknamed the 'Badger' –was taken to its Barrow Hill base on October 13, following repaint by DB Cargo at Toton depot (*RM* Sept, p71).

The 25kV electric loco was hauled by Cappagh Class 60 No. 60028 and is seen passing Trowell Nature Reserve as 0Z89, the 16.25 Toton TMD-Barrow Hill depot.

At the end of October No. 89001 was posied to be moved to Soho Depot (Birmingham) for tests and low-speed movements around the depot yard. STEVE DONALD

SIDELINES

Derwent Valley autumn arrivals

CLASS 03 No. 03079 returned to the Derwent Valley Light Railway from an extended visit to the North Tyneside Railway on September 22. Class 08 No. 08528, newly painted in BR green, has arrived from the Great Central Railway.

'Plastic Pig' for National Collection

'WESSEX Electric' Class 442 EMU DTS No. 77382, from set No. 442401, is at Eastleigh Works, having been set aside for the National Collection.

This was the first of 24 five-car sets built in 1988/89, and which was withdrawn in 2016. The other four cars are being scrapped.

Deltic society launches Friends donations scheme

THE Deltic Preservation Society has set up a supporting project to raise funds for its locos.

DPS Friends is a way for 'Deltic' supporters to become closer to the society to help push projects along.

The top priority is to bring No. D9009 *Alycidon* back into running order, for which there is much to do. This follows failure of the Class 55 on March 3, 2019, resulting in damage to its traction motors and a generator incurring costs far greater than the insurance company has agreed to fund.

For a regular donation of at least £10 per month, contributors can be assured their money is going to an exceptionally good cause by keeping their favourite locos running.

There will be rewards for those paying monthly donations, with special events such as guided tours of Barrow Hill depot, cab visits, perhaps a model of their choice, or a free ticket to savour a 'Deltic' when coronavirus restrictions are lifted.

These ideas are being considered and will depend on the finance raised.

For details of how to contribute to this scheme see website: www.thedps.co.uk/dps-friends

Major progress with No. 50030 *Repulse*

THE restoration of Class 50 No. 50030 *Repulse* took a big step forward on September 29 when the power unit was lifted out following a huge amount of planning and preparation.

The project is being carried out by the Renown Repulse Restoration Group (RRRG) at Rowsley South, Peak Rail.

Severn Valley Railway-based Class 50 Alliance loaned its lifting beam, which RRRG moved from Plymouth on July 30. It had been used by the Devon Diesel Society previously to extract the power unit from No. 50002 *Superb*.

Class 50 Alliance engineer Tony Middleton and three other Alliance members assisted with the power unit lifts. They also undertook the tricky task of separating the generator from the group's replacement power unit, formerly in No. 50008 *Thunderer*. This will be overhauled by Bowers Electrical.

The unit in No. 50030 had been partially stripped in preparation for overhaul in the early days of ownership by RRRG. The subsequent purchase of the unit from No. 50008, which had a generator in better condition than that in 50030, led to the decision to overhaul that unit instead.

After removing the power unit from *Repulse*, the crane lifted then removed the two turbos from the generator end of this unit.

Removal of the power unit from *Repulse* has allowed the engine room to be cleaned and restored. It also enables the roof to be repaired and refitted properly. It has been distorted ever since the group bought the two locos – Nos. 50030 and 50029 *Renown*, in 2002.

The power unit from Class 50 No. 50030 *Repulse* is gently lowered to the ground at Rowsley South, Peak Rail on September 29. This required the use of a special lifting beam supplied by the Class 50 Alliance and a 130-ton crane. PICTURE: ROBERT BURROWS

Expensive

Much work needs to be done to prepare for the return of the generator and lifting the power unit back in, with members overhauling replacement electrical machines.

This is an expensive time with the fuel-lift pump and a compressor nearing the end of their overhauls, four turbos being refurbished at the Midland Railway-Butterley, contract welding work required, and the overhaul of the main generator itself.

The estimated spend over the next 15 months is estimated to in the region of £29,000.

RRRG chairman Mark Burrows has expressed appreciation for the support and assistance from the Class 50 Alliance, which was critical to the smooth running of the operation.

For further details, including how to support the project, see website: www.renownrepulse.com

Thos Hill 136C, a 4wDH conversion from an unidentified Sentinel steam loco in 1964, has a new home and 'livery'. It is on prominent display at cider-maker Paul Chant's Piltown Farm, on the A361 road, between Glastonbury town and the festival site. The loco has received the attention of 'independent film-maker, comedian, writer, actor, producer, world record holder, and robot artist' Matt Whistler, aka Artist Dotty. The unusual paint scheme includes hundreds of dots which glow in the dark when illuminated with ultra violet light. PICTURE: PETER NICHOLSON

Quarry 'Vanguard' starts a new life in Somerset...

FORMER North Somerset Railway project (Frome to Radstock branch) 'Vanguard' 4wDH (Thos Hill 136C of 1964) finally arrived at its owner's location in Somerset on September 3.

It was acquired in 2018 by long-time NSR supporter, cider-maker Paul Chant (*RM* May 2018).

The loco was transported from a private storage site to Piltown Farm, West Pennard. It is planned to lay more track and acquire a suitable vehicle to be run as the 'Zyder Express'.

This loco was originally acquired for preservation by the then Somerset & Avon Railway Association project in 1990 following use in Whatley Quarries near Frome. It then worked occasional brakevan rides at the old Marcroft wagon works site at Radstock, where it was named *William Ellis*, after one of the project's founders.

The scheme to reopen the line from Radstock is still alive, but there has not been any on-site presence following eviction from the Marcroft site many years ago, which has since been developed,

For details see website: www.northsomersetrailway.com

All the stock found homes fairly locally, at various locations.

The 'Vanguard' was later accommodated at short notice by the Pontypool & Blaenavon Railway when it was evicted again, from the East Somerset Railway.

It returned to Somerset in 2017, where it has since been stored at two private sites.

More 'Pacers' finding new homes and uses

SEVERAL more 'Pacer' DMUs have been saved recently, but not all for operation on heritage railways.

Set No. 142061 (DMS No. 55711+DMSL No. 55757) arrived at Dereham from storage at Gascoigne Wood sidings in September, joining No. 142038 on the Mid-Norfolk Railway.

Class 144 144010 (DMS No. 55810+DMSL No. 55833) arrived at the Weardale Railway on August 3 from storage at KWVR

No. 144034 (DMS No. 55803+ DMSL No. 55826) was moved by road from HNRC Worksop to the Great Central Railway (Nottingham) on September 3.

DMSL No. 55831, from set No. 144008, has taken up a static role to Corby & District Model Railway Society in Quarry Close, off Kelvin Grove, Corby, Northamptonshire.

It stands on a short length of track as an extension of the club house, to be used for events such as birthday parties.

Sussex Police Training Centre, Kingstanding, Duddleswell, Uckfield, East Sussex and Nottinghamshire Fire Service now have two-cars sets – Nos. 142043 and 144001, respectively – for training purposes.

The 'morning stopper': a crisp autumnal start to the day on October 11, with the immaculately restored Class 105 'Cravens' DMU (DMBS No. Sc51485 and DTCL No. Sc56121) pausing at Ramsbottom station. This is one of the sets it is hoped will be in operation for the November 7-8 DMU gala. LIAM BARNES

East Lancs Railway operations secure… gala to go ahead

THE introduction of tiered coronavirus restrictions has put both most Lancashire and Greater Manchester in Tier 3 from late October.

It meant the East Lancashire Railway (ELR) could continue with its planned activities while the rule-of-six continued to apply outdoors.

As we closed for press, the planned DMU gala for November 7-8 was still going ahead, but people who intend to visit should check the ELR website and/or social media before travelling to the railway.

DMUs to be featured are Classes 104, 105 'Cravens', 110 'Calder Valley', 117 and 122 'Bubblecar'.

Class 144 No. 144009 is a special guest, a first for the type on the ELR, and probably the last time in passenger use as the set is set for static duties with the Greater Manchester fire training facility in Bury.

West Somerset to run December 'Santa' specials

THE West Somerset Railway (WSR) has announced it is planning to run 'Santa' specials in December.

A mini Winter Steam Festival is also set for December 29-30, all subject to Government regulations in force at the time.

The only section in use will be between Williton and Norton Fitzwarren. Trains will start and finish from Williton, where only the Up platform will be in use because the goods shed by the Down platform, used by the DEPG, is in need of major roofs repairs to make it safe.

Any operations will require the assistance of Diesel & Electric Preservation Group (DEPG) locos. These will move and arrange empty stock, for staff training and assessment.

Most such workings will mainly take place in November, using the two 'Cromptons', Nos. D6566 and D6575. 'Hymek' No. D7018 has been invited to participate with WSF passenger services.

Details of public operations are available on website: www.west-somerset-railway.co.uk

'Gronk' moved to Locomotion

DARLINGTON-built Class 08 No. 08064 – in black livery and carrying original number 13079 – was put on display in the exhibition hall at Locomotion, Shildon on August 28. It was previously at the NRM, York.

■ Our thanks to contributors: Josh Brinsford; Murray Brown (DPS); Mark Burrows (RRRG); Paul Chant, Anthony Coulls (NRM); Anthony Heale-Barton, Andy Marrison and Jonathan Stockwell (DVLR).

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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

You can get the 'hump' with UK Railtours' 'Tinsley Tugger'

UK RAILTOURS looks set to return to its pre-Covid best in 2021 when it takes an explorative tour of South Yorkshire's non-passenger lines on May 29.

As the name suggests, the 'Tinsley Tugger' will include a visit to the once extensive marshalling yard at Tinsley and also the first passenger train visit to Rotherham Steel Terminal.

The day begins at 07.00 when a DB Cargo Class 67 departs Finsbury Park and heads the train north over the ECML picking up at Stevenage, Peterborough and Newark Northgate.

Rare track

On arrival at Doncaster Decoy Down yard the '67' gives way to a DB Class 60, with a Class 66 on the rear to assist with reversals. The '60' will then avoid Doncaster station and proceed via Bridge Street Curve, Hexthorpe Goods, Mexborough, Roundwood Chord and Rotherham Central before joining the freight-only route into Tinsley Yard. Both the North and South access curves will be traversed, and other rare track if conditions allow.

After reversing the train heads south to Woodburn Junction, reverses again, and then proceeds on to Beighton Junction before following the freight-only line to Chesterfield for an hour's break.

Exploration

After lunch the tour heads north back to Beighton Junction and on to Rotherham Steel Terminal for an exploration of the numerous non-passenger lines. Another reversal sees the train return to Beighton Junction and Chesterfield, then run via Alfreton and Langley Mill to Toton Yard for a flying through visit.

Then comes Nottingham, Newark Castle, Lincoln and Doncaster Decoy Up yard, where the Class 60 and Class 66 leave the train, and the '67' takes over for the run back to Finsbury Park

Tickets start at £99.50 for adults, with full details available at www.ukrailtours.com

Major UK-wide programme for revived Midland Pullman marque…

THE sight of a Nanking blue-liveried HST set will become a familiar sight across the network next year, with the revived Midland Pullman brand announcing a large programme of tours right up to December.

The debut 'Midland Pullman' tour is booked to run between St Pancras and Crewe on November 14, and takes the HST over parts of the route once plied by its famous predecessor.

However, the 21st century version is set to travel to all corners of the country during 2021, beginning on January 16 with the 'Settle & Carlisle Pullman' from St Pancras to Carlisle.

The S&C features prominently in the 2021 programme, with another 'Settle & Carlisle Pullman' running on February 6, this time from Bristol Temple Meads to Carlisle.

The route then appears again in the itinerary of the 'Settle to Carlisle & Jorvik Pullman' on June 26 which, unusually, originates in Ayr and picks up at such places as Troon, Kirkconnel, Dumfries and Annan before making a southbound run over the S&C with York as the ultimate destination.

Scotland

Two more 'Settle to Carlisle & Jorvik Pullmans' are currently listed as running during the year, both starting in Scotland. The run on August 14 starts from Perth and heads south via Dunblane, Coatbridge and Carstairs, while the tour slated for December 4 begins in Dundee.

Scotland also forms the destination of two three-day breaks for the HST. The 'Royal Highland Pullman' leaves St Pancras on April 24 bound for Inverness, where passengers stay for two nights. The trip includes a run for the HST over the Kyle line on April 25 before returning to London the next day.

By contrast the 'West Highland Pullman' will start from Reading on October 23 and take the HST all the way to Fort William for two nights. It will make its first run over the West Highland line to Mallaig the next day, returning to Berkshire on October 25.

For those who favour the South West of England then the 'Devonian Pullman' on May 3 ticks the box. This day tour takes the HST from Peterborough to Kingswear, while the 'Cornish Coastal Pullman' on May 29 runs from Eastleigh to Penzance.

A second 'Cornish Coastal Pullman' to Penzance will also run September 25, but will start from Swansea on this occasion.

Talking of Wales, the 'Heart of Wales Pullman' on July 17 has Cardiff as the principle destination and includes a run over the Welsh Marches route on its return to its origination point in Preston.

'Whitby Jet'

The only other two runs for the Midland Pullman HST currently advertised are both known as the 'Whitby Jet'.

The first runs on March 20 and takes the HST from Finsbury Park to Whitby by way of the East Coast Main Line and Middlesbrough.

The second 'Whitby Jet' is booked for November 6 and this time starts from Barrow-in-Furness and heads east via Carnforth, Blackburn and Hebden Bridge.

Further details can be found at www.midlandpullman.com

… as the reborn Intercity sets out its stall for the coming year

JEREMY Hosking's new venture Intercity is setting out its stall for 2021 - just as he new breathed new life into the Midland Pullman brand.

Intercity's operation is centred on Locomotive Services Ltd's electric stud of Class 86 No. 86101 *Sir William A Stanier FRS*, Class 87 No. 87002 *Royal Sovereign* and Intercity-liveried Class 90s Nos. 90001 *Royal Scot* and 90002 *Wolf of Badenoch*, together with its fully air-conditioned ex-Intercity stock.

As a consequence the Intercity destinations are primarily found on electrified main lines, although by no means exclusively.

The 2021 programme is currently outlined as follows:

Both the October 9 and December 11 tours will also feature Class 47 haulage over those sections of the journey where a lack of overhead lines precludes electric loco operation.

For the 'Settle & Carlisle Explorer' this will be between Preston and Carlisle, and the 'North Wales Coast Explorer' between Crewe and Holyhead.

For full details of itineraries and bookings visit: www.inter-city.co.uk

April 21	'North East Discoverer'	Rugby-York-Durham-Newcastle	Class 86, 87 or 90
May 22	'Edinburgh Explorer'	Finsbury Park-Edinburgh	Class 86, 87 or 90
June 19	'Glasgow & Edinburgh Discovery'	Crewe-Glasgow-Edinburgh	Class 86, 87 or 90
July 10	'Capitals Explorer'	Liverpool-London Euston	Class 90
August 7	'Blackpool Flyer'	Birmingham Int'l-Blackpool	Class 90
August 28	'Edinburgh Fringe'	Crewe-Edinburgh	Class 86 or 87
October 9	'Settle & Carlisle Explorer'	London Euston-Carlisle	Class 86, 87 or 90
October 30	'Blackpool Illuminations'	London Euston-Blackpool	Class 90
November 27	'Edinburgh Christmas Market'	Birmingham Int'l-Edinburgh	Class 90
December 11	'North Wales Coast Explorer'	London Euston-Crewe-Holyhead	Class 86, 87 or 90

Celebrity Class 90 No. 90001 *Royal Scot* heads a Locomotive Services Ltd private charter (1Z46) from York to London Euston at Eaton Lane, near Retford, on September 28. The loco will be an integral part of the new Intercity railtours business. JAMIE SQUIBBS

***BRAUNTON* IN THE DIP:** Locomotive Services' 'West Country' Light Pacific No. 34046 *Braunton* made its Severn Valley Railway debut in October when it worked Saphos Trains' 'Severn Valley Enterprise' from Crewe to Kidderminster and Bridgnorth. Here, the Bulleid 4-6-2 is seen coming out of the dip at Burbage Common, near Hinckley, on its way to Kidderminster. The changes in gradient beneath the bridge are readily apparent. **GRAHAM NUTTALL**

Big-name 'A1' and 'A3' pairing up for S&C runs next year

ARGUABLY two of the biggest names in steam preservation – *Flying Scotsman* and *Tornado* – are to pair up for the first time on the main line next September to work four special trains over the Settle & Carlisle line.

It must be stressed at this point that these tours will not feature Nos. 60103 and 60163 double-heading, but instead will see the two matching-liveried Pacifics together at Carlisle, with each hauling one leg of each train.

On September 16 *Flying Scotsman* will head one of the specials from York to Carlisle via Skipton and the S&C; the train originating in Peterborough at 07.00 that morning.

At the same time, a second train will leave Tamworth bound for Preston, where *Tornado* will take over for the onward run over the S&C to Carlisle.

Both trains will arrive at Carlisle in close proximity to one another, and after a layover and servicing, each will then head the other train back – *Tornado* to York and 'Scotsman' to Preston.

Two days later on the 18th the 'A1' will leave Middlesbrough at 08.00 and make its way to York via Yarm, Northallerton and Thirsk. From York the Peppercorn Pacific will proceed to Carlisle.

Meanwhile, the 'A3' will be waiting at Preston to take over the second train travelling up from Birmingham New Street.

The same procedure will then follow at Carlisle, with *Tornado* heading the Birmingham train back as far as Preston, and the 'A3' heading east as far as York; diesel traction completes the journey to Middlesbrough.

Adult Standard tickets start at £135 each, and it is expected the four trains will sell out quickly.

Details: www.a1steam.com

Summer 'Aberdonians' for 'A1'

THE A1 Steam Locomotive Trust is planning to deliver next summer what Covid-19 prevented it doing this year when it takes No. 60163 *Tornado* to Scotland to work a season of Edinburgh to Aberdeen specials.

The 'Aberdonian' will take the Peppercorn Pacific from Edinburgh to Aberdeen and back via the Forth Bridge, Dundee and Montrose.

The first will take place on April 3, but then *Tornado* will return to Scotland in the summer to work further trains between the two cities on July 22 and 31, August 12 and 19, and September 2 and 11.

Prices start at £99 with bookings available online at: www.a1steam.com

Peppercorn 'A1' No. 60163 *Tornado* rolls into Liverpool Lime Street having worked the 'Ticket To Ride' railtour, the 08.52 from Darlington on September 19. This was the 'A1's' first appearance at the station. MARTIN ELSEY

Railtours Track Record

'Jacobite' season extended again

WEST Coast Railways' ever-popular 'Jacobite' operation has had its season extended again, with the West Highland line services now expected to run until mid-November.

The extension comes after a shorter than usual season, which like much of the railtour market was hit hard by the coronavirus pandemic.

Steam-hauled services between Fort William and Mallaig had been due to start at Easter, but did not begin until July 15.

Popular

The 'Jacobite' remains popular thanks to the stunning scenery the route has to offer, and its connections with the Harry Potter film franchise.

The peak-summer two-train service came to an end on September 27, but the one-train-each-day operation, including weekends, had been due to run until October 25.

However, the extension allows the Monday to Friday services to continue until November 13, allowing late-season visitors to enjoy the spectacular autumnal colours of this most picturesque part of Scotland.

For information on bookings visit: https://tinyurl.com/y3vlhxua

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
IC – Intercity
0800 038 5364
MP – Midland Pullman
0800 038 5360
NB – Northern Belle
0844 840 4525
RTC – Railway Touring Company
01553 661500
SD - Steam Dreams
01483 209888
SR – Statesman Rail
0345 310 2458
ST – Saphos Trains
0800 038 5320
WCRC – West Coast Railways
01524 737751

COVID-19

- NOTE: This list was current at the time of writing in late October. 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.

NOVEMBER/DECEMBER: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
November				
4-6	Jacobite	Fort William-Mallaig	62005	WCRC
9-15	Jacobite	Fort William-Mallaig	62005	WCRC
14	Cheshireman	Bristol-Chester	60163	RTC
21	Welsh Marches Xmas Express	Wilmslow-Cardiff	46100 or 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	44871	RTC
28	York Yuletide Express	Ealing Broadway-York	60163/6233	RTC
29	Steam Dreams Excursion	Paddington-Bath	61306	SD
December				
1	Steam Dreams Excursion	Victoria-Bath	61306	SD
1	British Pullman	Victoria circular	35028	BEL
3	Worcester Christmas Fayre	Norwich-Worcester	60163	RTC
5	York Yuletide Express	Liverpool Lime St-York	46115/35018/45699	RTC
5	Lincoln Christmas Express	King's Cross-Lincoln	60163	RTC
6	Steam Dreams Excursion	Ealing Broadway-York	'Black Five'	SD
8	Bath & Bristol Christmas Express	Victoria-Bristol	60163	RTC
10	Steam Dreams Excursion	Southend East-Oxford	61306	SD
12	Flying Scotsman	Liverpool Lime St-Carlisle	60103	WCRC
12	Birmingham & Shrewsbury Christmas Express	Paddington-Shrewsbury	44871	RTC
12	British Pullman	Victoria circular	35028	BEL
12	Edinburgh Christmas Market	York-Edinburgh	60163	RTC
17	Christmas White Rose	Cambridge-York	60163	RTC
17	Pennine Moors Explorer	Crewe circular	46100 or 34046	ST
18	White Cliffs Lunchtime Tour	Victoria circular	61306	SD
19	Christmas White Rose	King's Cross-York	60163	RTC
19	Flying Scotsman	Man Vic-Carlisle	60103	WCRC
19	Christmas White Rose	Crewe-York	46100 or 34046	ST

NOVEMBER/DECEMBER: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
November				
6	British Pullman	Victoria circular	DBC Class 67 x2	BEL
7	Northern Belle	Liverpool circular	WCRC Class 47/57	NB
7	Settle & Carlisle Circular	Birmingham Int'l-Carlisle	LSL Class 47s	SR
14	Settle & Carlisle Circular	Hereford-Carlisle	LSL Class 47s	SR
14	Midland Pullman	St Pancras-Man Picc	LSL HST	MP
15	Northern Belle	Doncaster-London	WCRC Class 47/57	NB
15	British Pullman	Victoria circular	DBC Class 67 x2	BEL
20	Northern Belle	Manchester Vic-Winchester	WCRC Class 47/57	NB
20	British Pullman	Victoria circular	DBC Class 67 x2	BEL
21	Northern Belle	Chester-London	WCRC Class 47/57	NB
21	Royal Scot	Euston-Glasgow	90001	IC
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
December				
1	British Pullman	Victoria-Winchester	DBC Class 67 x2	BEL
2	British Pullman	Victoria-Bath	DBC Class 67 x2	BEL
2	Northern Belle	Doncaster circular	WCRC Class 47/57	NB
3	Northern Belle	Darlington circular	WCRC Class 47/57	NB
4	Northern Belle	Glasgow Central circular	WCRC Class 47/57	NB
5	Spirit of the Lakes	Cleethorpes-Edinburgh	WCRC Class 47/57	WCRC
5	Midland Scot	Birmingham Int'l-Glasgow	90002	IC
5	British Pullman	Victoria circular	DBC Class 67 x2	BEL
5	Settle & Carlisle Circular	Derby-Carlisle	LSL Class 47s	SR
6	Northern Belle	Glasgow Central circular	WCRC Class 47/57	NB
8	British Pullman	Victoria-Canterbury	DBC Class 67 x2	BEL
9	Spirit of the Lakes	Hull-Edinburgh	WCRC Class 47/57	WCRC
9	Northern Belle	Cardiff circular	WCRC Class 47/57	NB
9	British Pullman	Victoria circular	DBC Class 67 x2	BEL
10	Northern Belle	Darlington circular	WCRC Class 47/57	NB
10	British Pullman	Victoria-Salisbury	DBC Class 67 x2	BEL
11	British Pullman	Victoria circular	DBC Class 67 x2	BEL
11	Northern Belle	Newport circular	WCRC Class 47/57	NB
12	Spirit of the Lakes	Peterborough-Edinburgh	WCRC Class 47/57	WCRC
12	Northern Belle	Crewe circular	WCRC Class 47/57	NB
15	Northern Belle	Chesterfield circular	WCRC Class 47/57	NB
15	British Pullman	Victoria-Canterbury	DBC Class 67 x2	BEL
16	British Pullman	Victoria circular	DBC Class 67 x2	BEL
16	Northern Belle	Norwich circular	WCRC Class 47/57	NB
17	Northern Belle	Paddington circular	WCRC Class 47/57	NB

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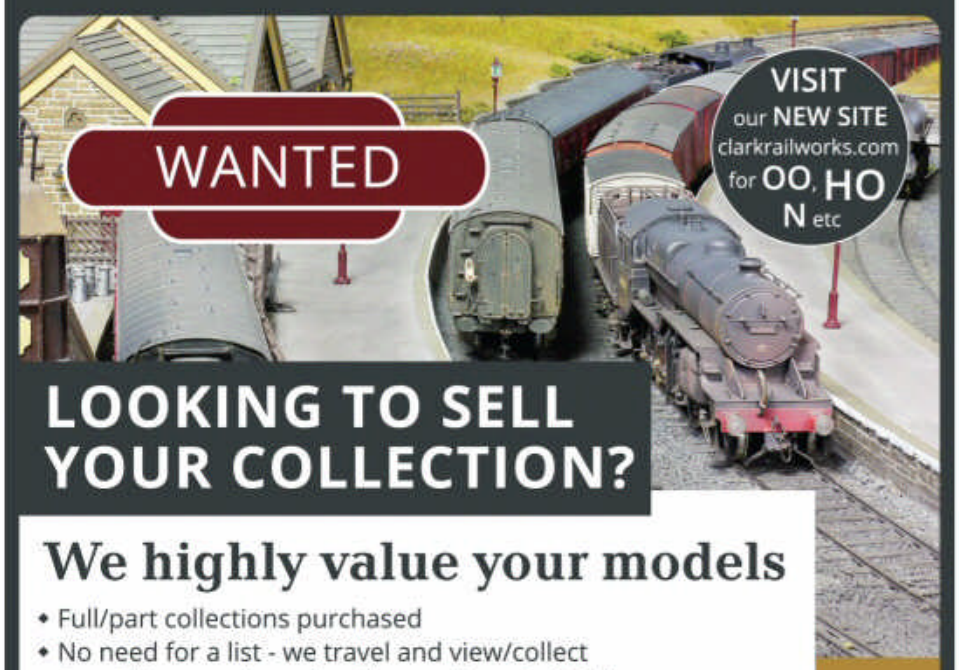

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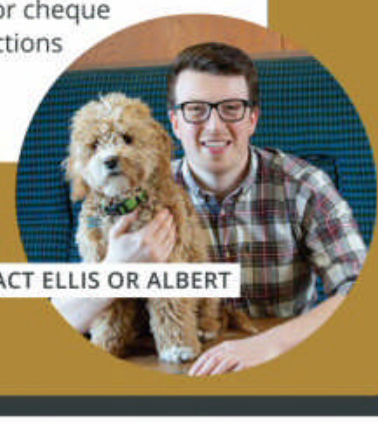

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DAMN!

(We have to stay positive)

Here is our revised forward programme for 2021 and 2022

5-20 June 2021	**The best of Colorado!** All the best steam railways, the BIG mainline trains, plus fabulous scenery, food and shopping
13 October to 2 (or 8) Nov 2021	**Australia!** Not just the railways, but the fabulous scenery including Sydney Harbour, Great Barrier Reef, the Melbourne Trams and the rugged West Coast Wilderness in Tasmania
8-21 Nov 2021	**North Indian Crafts** from Shimla, Amritsar and Ahmedabad
22 November to 9 Dec 2021	**The Darjeeling Mail** Kolkata through Bangladesh and up to Darjeeling
12-28 January 2022 (or 1 February)	**Indian Magic.** Darjeeling, Shimla and Ooty, plus the Taj Mahal, an excellent introduction to India
13-31 March 2022	**Kangra Valley** Shimla, the remote Kangra Valley Railway, Amritsar, Jaipur – and the Taj Mahal

We can only give a brief description here so please see our website or call us for more information. After this terrible year let us make winter 2021/22 your season for adventure!

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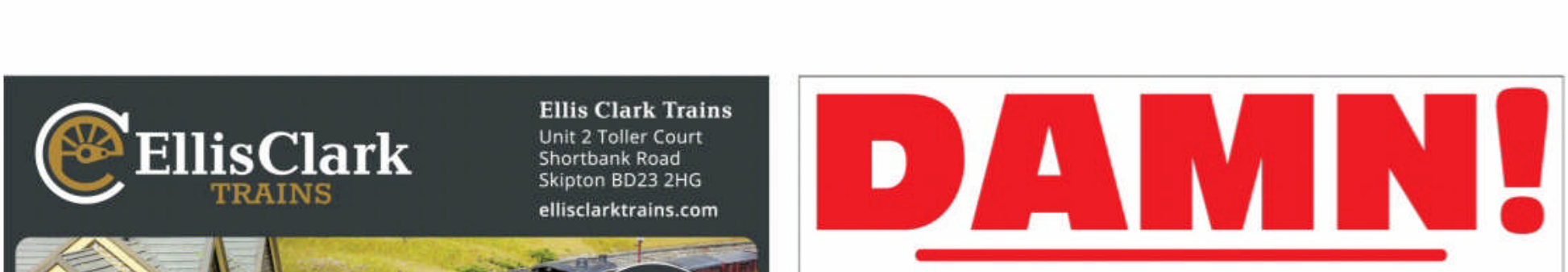
Full itineraries are available to download from our website – alternatively, give us a call and we will be pleased to put a copy in the post.



Uzbekistan & the Silk Road ~ Departs 16 April 2021 - 12 days £2,738pp
Silks, spices and Emperor Tamerlane explain how this small republic once governed most of Central Asia. Visit beautiful Khiva, Bukhara and Samarkand plus the bustling capital Tashkent. Travel between Tashkent, Samarkand, Bukhara and Khiva is by rail, including the new fast "Afrosiab" service.

Wines of Southern Romania ~
Departs 15 June 2021 - 12 days from £2,485pp
Visit the historic cities of Timişoara, Sibiu and Braşov, explore the Danube Gorge and Olt Valley, take a Danube river cruise, journey by chartered railcar on the surviving rural tramway from Sibiu to Raşinari and enjoy 5 wine tastings in wineries or with local families.

Kyrgyzstan - Mountains, Lakes & Nomads ~
Departs 20 July 2021 - 11 days from £2,588pp
Take the train from the capital Bishkek to Lake Issyk Kul, then drive through the mountains bordering China and along the old Silk Road encountering nomadic farmers with their sheep, horses and cattle along the way. The ultimate away-from-it-all adventure.

Albanian Odyssey ~ Departs 5 May 2021 - 15 days from £2,145pp
Our tour of Albania by rail (chartered where required) and road takes us from the Greek border in the south to the remote and mysterious Albanian Alps in the north. Return via Montenegro and the famously scenic rail line from Podgorica to Belgrade.

Springtime in the Caucasus ~ Departs 15 May 2021 - 12 days from £2,245pp
Explore rural Georgia set in stunning mountain scenery. Visit the highest inhabited village in Europe (reached by 4WD), ancient cave settlements at Uplishtsikhe and Vardzia, travel the "Georgia Military Highway" to the remote hamlet of Kazbegi and the narrow gauge railway from Borjomi to Bakuriani.

Romania's Danube Delta ~ Departs 15 May 2021 - 12 days from £2,245pp
Study birdlife from close quarters whilst staying at a small guesthouse reached by boat. Then travel into the Carpathians, home to bears and wolves. Visit the medieval city of Braşov. Special steam train on the Covasna and Comandau former forestry railway.

Ukraine, Moldova & Eastern Romania ~ Departs 23 June 2021 - 11 days from £2,676pp
Visit one of Moldova's famous wineries and explore remote villages before taking the train into Romania for a tour of Iaşi by vintage tram. Ride the Moldovita narrow gauge steam railway and stay in a combination of good hotels and family run "homestays" (en suite).

Rural Romania ~ Departs 1 Sept & 6 Oct 2021 - 12 days from £2,520pp
Take the train from the capital Bishkek to Lake Issyk Kul, then drive through the mountains bordering China and along the old Silk Road encountering nomadic farmers with their sheep, horses and cattle along the way. The ultimate away-from-it-all adventure.

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‘Lowest figures’ as pandemic bites

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RAIL freight tonnages continue to fall in the UK, with the Office of Rail and Road (ORR) reporting the lowest figures since records began in April-June 2020.

Total freight moved was down to 3.16billion net tonne kilometres (ntk) and freight train kilometres (ftkm) fell by 26% to 6.3million km compared to the same period in 2019-20.

Freight lifted was down by 22% year-on-year.

However, those trains that did operate during the lockdown period enjoyed a high level of punctuality, with 97% arriving within 15 minutes of their scheduled time.

The reduction in passenger train timetables released extra capacity and cut congestion at bottlenecks, allowing freight trains to run with fewer stops.

As expected, construction traffic was worst affected by the national lockdown, falling by 37.5% (0.5bn ntk) during Q1, and seeing overall market share drop from 28% to 24% – the lowest for four years.

This sector is expected to recover in Q2 and beyond as the construction returns to work.

The four operators most active in construction traffic – DB Cargo, Freightliner, GB Railfreight and Colas Railfreight – all saw a steep decline in freight train km (ftkm) during the period.

Hardest hit

Colas was hardest hit with a 50.8% drop – reflecting its reliance on construction materials traffic – but DBC (32.5%), Freightliner (28.7%) and GBRf (26.8%) all suffered significant falls in traffic.

In contrast, Direct Rail Services (DRS) recorded a 49.7% increase in ftkm and an 8.9% increase in market share thanks to new intermodal and automotive contracts.

Domestic intermodal remains the largest sector, making up 42% of the overall business, although this also declined compared to the previous year, falling by 0.4bn ntk.

International traffic fell by 39% to its lowest quarterly total since 2007/08, and the decline of coal continues with a drop of 42.9pp.

However, the latter has stabilised over the last four quarters at around 1.5m tonnes per quarter.

Freightliner’s Nos. 86622 and 86638 approach Manningtree with the 11.13 Felixstowe North-Trafford Park on October 7. This operation illustrates the current reduction in intermodal traffic being carried by rail. KEITH PARTLOW

SIDELINES

Fresh Spanish produce by rail

TESCO and Transfesa Logistics are working together to deliver fresh fruit and vegetables from Spain to the UK by rail.

Initially, 15 refrigerated loads per week are running from the Almussafes rail terminal in Valencia to DB Cargo’s Barking terminal.

The wagons pass through Transfesa’s gauge-changing facility at Cerbère, on the Spain/France border, to change axles from Spanish 5ft 6in to standard gauge.

Winvic to build DIRFT 3 terminal

WINVIC Construction has secured a £29million contract to deliver the latest expansion of the Daventry Intermodal Rail Freight Terminal (DIRFT) in Northamptonshire.

Winvic will construct five 800m-long sidings and install a traverser.

The scheme forms part of Prologis’ extension to its DIRFT III logistics park, and includes significant earthworks, 9km of new track linked to the existing terminal and the West Main Line and three bridges.

The terminal is due for completion next summer, and will be capable of handling up to 24 775m-long intermodal trains each day.

‘Super Sewer’ trains underway

DB Cargo is operating regular trains carrying pre-cast concrete ring segments for a new ‘Super Sewer’ in east London.

The segments are being delivered from Tarmac’s concrete plant at Tallington, north of Peterborough, to Hutchison Ports London Thamesport, from where they go by road or barge to form part of the eastern and Greenwich sections of the sewer.

A total of 6,000 precast rings will be delivered by rail for the Thames Tideway Tunnel project, which will upgrade London’s sewer network to cope with future demands

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BLACKFORD TERMINAL TAKES SHAPE: Work on the new Blackford freight terminal for Highland Spring water is making good progress, *writes Ian Lothian*.
On October 2, ScotRail’s No. 170413 passes with the 15.13 Dundee-Glasgow Queen Street. Groundworks and sound barrier fencing are nearing completion as are the concrete pads on which the transhipment crane will run. Ballast has also been dropped, ready for the laying of the loading siding and run-round loop. IAN LOTHIAN

Great news for rail firms as Tarmac renews contracts

FOUR of Britain’s five main railfreight companies have been boosted by the renewal of haulage contracts with construction materials giant Tarmac.

DB Cargo has retained the contracts to haul aggregates from Mountsorrel Quarry in Leicestershire to various unloading points, many in London and south-east England.

It will also continue to operate aggregates trains from Angerstein Wharf in south-east London.

Freightliner will continue to serve the huge Tunstead site near Buxton and Tarmac’s West Country quarries, with trains running from Wales, Somerset, and Herefordshire.

GB Railfreight (GBRf) has won the contract to haul aggregates from Swinden and Dry Rigg/Arcow quarries, near Skipton, in North Yorkshire, and from Thrislington in Co Durham.

Finally, Colas Rail retains its deal to haul bulk cement from the Oxwellmains plant, near Dunbar, to Uddingston, Aberdeen, Inverness, Seaham Harbour, Sunderland, and Thurrock in Essex.

Tarmac has more than 60 rail-connected sites across the country, and is one of the biggest users of rail freight in the UK, transporting around nine million tonnes of construction materials each year.

Chris Swan, Tarmac’s head of rail, said: “The renewal of these contracts highlights our commitment to supporting the delivery of a lower carbon-built environment and the continued enhancement of our rail freight capabilities.”

Welsh oil train derailment caused by wheel flats issue

AUGUST 26’s derailment of an oil train and subsequent fire at Llangennech, near Llanelli, was caused by severe wheel flats.

According to a preliminary report into the incident by the Rail Accident Investigation Branch (RAIB), the brakes of the third bogie tank wagon in the 25-wagon train became applied during the journey from Robeston, with the leading axle becoming locked and developing both a serious flat spot and a ‘false flange’ on the outer edge of wheels.

The damaged wheelset and bogie derailed when the train passed Morlais Junction, eventually causing the wagon to turn over, destroying a set of points and causing a further nine wagons to derail and catch fire.

The driver of the DB Cargo Class 60 hauling the train managed to detach his locomotive and move it to a safe position, but 330,000 litres of oil subsequently leaked into a nearby river, and a major fire forced the evacuation of local residents as a precaution.

Network Rail expects repairs to the damaged line to be completed in January, allowing both the Swansea District Line and southern end of the Central Wales Line to reopen.

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Noisy freight operator protest in Berlin

TWENTY locos from private German freight companies operated a special protest train on September 28 through the centre of Berlin operating as one huge light engine movement.

The deliberately noisy demonstration near the German Parliament witnessed the locomotives using their horns continuously, protesting the fact that while German state-owned operator DB AG has received billions of Euros in coronavirus-related additional funding the private sector (which represents half the German freight market) has received nothing.

Speeches

The event was organised by Netzwerks Europäischer Eisenbahnen (Network of European Railways).

The train stopped in Berlin Hbf station for 15 minutes while speeches were delivered calling on the Government to change policy.

Several videos of the train are available online, including: www.youtube.com/watch?v=bUHnjRr_-AM

22 'FLIRTs' for Portugal

STADLER will deliver 22 new 1668mm-gauge multiple units, comprising 12 bi-mode electro-diesel 'FLIRT' multiple units and 10 EMUs, to Portuguese national rail operator CP from 2024 onwards.

The new units will replace RENFE Class 592 DMUs on loan from neighbouring Spain and older CP EMUs.

The trains will be 160kph capable when operating as EMUs, but the bi-mode units will be restricted to 140kph when operating on diesel power.

Sun sets on Chinese steam operation

THE world's last major working steam depot in Sandaoling's (Three Small Hills) huge open-cast coal mine in Xinjiang province in north-west China has survived threatened replacement by diesel powered lorries, but seems set to succumb to something more terminal: the end of mining at the site.

Steam operation was reprieved in May 2018 after the plan to replace it with lorries was deemed uneconomic, but the open-cast pit is expected to be worked out within three years, and mine management made the decision in April to end steam operation from September 2021.

As at the end of January 2020, three JS Class 2-8-2 locos were rostered to work the big pit daily, out of a pool of four: JS8190, JS8195, JS8197 and JS8225 (plus JS8167 undergoing heavy repair). One of the pool of four spends a week being serviced and cleaned.

Forbidden

A further six locos are reportedly used for shunting duties in the South Yard as well as running to fetch coal trains from colliery Nos. 1 and 2. However, visitor access to the workshop is now absolutely forbidden and access to the South Yard is severely restricted.

Despite Xinjiang's heavy security presence, travel to Sandaoling was possible until January 27, when all visitors to the town – Chinese and foreign – were ordered to leave as the town was put under isolation because of the coronavirus outbreak, despite it being many hundreds of miles distant from the outbreak's source in Wuhan.

Otherwise, Sandaoling is no longer 'remote', because of several recent reports in the Chinese national press about the mine's unique heavy commercial working steam. More than 100 Chinese tourist photographers, who know little if anything about railways, have been seen some days, milling around the tracks and mine workings, thereby pressurising the safety and tolerance of the locomotive drivers. Hopefully such ill-advised behaviour won't result in a total visitor ban.

Restrictions

Whether or not non-Chinese visitors will be able to visit again before the end of steam remains unclear because of the global spread of coronavirus and all the associated travel restrictions.

■ *Our thanks to Roger Croston and Liu Xuejun for information in this report.*

The sun sets on Chinese mainline steam: JS 8190 works an eastbound train at Sandaoling on February 11, 2019. LIU XUEJUN

More Chinese diesel locos for Thailand

THAI State Railways (SRT) has ordered 50 more Chinese-built diesel locos at a cost of Thai Baht 6.53billion ($US209m) to replace older diesel locos, which are now between 45 and 55 years old.

The order has been placed via the Thai SFR joint venture between Sanfoco International and River Engineering, which together with Chinese manufacturer CRRC Qishuyan, formerly known as CSR, supplied 20 Class SFDA3 2.38 MW (3,200HP) Co-Co locos equipped with 16-cylinder Caterpillar C175 diesel engines between 2013 and 2015.

The new locos are being built to a similar specification, designed for 120kph passenger and 70kph freight operation.

They are expected to replace all the remaining General Electric-built U12MC 'Shovelnose' locos, built from 1963 and refurbished from 2010 onwards, plus some of the Alsthom-built AD24C 4100 Class locomotives dating from 1974/75.

The new locos are due for delivery by April 2022.

The last significant fleet of 'Shovelnose' GE U12 locos worldwide is in Thailand, and will soon be replaced by the new CRRC locos. Smaller fleets still exist in Chile, Uruguay and Alaska. SRT U12MC 4044 is seen at Kanchanaburi on Christmas Day 2019 with Train 991, the Belmond 'Eastern & Orient Express' from Bangkok Hua Lamphong to Singapore. DR IAIN SCOTCHMAN

New train movement specialist RailAdventure has one former Bundesbahn Class 103 express passenger loco in its unique livery. On September 25, loco No. 103 222 worked three round trips for invited guests using the RailAdventure-owned former Rheingold TEE dome car on the Berlin Stadtbahn. The trains ran between Berlin Wannsee and Berlin Ostbahnhof, powered by the 103 at the western end and 183 500 at the other end. Included in the train (but not under power) was RailAdventure- owned ex-SBB Re 6/6 No. 620 003 – a very unusual sight in Berlin! The 12.42 Ostbahnhof-Wannsee train is seen passing Alexanderplatz led by 103 222. KEITH FENDER

Seen restarting at Katzhütte on August 23 is 228 757, prior to working a return excursion to Chemnitz Hbf, operated by Pressnitztalbahn. The DR 'V180' Class 118 (later DB 228) was an East German two-engine, diesel-hydraulic design loosely based on the iconic V200 used in West Germany (which BR Class 42/43 were based on). The DR 'V180' was built in several subclasses, with 375 built from 1959-70. All were withdrawn by DB by 1998, but a handful remain in service with private or museum operators. D LANGHAM

Classic traction still in use - 30 years after re-unification

GERMANY celebrated 30 years of re-unification on October 3.

The unification of the former East Germany with the Federal Republic (known as West Germany) in 1990 was followed in 1994 by the unification of the two state-owned railway companies: Deutsche Reichsbahn (DR) in East Germany and Deutsche Bundesbahn in the west were merged into a new company called Deutsche Bahn (DB).

Large-scale change followed, with many lines in the former East closing but new high-speed lines being built to connect the re-unified country.

Many older locomotives were replaced, especially DR diesel locos, and as new ICE high-speed trains and regional EMUs entered service many of the former western Bundesbahn's previous electric passenger locos were withdrawn as well.

Germany now has more than 300 open access freight operators, which between them use not only modern locos but still have large numbers of older diesel and electric locos.

'Coffee Pot' still steaming down under

STEAM Motor Coach No. 1, affectionately known as the 'Coffee Pot', is still going strong in Australia.

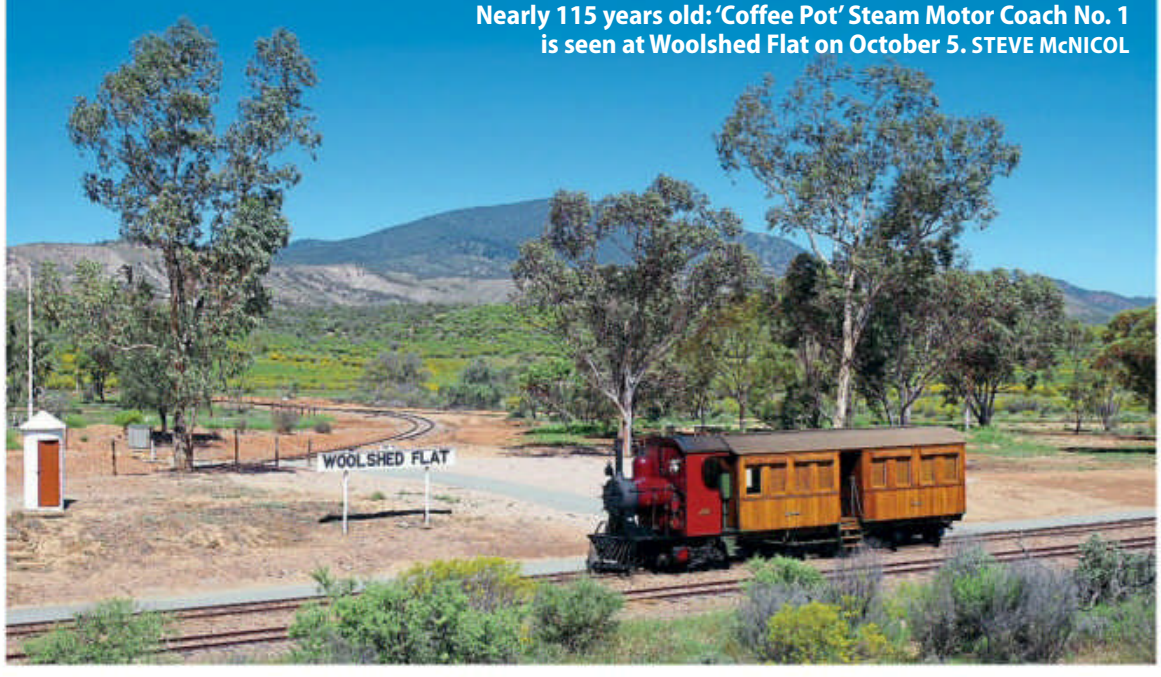
It was an early attempt at producing a self-propelled carriage, with the engine unit built by Kitson & Co, Leeds, in 1905 (works No. 4356) and added to the carriage section by the Metropolitan Amalgamated Railway Carriage & Wagon Co of Birmingham in 1906 for South Australian Railways (SAR).

It entered SAR service in 1906 and was based at Quorn.

'Coffee Pot' was used for a variety of work, especially weekend excursions, until 1932, and was withdrawn and stored at Quorn for decades before being put on display in Alice Springs in 1960.

It was transferred to the then new Pichi Richi Railway Preservation Society in 1975, and was restored back to working order. It has been in occasional use there since 1984.

Our thanks to Steve McNicol for information in this report.



Nearly 115 years old: 'Coffee Pot' Steam Motor Coach No. 1 is seen at Woolshed Flat on October 5. STEVE McNICOL

The return Zr31767 12.30 Východná-Spišská Nová Ves special train is seen passing Strba on September 26 with E479 002 (131 002) leading. ANDY DAVIS

Slovak Class 131 celebrates 40 years with special event

THE normally freight-only Slovakian Class 131 double-unit electric locos celebrated their 40th anniversary on September 26 with a very rare passenger working.

The original plan was for a public special train, but later reduced to invited guests only.

The train was powered by class pioneers 131 001/002, restored to original livery, and operated between Spišská Nová Ves, where the entire class has been based since delivery in 1980-82 and Východná.

Fifty double locos (100 sections 131 001-100) were built by Škoda at Plzeň, originally classified as Class E479.1; almost all remain in use with Slovak national rail freight operator ZSSK Cargo, although two locos have been sold.

Bombardier to build Indian RRTS trains - and provide specialist expertise for 15 years

THE new 82km Delhi-Ghaziabad-Meerut Regional Rapid Transit System (RRTS) route will be operated by 70 new three-car 160kph EMUs, carrying up to 900 people, each being built in India by Bombardier. Trains will be operated in three-, six- and possibly nine-car formations.

RRTS is India's first project to include maintenance services as part of the rolling stock tender process, with Bombardier providing expertise for a period of 15 years through two maintenance depots in Duhai and Modipuram.

The new standard-gauge 25kV AC electrified line has been under construction since June 2019, and should open in 2025 at a cost of around $4.2 billion.

Most of the new route (68km) is on viaducts and 14km is underground.

Journey times will be under an hour compared to three or four hours by road currently. Two more RRTS lines are being planned to serve Delhi.

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Greater Anglia changes Class 720 order – 10-car sets are dropped

Class 720 No. 720511, heading 5Q07, a 12.58 driver-training trip from Southend Victoria, runs into platform 1 at Shenfield on September 29. DR IAIN C SCOTCHMAN

GREATER Anglia (GA) has confirmed it is amending its Class 720 EMU order with Bombardier.

The operator has cancelled part of the original order for the 22 10-carriage Class 720/1 units, and instead has asked for a further 44 five-car Class 720/5 sets to be built.

The initial order was for 89 five-car sets, but GA now has a fleet of 133 five-car sets with the same number of carriages, 665. Angel Trains is funding the deal.

Order amendments such as this are rare, particularly when half of the order has already been completed, but changes in peak-time travel patterns and fewer passengers commuting as a result of Covid-19 have led to the order revision.

The change will allow GA to run 10-car trains if and when passenger levels return to normal.

Around 45 units have been delivered to GA, but by mid-October only six had been accepted, with six being used on driver training duties, primarily on the Liverpool Street to Southend Victoria line.

GA had expected the class to enter service in March 2019, but months of software issues and latterly manufacturing delays, stemming from the coronavirus pandemic, have impacted these plans

There are no firm date for service, with GA stating the sets are expected to carry their first passengers before the end of the year, probably on the Southend route, followed by a rollout to West Anglia routes in the first few months of 2021.

South Western Class 701s approved

APPROVAL of Class 701 EMUs for use on South Western Railway (SWR) services has been provided by the Office of Rail and Road.

SWR has named them 'Arterio', with current use for single units only. It applies to the 60-strong Class 701/0 10-car sets and also the fleet of 30 five-car Class 701/5 EMUs. Consequently, rescue of the units with electrical coupling is not currently permitted

Mileage accumulation ahead of acceptance for the '701s' is on-going, as is driver training, and there is no indication as to when the sets will enter passenger service.

Hamilton depot taken over by Assenta Rail

ASSENTA Rail has taken a lease on a former level 4 depot at Hamilton.

The company is a specialist in developing bespoke engineering solutions for the rail industry, and has been involved with the luxury 'Royal Scotsman'.

Assenta says it will be able to offer customers maintenance exams and repairs, fitness to run exams, and safety inspections, as well as train preparation, cleaning, tanking and waste disposal.

Other activities include overhaul and refurbishment, repairs and modifications, as well as bespoke vehicle modifications, such as the modification of a luxury sleeper carriage to contain on-board spa facilities – a world first.

The company is only the second independent rail maintenance depot in Scotland.

Avanti's 'Pride' train named *Progress*

A COMPETITION to name Avanti West Coast's colourful Pride locomotive has produced a winner.

Railway engineer Edward Godfrey's name *Progress* was chosen from more than 1,500 entries.

Avanti West Coast launched the Pride loco back in August, using 'Pendolino' No. 390119.

Edward works within the rail industry, at Pride Park, Derby. He said: "To me, the name Progress embodies both a celebration of where we have got to as an industry and as a society, and a recognition that we're not there yet – that there's still work to be done."

'Pendolino' pride: In its bright colour scheme, No. 390119 *Progress* crosses Dutton Viaduct, which spans the Weaver Navigation, with a Manchester to Euston working. AVANTI WEST COAST

Sarah Copley, Avanti West Coast executive director – commercial, added: "We constantly listen to our people, our customers, and the communities we serve to ensure our diversity and inclusion strategy is relevant.

"*Progress* is a symbol of Avanti West Coast's commitment to live proud and support Pride 365 days a year."

Welsh language announcements on Avanti trains

AVANTI West Coast has introduced Welsh language announcements and information displays on board its Class 221 services to and from North Wales.

All 20 'Super Voyager' trains have been modified with the work undertaken by Bombardier at their Central Rivers depot.

Avanti says its new Hitachi trains will also have bi-lingual announcements.

They are due for introduction in 2022.

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ScotRail unveils its first active travel carriage

THE first of five internally redesigned Class 153 vehicles that have been turned into 'active travel carriages' have been unveiled by ScotRail.

The vehicles will be added to Class 156 units which are used on Fort William and Oban services.

ScotRail faced the challenge of how to provide more seats for customers plus their bikes, sporting equipment and large rucksacks on its West Highland Line services, and persuaded vehicle owner Porterbrook to back a complete internal refit.

Refresh

The result is a novel arrangement of custom-designed bike racks, with space for 20 bikes, along with space for larger items that won't fit on luggage racks.

The redesigned carriage boasts space for tandem cycles, and an e-bike charging socket – a first for a train in the UK.

The train has received a full interior and exterior refresh, including installation of free wi-fi, at-seat power sockets, and a refurbished toilet with controlled emission toilet (CET) tank.

ScotRail's active travel carriages will also support winter sports in Scotland, accommodating large bulky items such as ski bags.

The finishing touches to the first carriage – No. 153370 – are now being applied, following modification by Brodie Engineering in Kilmarnock.

Eye-catching

The eye-catching external livery depicts typical Highland scenery along with some of the best-known visible landmarks along the West Highland Line, including the Glenfinnan monument and viaduct, Skye Cuillin mountain range, Ben Lomond, and the castle on Loch Awe.

The first train will enter service once staff have been trained on the carriages, with work on converting the other four already underway.

Conversions of other surplus units might also be on the cards for other operators, particularly for use on lines where there is a high level of outdoor pursuit activities.

Converted unit No. 153370 stands outside Brodie's, Kilmarnock showing some West Highland landmarks in its new livery, with a few items to finish before handover to ScotRail.

Left: Part of the '153' has seats, the rest is for cycle and equipment storage. PICTURES: SCOTRAIL

Below: Former Northern Class 153 No. 153380 waits outside Brodies to begin the conversion programme. STUART FOWLER

In-house refresh for ScotRail 380s

SCOTRAIL has embarked on an in-house interior refresh programme of Siemens Class 380 units – 10 years after they were introduced.

The fleet of 38 units will get new floors; new seat upholstery, with a prominent moquette for the priority seats; repairs to tables and handrails; internal panels repainted; and a general tidying up.

Shields Road depot is carrying out the work, which takes around two weeks per unit to conclude.

Funding for the project is being provided by set owner Eversholt Rail.

Colas HSTs on Network Rail monitoring trains

NETWORK Rail's plain line pattern recognition train (PLPR) has new motive power in the form of two former East Midlands Railway HST power cars, replacing the Class 37s previously used.

Class 43 Nos. 43050 and 43060 carry the old East Midlands Trains (Stagecoach) livery, but have big Colas logos on each side of the power car.

The two power cars were tested over several days before the first live runs from October 19, pictured leaving Derby towards Spondon, with 43060 leading. PIC: STEVE DONALD

Class 37 tests new line

DRS Class 37 No. 37425 *Sir Robert McAlpine/Concrete Bob* makes the first test of the new line connecting the London, Tilbury & Southend line to Forth Ports Tilbury2 port extension. With the LTS line on the right, the loco is returning towards Tilbury Railport Jct on October 14, on its way back to Norwich Crown Point Depot.

The new infrastructure is east of Tilbury Town station. The port and associated tracks are constructed on the site of Tilbury A & B power stations, and is not documented on any rail atlas. DR IAIN C SCOTCHMAN

Class 180s out on EMR driver training

Fully branded in East Midlands Railway livery, 'Adelante' No. 180111 restarts an 09.51 Derby-Leicester-Derby training run on October 22 from East Midlands Parkway station. The four ex-Hull Trains units are expected to begin regular services from December. PAUL A BIGGS

Siemens facility overhauls 500th bogie at Lincoln

A SPECIALIST bogie centre at Lincoln operated by Siemens Mobility has passed the milestone of its 500th overhaul.

The facility overhauls bogies from all Siemens units in the UK – Classes 185, 332, 333, 350, 360, 380, 444, 450, 700 and 717 – plus the Eurostar e320 'Velaro' sets; it was a bogie from a 'Velaro' set which was the 500th.

Siemens opened the centre, next to the River Witham, near the city centre, in November 2018. The facility employs more than 60 people, including 44 skilled technicians, who work to short turnaround times

Efficient

Siemens has invested in the site in the past 12 months by installing new Mechan bogie lift stands, making the overhaul process safer and more efficient.

Improvements to maintenance procedures have increased throughput of bogies, with 2020 seeing the Bogie Service Centre more than double the output of the previous year.

A new condition assessment area has also been created, enabling technicians to conduct a full strip down, clean and service of the bogie, and assess its components in a controlled setting. This helps improve understanding of the mileage extensions that need to be applied to each bogie, thus reducing costs.

A small crowd has gathered at Enfield Town on October 20 to witness the last day workings of set Nos. 315807/802, with what will form the 13.52 to Liverpool Street. DR IAIN C SCOTCHMAN

Farewell to Class 315s

THE last of the 40-year-old Class 315 EMUs has been withdrawn from service, in what was a quiet send off.

The 61-strong fleet, built by BREL York, have always operated on suburban services in east and north-east London. They are currently operated by Transport for London as part of London Overground, after routes transferred from Abellio Greater Anglia.

Their final day was October 20 when the last of the sets was withdrawn, being destined for scrap. Use on the Romford to Upminster line ceased on October 4.

Their replacements are 'Aventra' Class 710s, with some Class 345s working on services to Liverpool Street until Crossrail fully opens.

More war heroes honoured by GWR

GREAT Western Railway has named more of its Hitachi Class 800/802 trains after war heroes.

Set No. 802006 has been named after Harry Billinge MBE, one of the first soldiers to land on 'Gold' beach at 06.30 on June 6, 1944, as part of the D-Day landings.

He was a Sapper attached to the 44 Royal Engineer Commandos, and was one of only four to survive from his unit. Now 95, he was awarded an MBE in the New Year's Honours list for his fundraising for the Normandy Memorial Trust.

Set No. 802010 was named Cpl George Sheard at Plymouth, one of the famous 'Cockleshell Heroes' – a group of young Royal Marines who volunteered for hazardous service, planting mines on enemy ships.

He drowned during a mission, aged 27.

Class 314 set to become hydrogen test bed

THE University of St Andrews in Scotland has issued a tender for the conversion of a three-car class 314 EMU to use hydrogen propulsion as part of its Zero Emission Train Project.

The project will be undertaken over the next 12 months, with the tender covering full-system design and testing, which could be at a heritage line or a large rail yard.

Once the set is up and running, further assessment will be carried, and could lead to modifications to permit the unit to run on test on Network Rail lines.

Brodie Engineering and Arcola Energy have created a concept design, and the plan is for the train to be demonstrated at the United Nations Climate Change Conference (COP 26) in December 2021.

Porterbook, along with the Department for Transport and the University of Birmingham, have been involved in converting Class 319 No. 319001 to be hydrogen-powered, set No. 799001 having already made its first mainline run. The next stage of Porterbrook's HydroFLEX has progressed to the development of a hydrogen and battery-powered module that can be fitted underneath a train, which will allow for more passenger space in the train's carriage. Currently, passenger space is used by the special equipment.

WAGON REPORT

by S F Lappage

LANGWITH Junction workshops continue to be busy. W H Davis is constructing 84 improved FWA Ecofret 2 triple-platform container flats for VTG Rail UK. Compared to FEA twinsets these new wagons will allow up to 50% more payload to be carried without any increase in train length, based on the movement of 40 foot containers.

Outer wagons will be Nos. 83 70 4520 198-0 to 365-5, with inners as Nos. 83 70 4521 035-3 to 118-7. Each set is 42.82m long and rides on TF20 low track force bogies, supplied by Wabtec. Of interest are the prominent vertical shock absorbers. GB Railfreight is leasing the fleet.

The company has completed a programme to convert redundant IIA coal and biomass wagons into HYA 'shorty' hoppers for the transportation of aggregates. However, HHAs previously operated by Freightliner Heavy Haul are getting similar modifications. Recently outshopped have been Nos. 370252/254/ 258/265/268/ 270/273/274/ 277/285/299/ 300/303/304/ 360/366/369/ 373/374/376/ 377/379/385/ 390/396/398/ 399, Nos. 370402/404/ 411/412.

A group of former VTG/ Tiphook bogie ferryvans have been converted into translator/ barrier vehicles for the delivery of Class 701/777 electric trains from manufacturers to operators. Identities are Nos. 87 80 2797 011-9 to 020-0, design code IWE 985.

They were originally built from 1977-79 by Linke Hofmann Busch of Salzgitter, West Germany, and employed transporting Perrier water, paper towels and tissues, steel coil and bagged clay from the Continent. Exports included aluminium ingots from Anglesey to Austria.

Also included in the train formations are up to five brake force runners. These are from a batch of modified IGB Cargowaggon bogie flats – Nos. 33 80 4737 002-2/ 005-5/007-1/ 009-7/018-8/ 023-8/024-6/ 025-3/027-9/ 032-9/034-5/ 039-4/042-8/ 043-6/047-7, built by Waggon Union in 1979.

Long Marston has begun to fill up with stored wagons once again. Arrivals have mostly been 90-tonne JGA/JRA hoppers from the Leicestershire quarries, which have been replaced by rebuilt 102-tonne HYA 'shorty' wagons. Now on site are JGAs Nos. ERG 17303-315/ 317-319/ 321-324, owned by Eversholt, and JRA's Nos. 33 70 6905 050-4 to 052-0/ 055-3 to 063-7/065-2 to 070-2/ 072-8/073-6, owned by VTG Rail UK.

Three TEA bogie tanks that were badly damaged in the Llangennech Derailment – Nos. 83 70 7792 005-1/ 015-0/016-8 – have arrived for assessment.

New track machines delivered have been Plasser & Theurer ZWA Euromat 08-4x4/4S-RT integrated switch and crossing tamper No. DR 73949 for Balfour Beatty Rail Plant and Matisa B66UC tamper/liner ZWA No. DR 75504 for Volker Rail.

Loram UK, Derby, has rebuilt Matisa YXA sleeper carriers Nos. DR 92634/644/646/648/650 into YSA conveyor wagons for use with Network Rail high-output ballast cleaners.

Internal user No. 041498 has been withdrawn from Neville Hill depot and donated to the Great Central Railway. MHA 'Coalfish' opens recoded to MPA following disc brake modifications are Nos. 394020/076/ 081/084/087/ 112/214/ 360/964, No. 396158.

Arlington Fleet Services, Eastleigh, has converted a batch of FRA intermodal flats into railhead treatment wagons for Freightliner. They were formerly Nos. 613011/012/ 017/025/ 028/032/ 042/044, and are now Nos. 613101-108.

IIA wagon No. 83 70 6955 298-7 passes Pleck, Walsall, on September 8 en route to Shrewsbury. S F LAPPAGE

GBRf JNA box wagon No. 8170 5500 566-1 at Washwood Heath on August 30, 2020 with aggregate for HS2 construction. S F LAPPAGE

Stock Update Track Record

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POOL CODES

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LOCOMOTIVES

Allocations
43052 SBXL-MBDL
43054 SBXL-MBDL
43066 SBXL-MBDL
66156 WQ/WQBA-TO/WBAE
66161 TO/WBRT-WQ/WFMS-TO/WBRT
66199 WQ/WFMS-TO/WBRT
66604 LD/DFHH-FD/DHLT
68019 TPEX-TPCF
68020 TPEX-TPCF-TPEX
68022 TPEX-TPCF-TPEX
68031 TPEX-TPCF
86614 CG/DFNC-FE/DHLT
70002 FD/DHLT-LD/DFGI
90020 WQ/WQAA-CE/WEDC
90026 WQ/WQAA-CE/WEDC
90029 WQ/WQAA-CE/WEDC
90037 WQ/WFMS-CE/WEAC

Liveries
Freightliner G&W orange: 59203
Grand Central vinyls removed: 90020
GWR green: 43171/72
Pullman Nanking blue: 43046/55

Preserved
Crewe Heritage Centre: 43018

Stored/stopped locations
Barrow Hill: 43290, 89001
Basford Hall: 86614
Caledonian Railway, Brechin: 20081/88
Crewe TMD: 43058/59
Doncaster Wabtec: 91103
Laira: 43313
Long Marston: 43045

Operational
37422, 43272/74/99, 43302/14/19, 66156/99, 70002, 90020/26/29/37

Five former East Midlands Railway Mk3 trailers on their way to be scrapped at Sims Metals, Newport, are hauled past Natton, near Ashchurch, on October 23 by No. 57312. JACK BOSKETT

MULTIPLE UNITS

Allocations
142038/61 off registration - preserved
150201/04/10/15/18/22/25/28 NH-NL
153316/17/24/28/30/32/51/58/59/60/63 NL-NH
153334/54/56/64/65/66/71/75 TS/EJHQ-HQ/SBXH
156428/29/40 NH-HT
156441 HT-NH
158792/93 NL-HT
195132 HQ-NH
230007/08 newly delivered CF/HLHQ
315805/10/11 IL/EKHQ-HQ/SAXU
315833 IL/EKHQ-IL/EXHQ
315852/59 IL/EXHQ-HQ/SAXU
319373 HQ/SBXH-ZG/ORIO
322481/82/84 HQ/SAXU-IL/EBHQ
701011/17 newly delivered HQ/HYHQ
710110/18/22 HQ-WN
720546/47/48/50/55 newly delivered HQ/EBHQ
769921 HQ/SBXH-CF/HLHQ
777012/14 newly delivered HQ/HEHQ
801218 HQ-DR
802305 HQ-BN

Liveries
Avanti West Coast (driving cars only): 390040, 390132/57
EMR purple driving cars only: 222014
Northern: 150110/13/14/21/22, 150226, 156485
Saltire+bicycle logos: 153377
SWR: 444012/23/24/37, 450020, 450119/27
TfW: 175103/13

Named
802006 *Harry Billinge MBE LdH*
802010 *Corporal George Sheard*

Renumbered
319421-769921
319443-769943

Now in passenger traffic
195132
322484
710110/18/22
801218
802305

Sold
Aln Valley Railway: 144004/16

Preserved
Wensleydale Railway: 144020

Stored/stopped locations
Brush, Loughborough: 319425/28
Burton-upon-Trent: 153334/54/64/65
Edge Hill: 71990, 78130, 78279 (321448)
Ely: 317657/72
Gloucester: 153371/75
Ilford: 317665/67
Landore: 142082
Northampton: 315801/02/07/15
Old Dalby: 345048
Oxford: 387140
Parkeston Quay: 317656/61
Reading: 387137
Tyseley: 153356/66
Worksop: 144002/05, 701017, 720547/48/49/55

Disposals
C F Booth, Rotherham: Arrival date: October 22: 63104 (321448)

Raxstar at Eastleigh Works: Cut date: September 29: 77406 (442401)

Sims Metals, Newport: Arrival dates: October 1: 315805; October 8: 315811/52; October 15: 315810/59; October 22: 315824/30

Wye Valley Metals, Hereford: Arrival dates: July 27: 142086; October 5: 142079; October 6: 142012

Vivarail set No. 230008 is the third of five sets to have been delivered to Transport for Wales. The set is seen at Evesham West Jct on September 18 on a test run. BOB SWEET

HAULED COACHING STOCK

Allocations
6352 BN/HBHQ-HQ/SAXH
6376/77 MBCS-GBXX
10405/14 off registration - preserved
10415 off registration - sold
10561 off registration - preserved
11067/69/73/80/81/85/95 off registration - preserved
11100 off registration - preserved
44034 LA/EFHQ-HQ/SCEC
82112/33 off registration - preserved
82143 off registration - sold

Liveries
Pullman Nanking blue: 40801/02, 41059, 41108/62/69/76/82, 44078
ScotRail InterCity: 40615/17, 42010/30, 42250/95, 42558/79

Renumbered
41022-40615
41144-40617

Formations
HA15: 40615+42030+42579+42010
HA17: 40617+42295+42558+42250

Preserved
Caledonian Railway, Brechin: 10706
Mid-Norfolk Railway: 10561, 12030, 12129
Private: 42356

Stored/stopped locations
Barrow Hill: 40740, 41151/52, 42128/82/86/90, 44080
Crewe TMD: 10519, 40804, 44081
Long Marston: 40708, 41083, 41159, 42130, 42228/86, 42322, 44050
Neville Hill: 40750, 41097/98, 42191/92/93, 42238, 44061
Wembley: 10301/18/21/30, 11319/20/21/22, 12210/11/22/24, 12316/19/23/26, 12434/52/61/77, 82200/01/27/30

Disposals
C F Booth, Rotherham: Cut dates: October 2: 40803; October 6: 40901; October 16: 41140; October 23: 42287, 44037.

Sims Metals, Newport: Arrival dates: October 6: 40810/11, 41186/92, 42304, 46008; October 23: 41084, 42112/13, 42327, 44070.

STOCK CHANGES CORRECT AS OF OCTOBER 25, 2020.

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Traction Portfolio Track Record

DRS Class 37 Nos. 37419 *Carl Haviland 1954 – 2012* and 37402 *Bont y Bermo* are stabled at Sheffield overnight on October 12 before working the next morning's 3S12 duty, the 07.27 Sheffield-Wrenthorpe Reception sidings RHTT (rail head treatment train).
MICK TINDALL

Scruffy looking No. 66199 top-and-tails with 66030 working a Toton to Toton via West Hampstead Thameslink RHTT (rail head treatment train) on October 7, taking the slow line and passing under the new Finedon Road Bridge, Wellingborough.
RICHARD GENNIS

With DRS Class 37/4 No. 37422 leading, working 3S01 departs Great Yarmouth on October 15 with the 09.23 Stowmarket-Stowmarket RHTT (rail head treatment train) via Cromer/Great Yarmouth. On the rear is Class 37/0 No.37218.
KEITH PARTLOW

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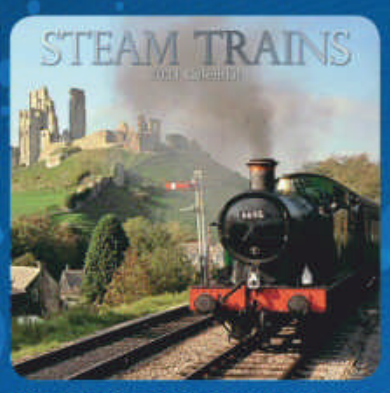

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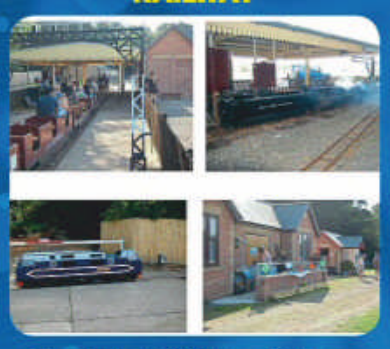

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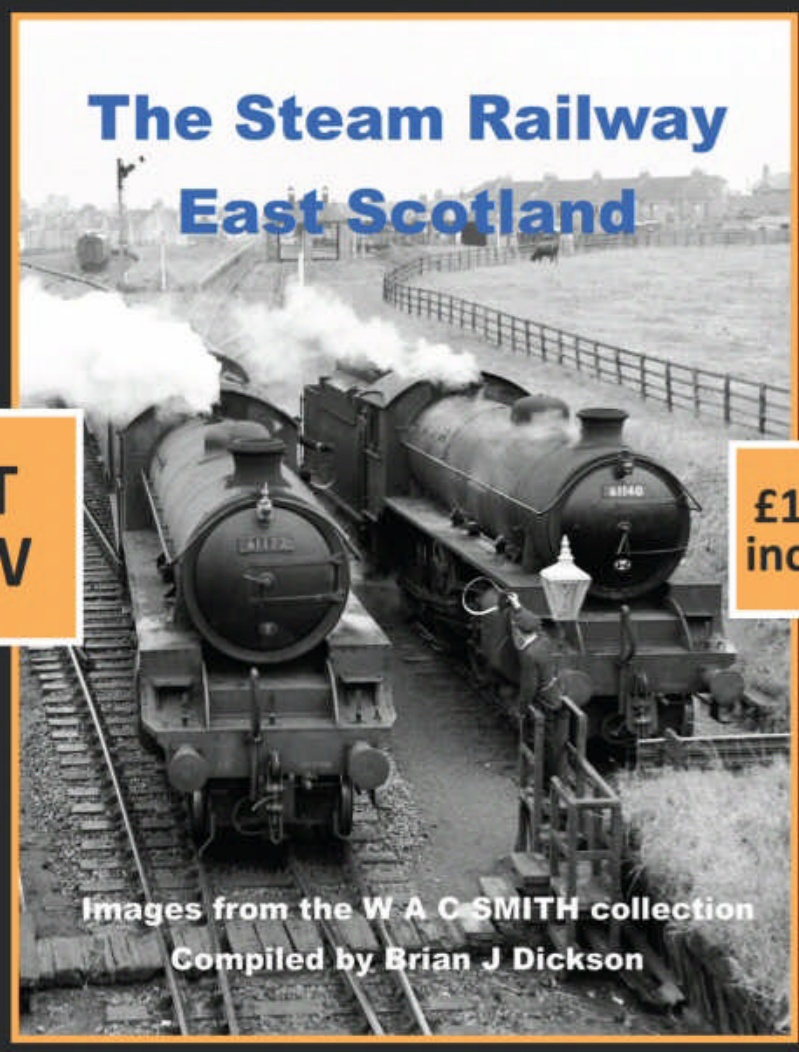

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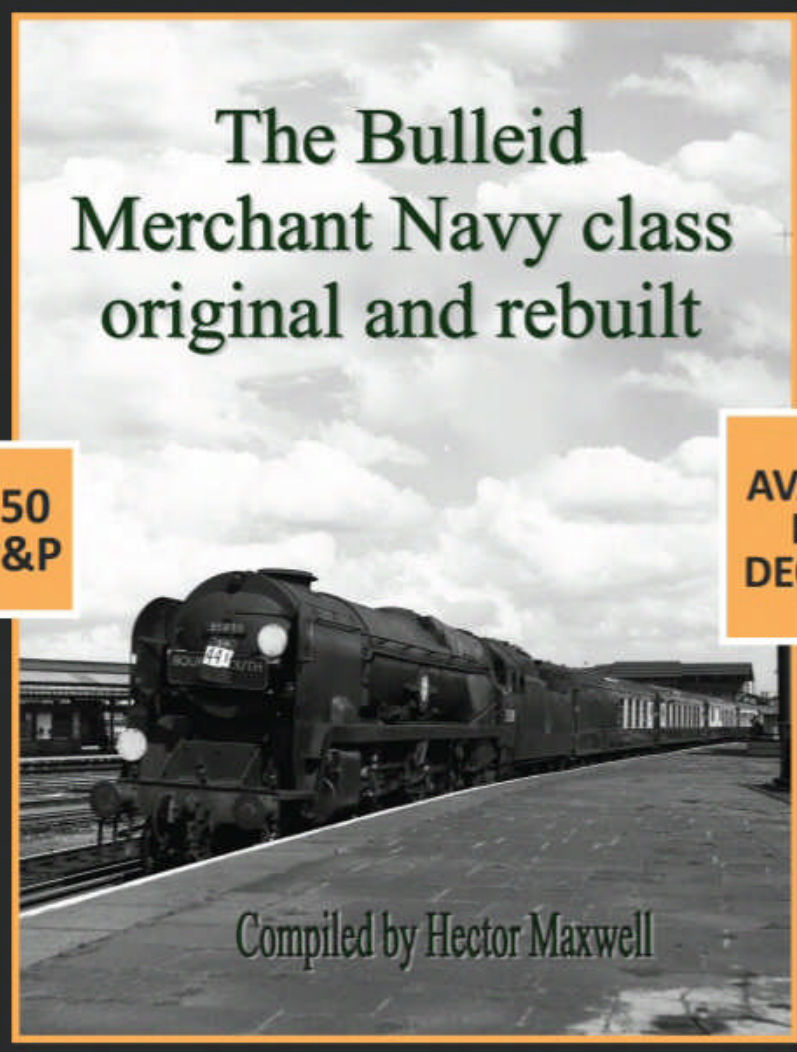

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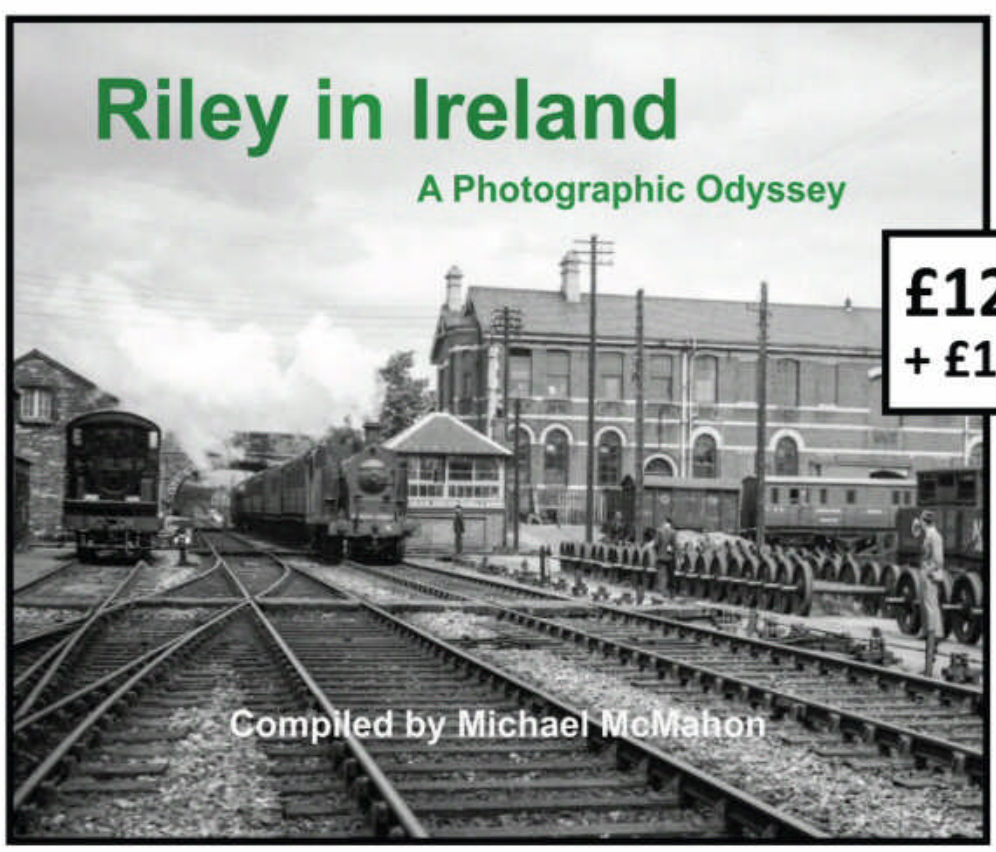

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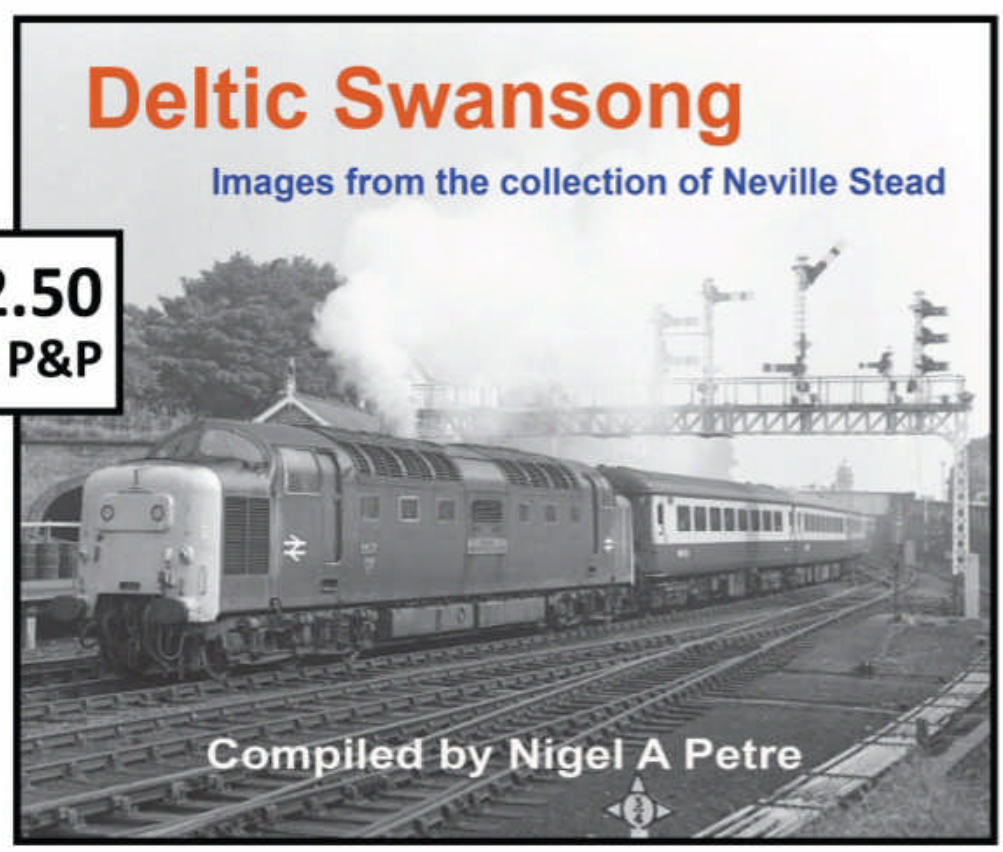

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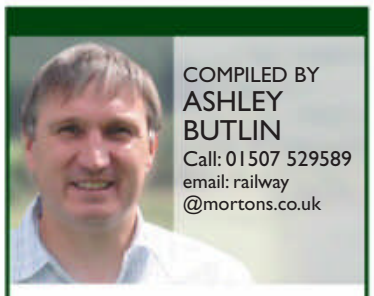
Operations Track Record



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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

South Yorkshire and Humber RHTT workings are being hauled by Class 37s following the withdrawal of Class 20s. Nos. 37402 and 37423 are on the first trains that started on October 1, and the pair are seen awaiting departure from Bridlington with train 3S15 to York. ANDY MASON

RHTT

THE Railhead Treatment season is now underway with the following observations reported.

Class 97s Nos. 97302 and 97303 were at their home depot (Shrewsbury) at 14.15 on September 16 along with two RHTT trains, presumably preparing for the leaf fall season; two more RHTT trains were stabled in a siding alongside the Machynlleth line.

Network Rail MPV Nos. DR98925+DR98975 were seen at Hastings on September 21 working Tonbridge Engineers' Siding to Tonbridge West Yard. Another Network Rail MPV on the same diagram was seen on October 3 – Nos. DR98980+ DR98930.

Further MPVs reported included DR98973 and DR98923 on September 28 on an Effingham Junction Carriage Holding Sidings to Effingham Junction Carriage Holding Sidings, seen arriving from Richmond to platform 1 at Barnes, where it reversed before returning to Richmond.

The same working was seen two days later, on Wednesday, September 30, between Raynes Park and Motspur Park, formed of Nos. DR98958 and DR98908.

The early RHTT programme on the GEML, working out of Stowmarket base, has been in the hands of Class 37 Nos. 37716 and 66427, 37059 and 37069. However, No. 37716 has since returned north and the contingent has been supplemented by Nos. 37218, 37401 *Mary Queen of Scots* and Class 66 No. 66426.

Two routes are normally worked each day, one going north to Norwich-Cromer-Norwich-Great Yarmouth-Norwich-Ely-Stowmarket and the other going south to the branch lines at Harwich-Clacton-Walton and Southend.

On October 2, Class 66 Nos. 66427 and 66426 were on the Stowmarket to Stowmarket branch line diagram, with Class 37 Nos. 37218+37401 later observed at Stowmarket on a second formation.

Class 66 Nos. 66426 and 66427 were noted on the RHTT run into Harwich Parkeston Quay yard on October 5-7. They are booked to enter Harwich International platform 3 each day, but seldom do, and normally stop on the mainline in the yard, with drivers changing ends, and then heading back on the return trip up the branch line.

Work-stained Colas Class 56 Nos. 56096, with 56113 on the rear, is seen passing the perimeter of RAF Valley on Anglesey, operating the Holyhead to Shrewsbury rail head treatment train on October 9. ANDREW BARKER

LNER

THE weekend of September 19-20 saw the diversions of LNER services via the Tyne Valley, Carlisle and Carstairs, with the route between Newcastle and Edinburgh closed for engineering works at several locations.

LNER services were all 'Azuma'-formed, with some operated by 800/1 units and others by pairing 800/2 and 801 units.

Units observed on Saturday, September 19 were: 800101/02/ 04/07/08/ 10/12/13, 800204/05/ 06/07/08/ 09/10, 801103/06/ 08/09/10/ 11/12/13, while on Sunday, September 20, they were: 800101/03/ 04/07/08/ 10/12/13, 800204/05/ 06/07/08/ 09/10, 801101/06/ 08/09/10/ 11/12.

The following weekend, on Saturday, September 26, units reported included: 800101/02/ 04/06/07/ 08/12/13, 800201/03/ 04/05/ 06/08, 801101/02/ 07/08/ 11/12 and on Sunday, September 27: 800102/04/ 06/07/ 10/13, 800201/03/ 04/05/ 06/07, 801101/02/ 07/08/ 10/11/12.

GWR

ROG operated an unusual HST stock for conversion move on September 15. Running as 5E36/10.47 Laira T & RSMD-Doncaster Wagon Works, the train comprised Class 43 Nos. 43029, 43027, 43022, two Mk3 coaches –Nos. 42087+42580 – and Class 47 No. 47815.

greateranglia

ROG's Class 47 No. 47812 brought Stadler Class 745 'FLIRT' Stansted Express unit No. 745102 across from Norwich Crown Point to Harwich Parkeston Quay yard on the afternoon of September 11. Here, the unit remained until it was towed out to Norwich Crown Point by ROG's Class 47/8 No. 47812 on October 8.

UNUSUAL sightings in Harwich Parkeston Quay yard on September 18 were four Class 317s with Nos. 317656,317661, 317665 and 317667. It is unknown whether these units are here for temporary 'warm storage' or awaiting scrapping. A revisit on September 20 saw them still present, along with Stadler Class 745 'FLIRT' Nos. 745006 and 745102 and the normal Class 321 entourage, with Nos. 321426, 321303 and 321433 identified.

MOVEMENTS of Class 360 units to Northampton for modifications prior to transferring to EMR later saw No. 360113 returned to Ilford on September 26 top-and-tailed by Class 47 Nos. 47727+47739. It was replaced on October 4 by No. 360104, which was moved from Ilford on October 4 by Nos. 47727+47749, being returned to Ilford by the same Class 47s on October 10, with No. 360109 being taken to Northampton the next day.

ScotRail

SCOTRAIL services were severely disrupted on Wednesday, September 16, after Class 334 units Nos. 334003+ 334023, working the 2H42/08.26 Helensburgh Central to Edinburgh Waverley, brought down the overhead line equipment just west of Dumbarton East Station. It is reported that both units lost their pantographs.

The 2E57/07.45 Airdrie-Balloch, formed of Nos. 320306+ 320307, was stranded on the opposite line with Class 156 No. 156492 working 1Y21/08.23 Glasgow Queen Street-Oban trapped behind.

Eventually, 1Y21 arrived at Dumbarton Central at 12.02, some 190 minutes late.

Unit Nos. 334003+334023 were cleared from the line by Nos. 334016+334031 after OHLE was eventually restored.

DURING the early hours of Saturday, October 3, the decision was taken to wind down all ScotRail services from 16.00 with a view to closing the network by 19.00 because of the imminent arrival of Storm Alex and the Amber weather warning issued by the Met Office.

The following day, Network Rail Scotland had assembled several locomotives for route-clearance operations following the passage of the storm. These included Class 37 Nos. 37516 and 37685 running from Carnforth to Perth and Larbert, respectively.

Hull Trains services were diverted to St Pancras over the weekend of October 17-18 with neighbouring King's Cross being closed for engineering work. 'Paragon' No. 802304 passes East Midlands Parkway on a dull October 17 with working 1A92, the 08.24 from Hull. Use of the trains, albeit in diesel mode throughout as no approval exists for use on electric power south of Bedford, gave a foretaste of the Class 810 bi-modes Hitachi is building for East Midlands Railway. PAUL A BIGGS

Class 37 No. 37518 and Class 47 No. 47245 were made ready at Fort William, with the locomotives off the Inverness RHTT placed on standby. These short-term planning, route-clearance operations found that flooding was blocking the lines between Kirkcaldy and Glenrothes, between Dyce and Inverurie, and at Inverkeilor, between Arbroath and Montrose.

The Fife Circle services were unable to run via Kirkcaldy because of landslips near Aberdour and near Kirkcaldy. Network Rail (Scotland) soon had staff on site assessing what works needed to be undertaken to enable resumption of services.

Services on the Hamilton Circle were disrupted following the discovery of a broken rail between Blantyre and Hamilton West. Network Rail staff attended, making a temporary repair allowing trains to pass over at very low speed, with a full repair pencilled in for the Sunday/Monday overnight period.

The first Up train on the WCML was the 09.38 Glasgow-Euston, operated by 'Pendolino' No. 390135, which departed Glasgow Central 20 minutes late, waiting the all clear from the team on Class 37 No. 37685.

HST power cars Nos. 43179+43164 ran south light engine from Haymarket to Doncaster Wabtec on October 7 in readiness to return the next refurbished rake of Mk3 coaches back to Scotland.

northern

CLASS 150/2 seem to have taken over the diagram of the 09.03 Sheffield-Barnsley-Leeds and the 10.32 return service. Observed through Woodlesford on the service was No. 150203 on September 2; No. 150210, September 9; No. 150203, September 16; and No. 150214, on October 7.

CLASS 195 DMUs have been introduced on many of the Manchester Piccadilly to New Mills Central and to Sheffield services following the new timetable coming into operation on Monday, September 14. Observed on Thursday, September 18, were Nos. 195111 and 195113. A further visit on Monday, September 21, produced Nos. 195001, 195111 and 195130.

THE Hull to Scarborough service is now almost exclusively in the hands of Northern's ex-ScotRail three-car Class 170 Units. The one exception is a service which leaves Scarborough at about 08.15. The service was for years worked by Classes 150, 156 and 158 units

Merseytravel

TWO further new Class 777 units arrived at Dollands Moor on October 14. On arrival, Nos. 777012+ 777014 were taken north by Class 66779, bound for Crewe and Kirkdale, Liverpool. However, the service was initially terminated at Willesden and later at Bletchley, where sadly they were targeted by graffiti vandals. Here, No. 66783 was attached to the rear of the consist to assist it forward to Crewe LNWR, where it is reported the vehicles will be cleared of the unwanted paintwork.

TRAFNIDIAETH CYMRU TRANSPORT FOR WALES

SIGNALLING problems affected the North Wales coast line for part of the day on September 25.

The 11.47 from Holyhead to Birmingham International was nine minutes late leaving Bangor and 29 minutes late by the time it left Wrexham General at 14.23. The service was terminated at Birmingham New Street at 16.17, 47 minutes late.

Services then ran quite well until the 14.34 service from Holyhead to Shrewsbury, which was held at Bangor for 29 minutes, departing at 15.30. The stops at Llanfairfechan and Conwy were cancelled, and the service was 39 minutes late at Llandudno Junction. That lateness was maintained until arrival at Chester, where the service terminated.

Chiltern railways by arriva

CLASS 165 No. 165025 was seen passing South Greenford on Tuesday, September 1, forming empty stock train, the 5V27/10.55 from South Ruislip to West Ealing. The same unit was later noted leaving West Ealing as empty stock train 5M27, the 5M27/11.47 from West Ealing to High Wycombe.

The Chiltern parliamentary service to West Ealing has never carried many passengers, but now seems to formally be running as empty stock. Hopefully, it will become a passenger train again at the next timetable change.

OVERGROUND

DELIVERY and movements of Class 720 units reported include new No. 720545, top-and-tailed by GBRf Class 47 Nos. 47739 and 47727 as the 5Q47 11.09 Derby Litchurch Lane-Wolverton.

This was followed on September 22 by No. 720513 being taken from Derby to Old Dalby by Class 47 Nos. 47727 and 47739.

Transport for London's 'Aventra' No. 710107 calls at Emerson Park with the 11.11 Romford-Upminster on October 5. DR IAIN C SCOTCHMAN

The following day the same Class 47s took new No. 720553 from Derby to Worksop, followed by No. 720514 from Derby to Old Dalby on September 24. The next new delivery followed the next day when the pair moved No. 720549 from Derby to Worksop.

On September 30, No. 720555 was also moved to Worksop by Class 47 Nos. 47749 and 47727, followed by new No. 720546, also to Worksop on October 6.

Once again the same pair of Class 47s were employed on October 8 to move No. 720522 to Worksop.

ELIZABETH LINE

MOVEMENTS of Class 345 units included No. 345045 being towed from Worksop to Old Dalby by Class 37 No. 37601 on September 17.

Fellow class 37s No. 37611 No. 345048 also moved from Worksop to Old Dalby on September 30. No. 345045 was taken south from Old Dalby to Old Oak Common by No. 37800 on October 12.

SOUTHERN

ENGINEERING work on the Brighton Main Line saw it closed on October 10 and 11.

Southern services from London to Brighton were diverted via the Arun Valley and Littlehampton with extended journey times.

All the services were diagrammed with Class 377/1 and 377/4 units on both days.

However, Class 387s appeared at Littlehampton on October 11 on one diagram working with unit Nos. 387214+387221+387225.

HISTORY was made on October 13 when Class 171 No. 171401 worked an e.c.s. diagram from Selhurst to Littlehampton and back via the Arun Valley line.

South Western Railway

DELIVERIES of new 701 units saw No. 701012 top-and-tailed by GBRf Class 66 Nos. 66721+66737 working through Market

Operations Track Record

Harborough on September 18, running from Derby Litchurch Lane to Eastleigh Depot.

The next move was on October 8 when No. 701017 was top-and-tailed by Class 66 Nos. 66782+66727 from Derby to Worksop.

On October 12, No. 701011 was taken south from Derby to Eastleigh top-and-tailed by Nos. 66738+66780.

TIME was spent on the Isle of Wight on Saturday, September 26, where the service was provided by unit Nos (483) 006 and (483) 008, the only two which are understood to be serviceable.

No. 008 was seen working the 11.49 from Ryde Pier Head to Shanklin and No. 006 followed on the 12.07 from Ryde Pier Head to Shanklin. The two units then continued in the same pattern of service for the remainder of the afternoon.

Sunday, January 3, 2021, remains the expected last day of service for the 1938 stock.

Charter Trains

CLASS 47 No. D1935 *Roger Hoskin MA 1925-2013* was observed on August 22 passing Burton Salmon, at the rear of the 08.30 Crewe-York (ex-Wolverhampton) White Rose Saphos Trains charter, hauled by LMS 4-6-0 No. 46100 *Royal Scot*.

The steam locomotive carried a wreath on its smoke box, in memory of a fireman who had sadly passed away on the S&C earlier in the week.

Class 47 No. 47802 was observed on September 19 passing Horbury at the rear of the 1Z63 08.25 Darlington North Road-Liverpool Lime Street 'Ticket to Ride' charter, hauled by Class 'A1' 4-6-2 No. 60163 *Tornado*.

LARGE logo, blue-liveried Class 47 No. 47593 and No. 47712 top-and-tailed an Appleby to Hull eleven-coach excursion (via Lancaster and Leeds) on September 23. The charter was made up of Pullman and Mk1 coaching stock.

DB Cargo

THE 6L58 from Calvert to Acton Terminal Complex on September 1 was seen passing West Ealing station behind Class 66 No. 66118.

CLASS 66 No. 66115, in DB red livery, and Class 67 No. 67024, in British Pullman livery, were both stabled at Acton Terminal Complex on September 1. Returning on Tuesday, September 15, the line-up of locomotives stabled in Acton Terminal Complex were Class 66 Nos. 66110 and 66129, both in EWS livery, and Class 67 Nos. 67021 and 67024, both in British Pullman livery.

TRAIN 6C03, the Northolt Sidings to Severnside Sita bin-liner, continued to operate with a Class 66 attached at the rear at the start of September.

On Tuesday, September 1, it was seen passing South Greenford with No. 66092 at the front and No. 66061 at the rear. However, on Thursday, September 10, the service was seen passing Burnham headed by No. 66187, but without a locomotive at the rear of the train. Returning to Burnham on Thursday, September 17, the service was again single-worked by No. 66006.

CLASS 60 No. 60020 derailed shortly after entering the Liberty Steels line at Stocksbridge with an inbound steel train on Thursday, September 10.

The locomotive and train remained unmoved until midday on the following day, when Class 66 No. 66075 travelled from Doncaster to assist.

The train was shunted off the Class 60 and propelled along an adjacent line and through to the main sidings. The Class 66 then remained on site until the next afternoon, by which time No. 60020 had been re-railed.

It was finally moved on September 14, firstly being taken onto the line with outgoing wagons, and finally leaving dead-in-train behind Class 66 No. 66104, which had travelled light engine from Doncaster to also remove two trains-worth of outgoing wagons.

Locomotives and wagons ran directly to the Liberty Steels plant in Rotherham.

FAR fewer scrap metal trains have been running of late, but those reported included Class 66 No. 66176 on a Liverpool Alexandra Docks-Swindon-Liverpool Alexandra Docks diagram on September 15.

The same diagram was worked by No. 66100 on September 22.

Reported on October 7 was a Liverpool Alexandra Docks-EMR Kingsbury-Liverpool Alexandra Docks move, hauled by No. 66047. This may possibly be the final move out of the yard, which is due to close pending work on HS2 passing through the site.

The regular Liverpool Alexandra Docks-Swindon-Liverpool Alexandra Docks diagram on October 9 was worked by No. 66044.

OUT-on-test Class 90 No. 90024 was accompanied by No. 90034 from Crewe ETD to Stafford and back on September 15.

BLUE-liveried Class 66 No. 66047 *Maritime International* was seen passing Pangbourne on train 4M71 from Southampton Western Docks Berth 109 to Birch Coppice Exchange Siding on Wednesday, September 16. Still at Pangbourne, EWS-liveried Class 66 No. 66139, with DB logos, was seen on the same day on a container train from Wakefield Europort to Southampton Western Docks Berth 109.

CLASS 60 No. 60062 *Stainless Pioneer* was seen passing Newbury station on the Theale Murco to Robeston Sidings Puma Oil trains empty tanks on Thursday, September 17.

RAIL Rider's 'own' loco – Class 66 No. 66175 *Rail Riders* – worked a train of long-welded rail through Market Harborough as the 20.00 Toton North Yard-Corby via Bedford St Johns on September 22.

A RAKE of wagons loaded with concrete segments for a new sewer were moved from Tallington to the Isle of Grain by Class 66 No. 66004 on September 23.

THE 06.25 Millerhill-Carlisle New Yard was observed passing Thankerton on Monday, September 28, behind Class 66 No. 66197.

DB-LIVERIED Class 66 No. 66100 *Armistice 100* worked an additional Longton MoD to Fenny Compton train comprising of just three containers and a flat truck on October 1.

DB CARGO Class 66 Nos. 66079 and 66127 ran as a light engine duo on October 2 from Arpley Sidings, Warrington to Carlisle.

CLASS 66 No. 66112 pulled just two low-sided trucks from Carlisle to Crewe on October 7, being observed passing through Lancaster at 17.11.

CLASS 60 No. 60015 was noted on the 08.35 Lindsey Oil Refinery-Neville Hill Depot loaded oil tanks on October 7.

Freightliner
a Genesee & Wyoming Company

THE Jumbo stone train 7A09 from Merehead Quarry to Acton Terminal Complex was seen three times in September.

On Tuesday, September 1, it was noted passing West Ealing station behind Class 59 No. 59102 in Hanson livery; on Tuesday, September 15, passing Hanwell station behind No. 59104, also in Hanson livery; and on Thursday, September 17 the jumbo train was seen passing Burnham behind 59201, in DB red livery.

A SPELL at Bedwyn on Wednesday, September 16, produced Class 66 No. 66606 on train 6V18 from Allington Hanson Aggregates to Whatley Quarry; Class 59 No. 59204, in DB red livery, on 6L21 from Whatley to Dagenham Dock ARC; Class 59 No. 59202, in DB red livery, on 6C76 from Acton Terminal Complex to Whatley Quarry; and Class 59 No. 59101, in Hanson livery, on the 7C64 from Acton Terminal Complex to Merehead Quarry.

The following day, Class 59 No. 59004, in Aggregate Industries livery, on the 6C76 from Acton Terminal Complex to Whatley Quarry; and Class 59 No. 59206, in orange livery, on the 7C64 from Acton Terminal Complex to Merehead Quarry.

CLASS 59 No. 59204 was seen passing platform 15 at Reading station on the 6M20 Whatley Quarry to Churchyard Sidings on September 17.

CLASS 66 No. 66556 was seen passing Newbury station on Thursday, September 17, on an Acton Terminal Complex to Merehead Quarry empty stone train.

OBSERVATIONS of Class 66s on container traffic produced No. 66504, the 4L36 from Wentloog to Felixstowe North Freightliner Terminal on Tuesday, September 1; on September 10, No. 66523; September 15, No. 66553; and on September 17 the train was seen at Burnham behind No. 66548.

The 4M58 from Southampton Maritime Container Terminal to Garston Freightliner Terminal was seen four times during September: Tuesday, September 1, the train was seen passing West Ealing station behind No. 66502; Thursday, September 10, at Burnham, behind No. 66553; Tuesday, September 15, passing Hanwell, behind No. 66420; and two days later, also at Burnham, behind No. 66419.

AN AFTERNOON of observations at Ipswich on October 2 saw the Freightliner depot busier than on previous visits.

Seen at various times, Class 66 Nos. 66413, 66512, 66516, 66599, 66564, 66592, 66528 and 66587. The latter had passed through a few minutes before on a Crewe Basford Hall to Felixstowe North.

Class 90 No. 90011, still in GA

Cascaded Class 166 'Thames Turbo' No. 166211, still in its FGW blue livery, became the first member of the class to work passenger services on the Barnstaple branch on Sunday, September 27. The unit completed one of the two branch diagrams during the day before returning to Bristol, and is seen with the 13.39 Barnstaple-St James' Park (Exeter) service as it slows for the token exchange at Crediton signalbox. RUSSELL AYRE

colours and with nameplates, was also on site before being placed in the sidings to the NE of the station.

The diminishing Class 86 fleet was represented by Nos. 86609 and 86639 in the sidings at the north end of the station, while Nos. 86607 and 86637 worked a Felixstowe North to Trafford Park.

Direct Rail Services

FLASK trains reported include the 6M50/14.59 Torness Power Station-Kingmoor, observed passing Thankerton on Wednesday, September 16, being worked by Class 68 Nos. 68004+68016.

When seen again on September 23 the train was top-and-tailed by Class 88 No. 88009 and Class 68 No. 68017.

After what appears to have been many months without any nuclear waste traffic to the EDF Energy Terminal on the Dungeness, Class 68 Nos. 68017 *Hornet* and 68018 *Vigilant*, both in DRS Compass livery, visited the terminal on Monday, October 5, Tuesday, October 6, and Wednesday, October 7.

Each time No. 68018 was at the southern end. The running of trains on three consecutive days is very unusual.

The 6S43/06.22 Kingmoor-Torness Power Station was observed passing Thankerton, hauled by 68004/016, on October 15.

CLASS 88 No. 88010 was noted on the 4M48/1443 Mossend to Daventry IRFT on Wednesday, September 23, while the 4M82/16.11 Mossend- Daventry IRFT was hauled by No. 88002

THE 6S99/05.25 Carlisle New Yard-Inverness Terminal Complex was observed passing Thankerton on September 28 with Class 66 Nos. 66432+66422.

DRS Class 68s Nos. 68017 and 68018, along with Class 57s Nos. 57002 and 57003, ran in convoy from Carlisle to Crewe on October 2.

DRS Class 88 No. 88010 *Aurora* pulled a short train comprising of a single TESCO marked container from Crewe (dep 10.19) bound for Carlisle on October 15, seen passing through Lancaster at 12.23 – a case of Tesco's slogan 'Every Little Helps' being taken to the extreme.

A drone view of Arnside Viaduct on a clear day as Class 37 Nos. 37407 and 37419 work infrastructure test train 1Q47, the 10.55 Derby-Carlisle along the Cumbrian coast on September 29. TOM McATEE

Class 40 No. 40145, on hire to Locomotive Services Ltd, passes Tamworth on September 25 with e.c.s. from Crewe to Euston. This was prior to a private charter to the Kyle of Lochalsh, which saw No. 90001 *Royal Scot* work the outbound working to Mossend Yard – see also p82. GRAHAM NUTTALL

Class 313 No. 313121 has latterly been used as the ERTMS test unit and often found working on the Hertford loop. It returned to Eastleigh Works on October 12, and slips through platform 17 at Clapham Junction. Routing to Eastleigh was via Gatwick Airport, Chichester and Cosham. JAMIE SQUIBBS

Freightliner No. 66503 – named after *The RM* – passes Heamies Farm, hauling train 4M28, Southampton Maritime to Crewe Basford Hall intermodal on September 29. BRAD JOYCE

Right: DB Cargo Class 66 No. 66130 is seen approaching Lostwithiel – a part of Cornwall still the preserve of semaphore signalling – on September 23 with half a dozen loaded JIA wagons, which will later be worked to Exeter Riverside for an onward move to Stoke-on-Trent. JOHN VAUGHAN

GB Railfreight

CLASS 66 No. 66758 was observed on August 5 passing the demolished former L&Y goods warehouse, near the site of Horbury & Ossett station, heading the 6E09/07.11 Liverpool-Drax loaded biomass hoppers.

A TILBURY Container Services to Trostre Works was seen passing Reading station, top-and-tailed by Class 66 Nos. 66720 and 66756 *Royal Corps of Signals,* on Thursday, September 10.

ALLOCATED to the Harwich Refinery to North Walsham run on September 30 was No. 66735 *Peterborough United*, which failed outside Norwich on September 17 en route to North Walsham.

It was recovered by No. 66749 *Christopher Hopcroft MBE 60 Years Railway Service* and hauled back to Peterborough MPD.

This time it returned safely with its loaded consist on October 1, and later the same evening travelled light engine back to Peterborough.

The earlier failed loaded trip was not transferred from North Walsham until the following Monday (September 21) in the hands of No. 66725 *Sunderland,* which had been seen with ballast consist in Harwich Parkeston Quay yard on September 18, and had been involved in engineering work over the weekend at Diss on the GEML.

TWO NR arrivals were noted in Harwich Parkeston Quay yard on the morning of September 18 in the hands of 66725 *Sunderland* and 66782, the former with loaded open aggregate wagons and the latter a consist of ballast sand. Both were involved in work over the following weekend at and around Diss on the GEML.

These operations are normally in the hands of Freightliner Class 66s.

TWO 'new' former German Class 66s – Nos. 66793+66794 – were hauled to Doncaster Roberts Road from Immingham by Class 66 No. 66736 on September 21.

MOD trains reported included Class 66 No. 66752 working a Marchwood-Eastleigh Yard-Donnington Telford on September

Operations Track Record

23, returning to Marchwood via Eastleigh the following day.

OBSERVATIONS at Barnes station on Monday, September 26, saw Class 66 No. 66704 passing on the 6M79 from Angerstein Wharf to Bardon Hill. The same afternoon, No. 66727 worked the 6Y30 from Tonbridge West Yard to Grain Foster Yeoman.

GBRf blue-liveried Class 73s – Nos. 73965 and 73961 – were parked in the yard at Dollands Moor behind the yellow Network Rail coaches they had brought in on Friday, September 25.

CLASS 66 No. 66747 *Made in Sheffield* was seen working on the 09.29 Doncaster Down Yard-Rylstone Tilcon empty aggregates wagons on October 7.

GBRf NO. 66783 was seen passing through Stockport with a GBRf route learner from Great Rocks Junction to Crewe Basford Hall on October 14.

COLAS RAIL

BLUE-liveried Class 37 No. 37612 was seen working into platform 6 at Reading station, forming train 0Z83 from Ashford Up Sidings to Ashford Up Sidings, on Thursday, September 10.

THE 6Z70/08.03 Inverness Terminal Complex-Carlisle North Yard was seen passing Thankerton behind Class 70 No. 70801 on Thursday, September 17.

CLASS 56 Nos. 56094 and 56096 travelled to Westbury from Doncaster on Saturday, September 19, being noted passing Bradford Junction at 17.30. The following day they were used on an engineer working at Ledbury.

They were again seen passing Bradford Junction at 09.00 with No. 56094, top-and-tailing with No. 56096 at the rear.

A couple of hours later they were seen on their way to Bescot Yard being towed by an unidentified Class 70.

TAMPER No. DR 73909 *Saturn* moved from Carnforth to Guide Bridge (via Chorley) on September 25.

RECENTLY reintroduced 17.04 Grangemouth-Sinfin was hauled by Class 56 No. 56087 on September 27. The train returned to Grangemouth the following day, hauled by Class 56 No. 56302

THE 11.28 Grangemouth-Carlisle New Yard was operated by Class 70 No. 70816 on September 27.

CLASS 37 No. 37610 was based in various Sussex sidings while on a driver's route knowledge refresher during week commencing October 5.

On the evening of October 5 it was berthed at Brighton after visiting Littlehampton and Bognor Regis. The following day it was noted at Haywards Heath, Hove and Preston Park.

On October 7 it was observed running up and down the Arun Valley line between Three Bridges and Bognor Regis before a night stop at Barnham.

It was noted at various Sussex stations along the west coastway route on October 9, before returning to Eastleigh.

COLAS Rail Class 56 No. 56078 moved three liquid tankers from Arpley Sidings, Warrington to Workington Docks on October 7. This locomotive later moved light engine from Workington to Crewe.

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THE evening peace of Thankerton was disrupted on Thursday, September 17, when the 6Z37/11.49 Inverness Terminal Complex-Tees New Yard passed under full power behind Class 37 Nos. 37685+ 37668.

CLASS 47 Nos.47804+47826 doubled-headed a 5V42 – an e.c.s. diagram made up of maroon Mk1 coaches – from Carnforth to Willesden on September 25.

WCR maroon-liveried Class 57 No. 57006 (on test) and Class 33 No. 33207 ran as light engines on a Carnforth-Hellifield-Carnforth circuit on October 8, and were seen passing through Lancaster 157 minutes early at 16.08.

WEST Coast Railways Class 37 No. 37706 was seen on October 13 dragging 'A4' Pacific Steam Locomotive No. 60009 *Union of South Africa* from York NRM to Castleton Hopwood Ground Frame and Bury ELR in order to get the 'A4' to Bury ELR for its last running period on the East Lancashire Railway.

Locomotive Services

SWALLOW-liveried Class 90 No. 90001 worked an additional Euston 12.32/1Z40 to Mossend train on September 25, comprising of maroon and cream Mk2 coaches Nos. 6311+17159+ 10520+6708+99993+6706+ 6705.

GREEN-liveried Class 37 No. D6851 (37667) left Crewe at 09.52 on October 8 to travel light engine to Carnforth. It later returned to Crewe pulling InterCity- liveried Class 47 No.47828.

HANSON & Hall are responsible for the movement between Ilford and Northampton of Class 315 units, which included Nos. 315833+ 315811 on their way to Northampton on September 25.

Nos. 315820+315824 joined them at Northampton on October 2.

The next move on October 6 found Nos. 315811+315833 returned to Ilford. Three days later, Nos. 315801+315815 were moved to Northampton.

Right: Network Rail's measurement train – led by No. 43013 *Mark Carne CBE* – sits at South Bank on Teesside waiting its path to return to Derby, having worked from Heaton depot on September 21. CHRIS MILNER

Below left: The Prestwick aviation fuel train was double-headed on September 17 because of the need to position a loco at the nearby Irvine Caledonian papermill for a working the following day. Colas Nos. 70816/56087 are seen awaiting departure from Ayr having run round with the loaded 6R46 0630 Grangemouth-Prestwick Airport. STUART FOWLER

Below right: DB Cargo No. 66100 *Armistice 100* passes through Carlisle with a rare daylight working of an MoD train, working from Longtown to Fenny Compton on October 1. AIDEN FORT

DC Rail

DC Rail Freights' immaculate Class 60 No. 60046 was stabled on Barton Hill depot Bristol on September 17.
Two days later it took Mk3 No. 12623 back to Wembley depot, returning with 12605.

It was back at Barton Hill again on September 26 when it moved coach No. 12605 back to Wembley.

On October 3, it was accompanied by No. 60055, when the pair took No. 12620 from Wembley to Barton Hill

DATS

THE Midland Main Line DATS train has been out again working overhead test trains between Leicester-Kettering-Bedford-Corby during the week commencing September 28. On that day, the train was seen on a 19.48 Rectory Junction-Bedford positioning move, formed of Class 43 HST power car Nos. 43076+ 43054, Class 90 No. 90035, Mk3 DVT Nos. 82115+ 82136, and Mk3 coaches 11090, 10237 and 11074.

Derby RTC & Network Rail

GBRf Class 73 Nos. 73963 and 73961 worked a 10.14 Derby RTC-Tonbridge light engine move on September 2. A further light Class 73 movement occurred on September 19, when No. 73964 formed a 10.40 Derby RTC-Tonbridge West Yard move.

DEPARTMENTAL Class 950 No. 950001 was noted stabled in Reading Triangle sidings on September 16-17.

NETWORK Rail's *Plasseur & Theurer* No. DR 73113 was stabled in Lancaster's downside south siding on September 17, having arrived earlier that day from Crewe at 11.40.

LARGE logo blue Class 37 No. 37407 and InterCity-liveried No. 37419 top-and-tailed a Network Rail rake of yellow coaches on September 28 from Derby to Carlisle via Whitehaven, seen passing through Lancaster at 15.37.

THE NR yellow HST passed Prestatyn just after 14.00 on October 8 working from Derby RTC to Holyhead.

THE 5Z53/10.00 Inverness Milburn Yard-Carlisle was observed passing Thankerton on October 15. The train compromised of No. 975025 *Caroline,* being propelled by Class 37 No. 37421, running about 65 minutes earlier than planned.

Our thanks

THE Railway Magazine's thanks for information go to: Paul Atkinson, Mike Bechley, John Bibey, Gene Collins, Mike Cooper, Kevin Driscoll, Chris Fryers, Andrew Hurrell, Barry Knock, Sean Morris, Richard Moxon, Tony Page, Jon Preston, Mark Reynolds, John Roxburgh, Terry Smart, David Smithson, Mike Stanbury, Colin Stoate, Mike Thompson, Roger Tozer, Jeff Treece, Ian Walton, Craig Wellum, Chris West.

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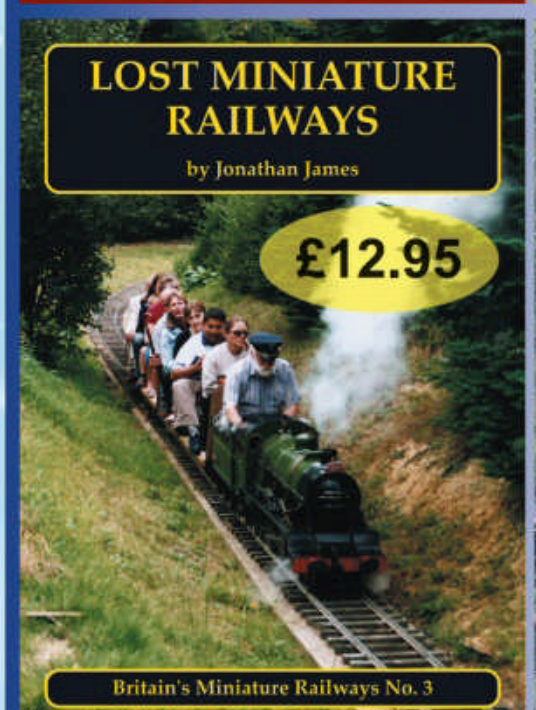
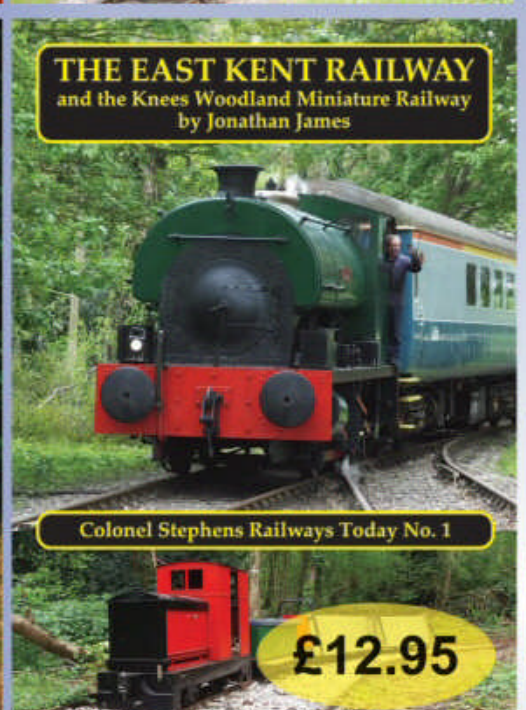


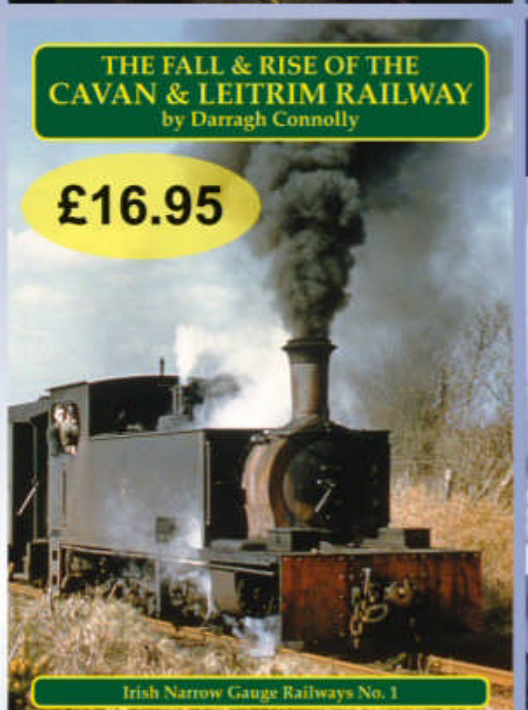
THE EAST KENT RAILWAY and the Knees Woodland Miniature Railway

by Jonathan James



THE FALL & RISE OF THE CAVAN & LEITRIM RAILWAY

by Darragh Connolly



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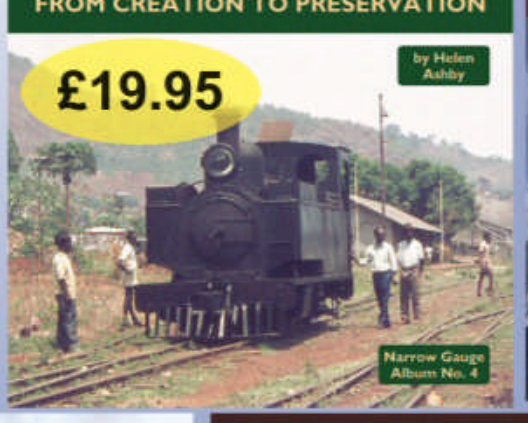

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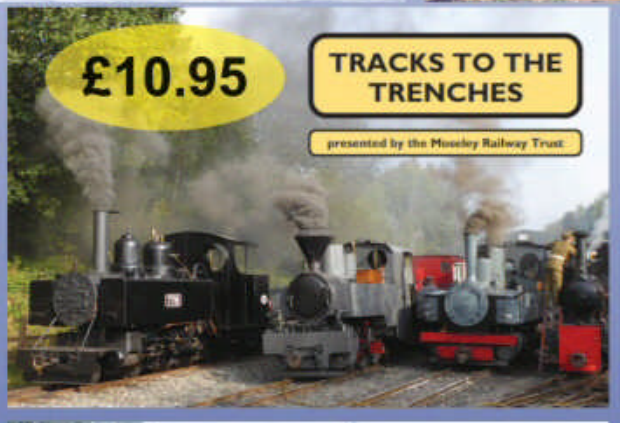

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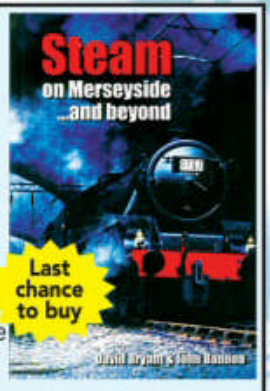
Steam on Merseyside and beyond



By David Bryant and John Bannon

This is one mighty tome, but it is packed with pictures, stories and information about the railways around Merseyside covering the 1955-68 era. A book of many parts, one of them contains the first-hand recollections of some of the steam crews of the area, and fascinating they are, too. However, like any big industrial area, it was about the locomotives, many different classes, from the diminutive 'Pug' 0-4-0ST to the '9F' 2-10-0s that worked the iron ore trains from Birkenhead to Shotton, and this book tells the story of those locos, too. Then there were the race specials, enthusiast specials, and the characteristics of the stations, infrastructure and people that made up the area.

Each page is well illustrated, as well as being a diary of traffic and movements around Liverpool, plus Railway Clearing House maps, too.

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ISBN 978-1-872839-13-4, hardback, 416 pages, 570 colour and B&W photos, £30.

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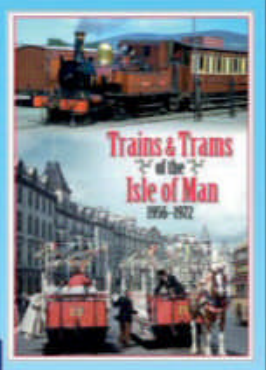

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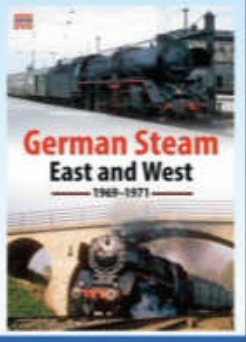

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This updated version of the Lancashire Triangle books first published in 1996, brings together the Wigan-Tyldesley-Eccles route and the Tyldesley-Leigh-Pennington branch that were constructed under the L&NW 1861 Acts. Plus the "Black Harry " line from Patricroft to Clifton. Updated text with, but for a handful of exceptions, a complete new set of over 200 illustrations, many in colour, with notable contributions from the late Jim Carter and W.D.Cooper. 190pp, maps, many original L&NW, some in colour, plus TTs, Hardback.

As reviewed by the Railway Magazine

"The book traces the route radiating from Wigan and looks at each key destination in detail, making good use of descriptive introductions and high quality mapping. Where the book really scores for this reviewer is in the lavish use and quality of the photographs, both colour and monochrome that take the story from the glory days of Webb 0-6-0s through to 9 Fs, Black Fives and BR blue diesels. This book is a must for any enthusiast with connections to the North West and those with an interest in the coal industry"

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By D.J.Sweeney

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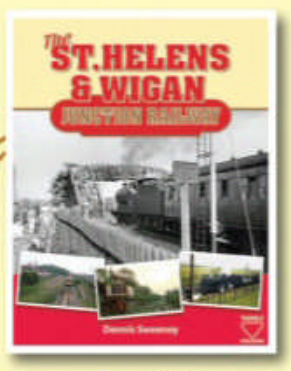
The Wigan Junction Railways

opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892 after many trials and tribulations not the least of which were financial. 127pp, 139 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket.

As reviewed by the Railway and Canal Historical Society:-

The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative. The photographic subjects include locomotives,railcars, DMUs, stations, structures, signal boxes, junctions, rolling stock, mining and other industries. Copious maps, diagrams and ariel views provide a useful aid to routes, station layouts and locations. Each book contains a bibliography. The books are well produced both in content and appearance and provide a useful contribution to the history of two branch lines about which little has been published previously.



The St.Helens and Wigan Junction Railway

By D.J.Sweeney

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The St. Helens & Wigan Junction Railway,

first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open and again the coal deposits east of St. Helens, in particular at Haydock and Golborne, and other St. Helens industries were the main attractions of this line. 120pp, 144 illustrations, some in colour Line maps T.Ts etc. Hardback, colour jacket.

As reviewed by Steam Days:-

It is the story of these locally promoted lines, operated by the MS&LR from inception and absorbed by the GCR in 1906 that these books explore. Both of these titles draw exclusively from original research and include a varied and interesting mix of black and white and colour images, track diagrams, maps and documentation including contractors drawings. Appendices in both books offer a selection of timetables which serve to inform that Wigan enjoyed a fairly generous service throughout the day to Manchester Central and that the St. Helens passenger service was pretty dismal. I enjoyed these two titles which offer fascinating and detailed accounts of a part of the network that will have no doubt, passed many by.

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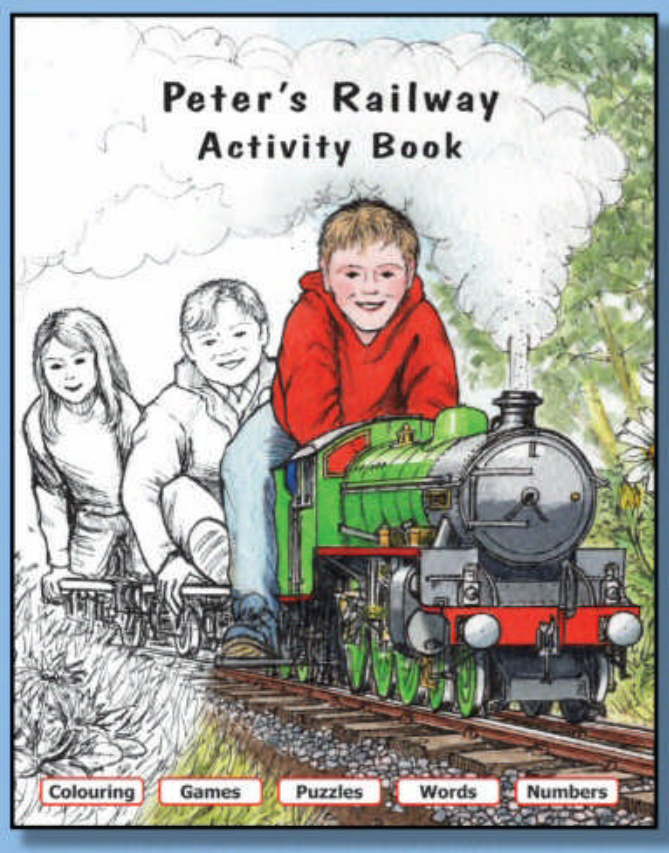

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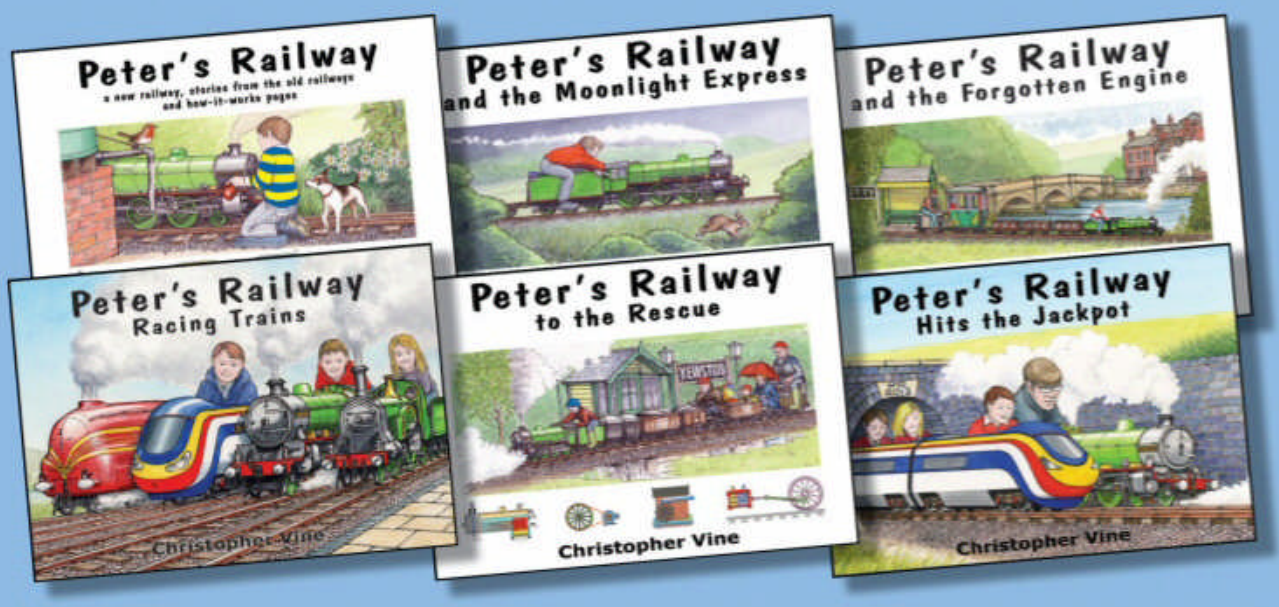

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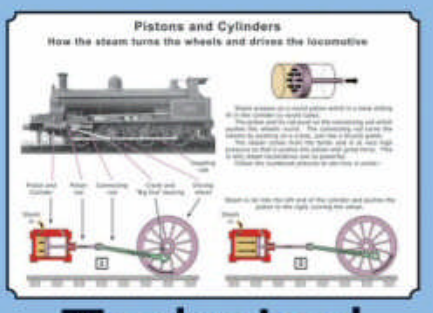

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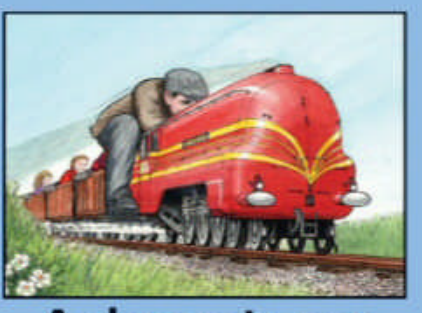

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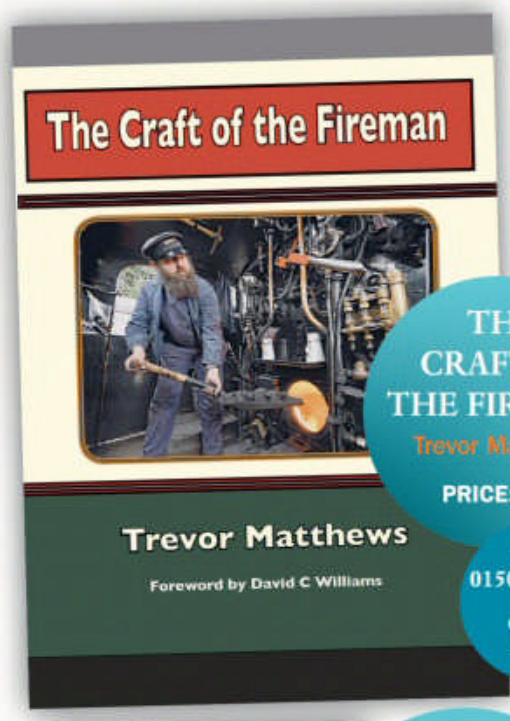

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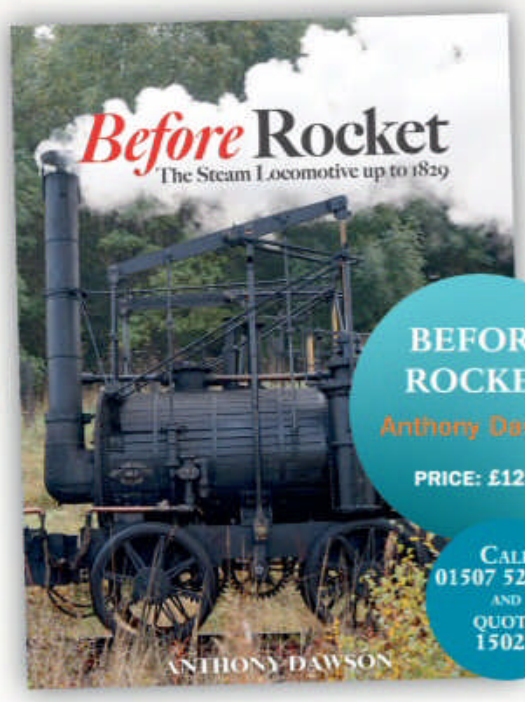

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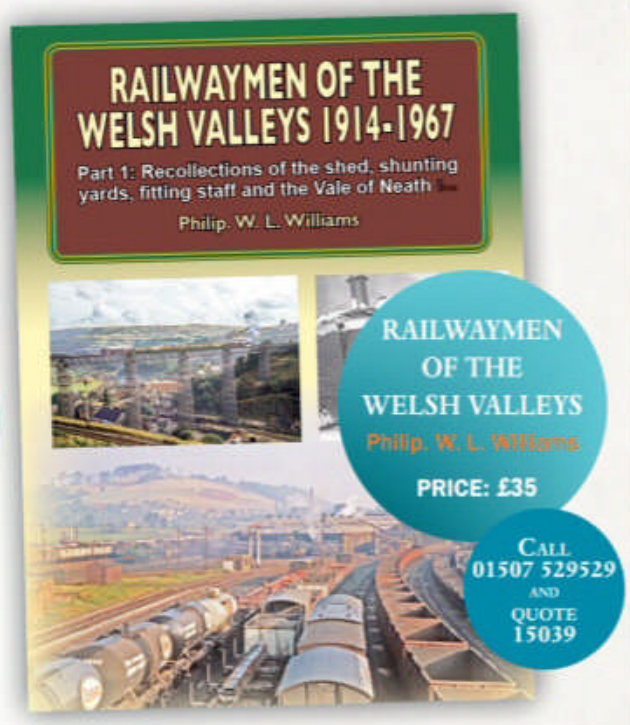

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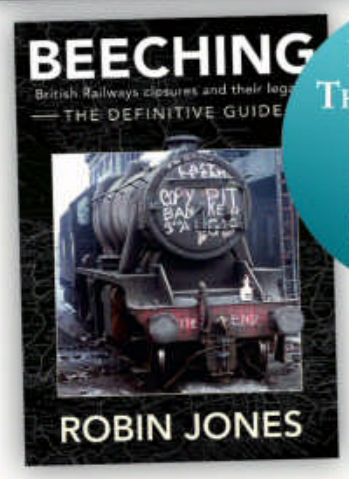

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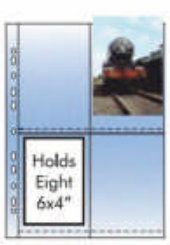

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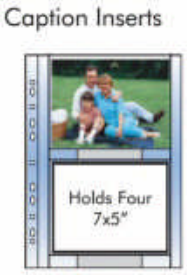

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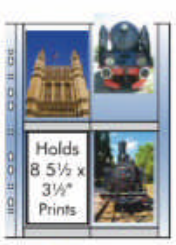

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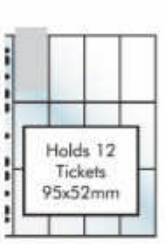

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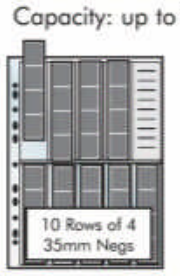

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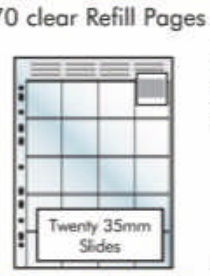

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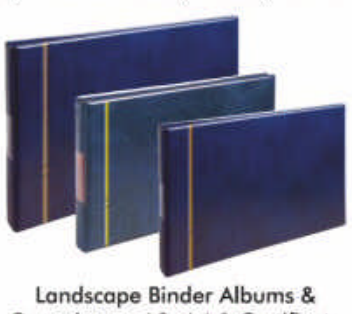

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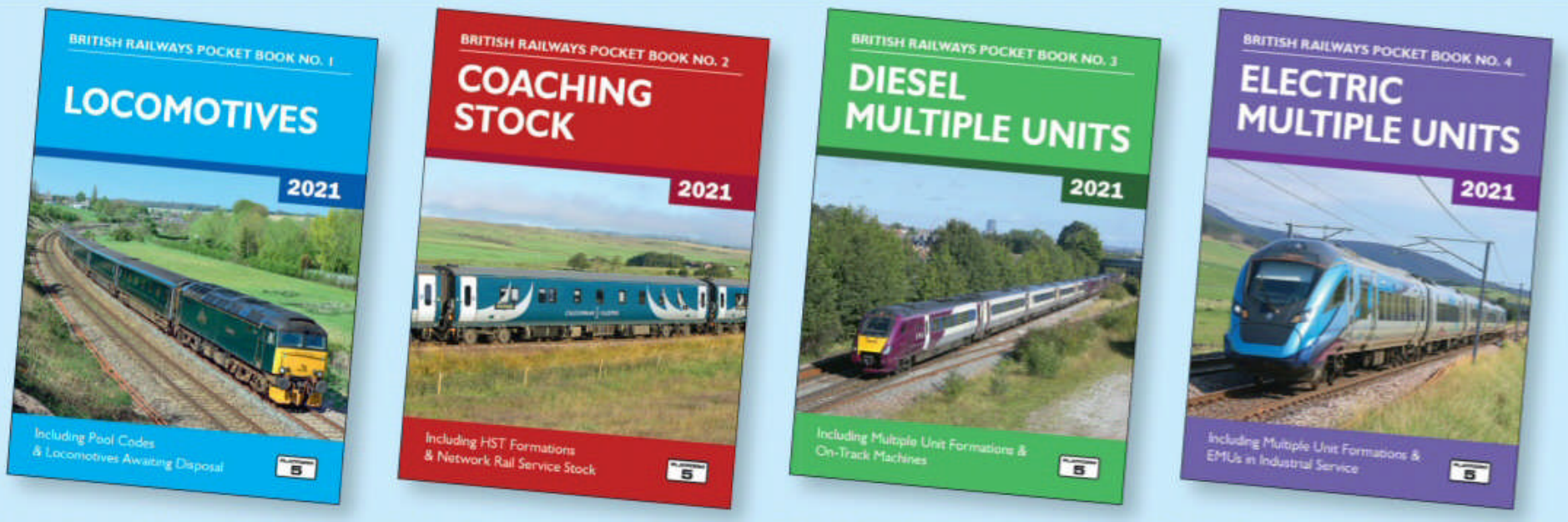

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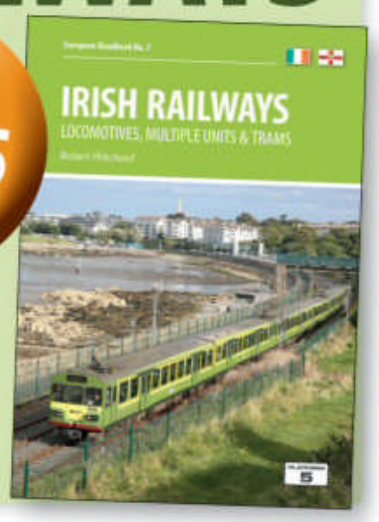

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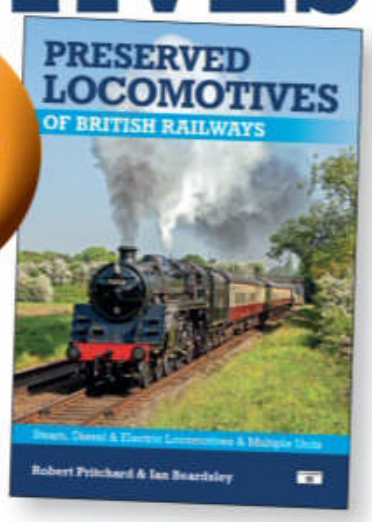

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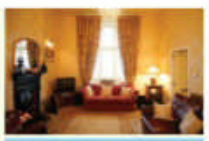

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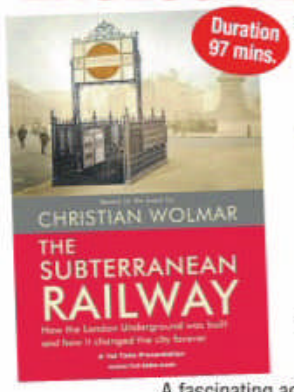

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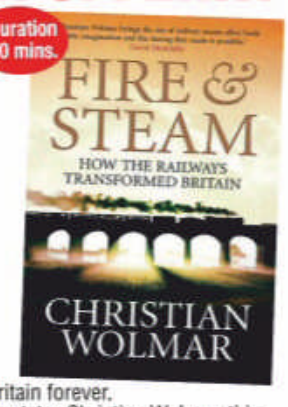

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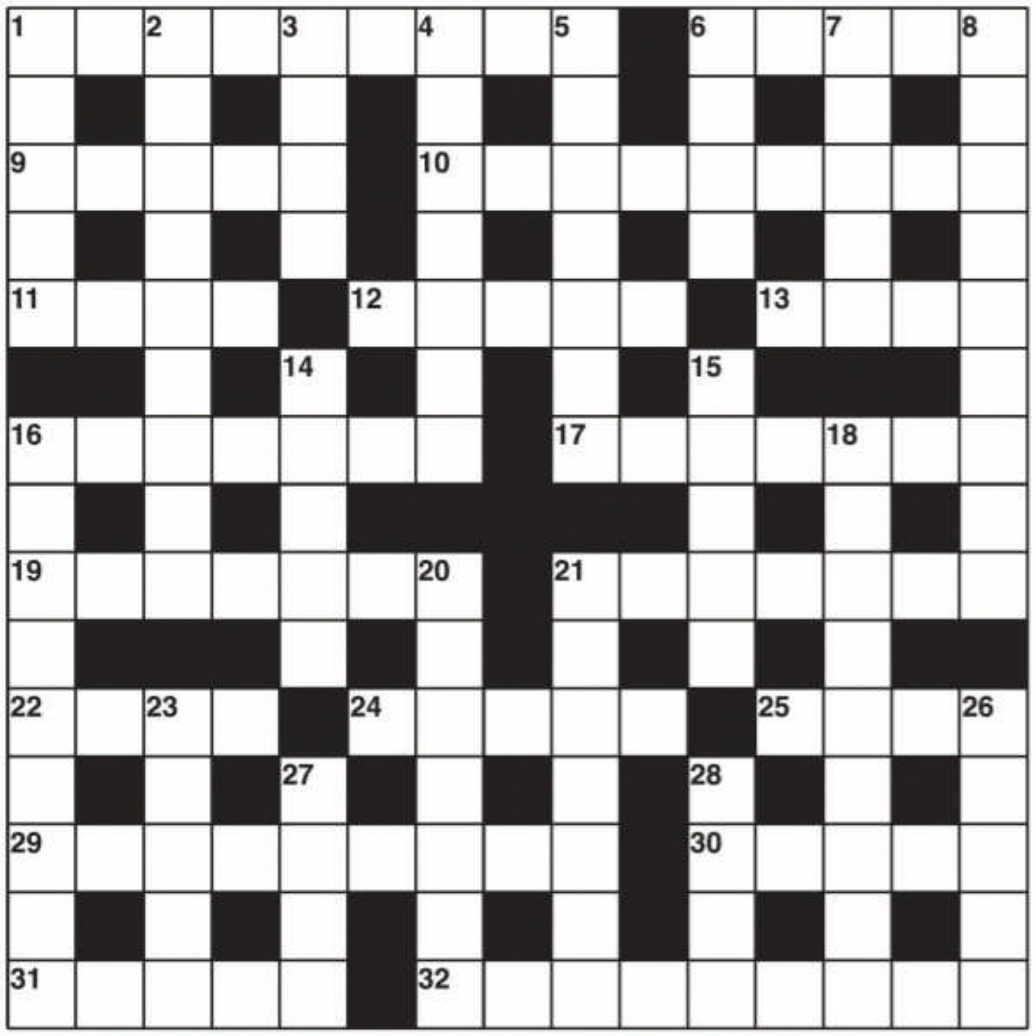

Across

1 City with Shrub Hill and Foregate Street stations (9)
6 See 9 across
9 and 6 across *John* ___, Class 60 No. 60066 (5,5)
10 Resort featuring the Great Orme Tramway (9)
11 Former MSJ&AR station, now served by Manchester Metrolink (4)
12 *Earl of* ___, GWR No. 5054 (5)
13 ___ Vale Railway (4)
16 Station on the heritage GCR (7)
17 Station between Lairg and Helmsdale (7)
19 West Highland line station and summit (7)
21 See 14 down
22 Group associated with Waterloo! (4)
24 *Ocean* ___, 'Class 'A2/3' No. 60517 (5)
25 'Electrostars' and 'Networkers', for example (1,1,1,1)
29 Of a train service, come to the end of a journey (9)
30 ___ Castle, Swanage Railway station (5)
31 ___ & Brecon Railway (5)
32 ___ Corner, terminus of a branch from Purley (9)

Down

1 *City of* ___, preserved 'West Country' No. 34092 (5)
2 26 down loco control handle (9)
3 ___ Park, station on the Hayes branch in SE London (4)
4 London, ___ & Southend Railway (7)
5 ___ *Abbey*, 'Castle' No. 5084 (7)
6 'West Country' No. 34006, and 'Withered Arm' terminus (4)
7 *British* ___ *Line*, preserved 'Merchant Navy' No. 35018 (5)
8 Station between Chesterfield and Sheffield (9)
14 and 21 across '___ and ___', nickname for BR's early crimson and cream livery (5,7)
15 Broad ___, LSWR station east of Exeter (5)
16 ___ Junction, 'Waverley' line railway village and station (9)
18 ___ Junction, between LSWR and LB&SCR lines south of Guildford (9)
20 LB&SCR station between Three Bridges and East Grinstead (7)
21 C B ___, successor to Churchward on the GWR (7)
23 'Jubilee' No. 45580 (5)
26 *General* ___ *Navigation*, preserved 'Merchant Navy' No. 35011 (5)
27 The 'H' of HST (4)
28 Station between Norwich and Great Yarmouth (4)

November crossword entry form

Name

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Postcode

Tel Email

Send completed form (photocopies are accepted) to: November 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 January 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office.
You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.
DATA: Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the September issue.

Across: 1 Square 4 Acocks 9 Wath 10 Green 11 DART 12 Warren 13 Ian Allan 14 Leicester 16 Liss 17 City 18 Acton Hall 22 Dukeries 23 Twenty 25 Pier 26 Aller 27 REME 28 Rollox 29 Fowler
Down: 1 Swanage 2 Uther 3 Regents 5 Canons 6 Cadeleigh 7 Streaks 8 Devizes Castle 15 Cathedral 17 Courier 19 Ontario 20 Latimer 21 Mikado 24 Errol
September winner: Mr C Brown, Leighton Buzzard, Beds
Runners-up: Mr R Thurley, Llandudno, N Wales; Mr J Taylor, Wantage, Oxfordshire
The closing date for this month's crossword is Friday, December 4, 2020.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only

THE mystery picture last month (right) was of Fairburn 2-6-4T No. 42198 at Grangemouth station on September 7, 1955.

The station was opened to passengers in November 1861 at the end of the branch line, worked by the Edinburgh-Glasgow Railway Co.

It was also at a point where the Forth and Clyde Canal ended its 35-mile run from Bowling on the River Clyde, and the River Carron ran into the Forth from the Campsie Fells.

In 1867, the line and canal were acquired by the Caledonian Railway.

The docks expanded considerably because of a boom in Scottish coal exports, with a second branch line opening in 1911.

The port was kept busy during the First World War, supplying the Grand Fleet, but the second line closed in 1991.

The original line remained open to passengers until January 29, 1968.

Today, the line serves a number of logistics warehouses and the Ineos oil refinery, but there are calls to reopen the branch to passengers.

For this month, do you know where this station feature is (left)? Answer in the January issue.

Next month The December issue will be on sale on December 2, 2020. Thank you for choosing *The Railway Magazine*

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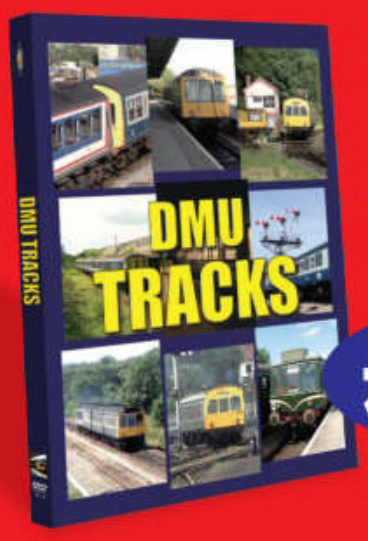

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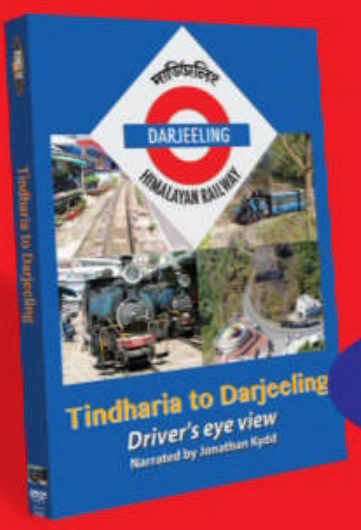

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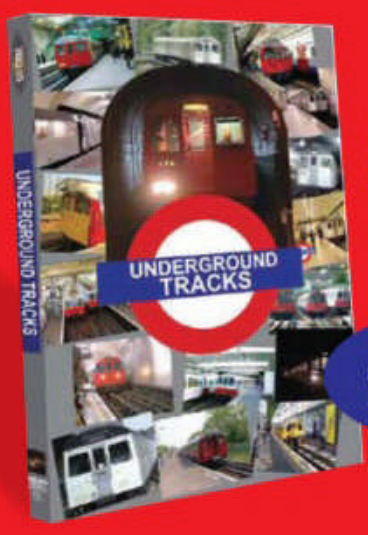

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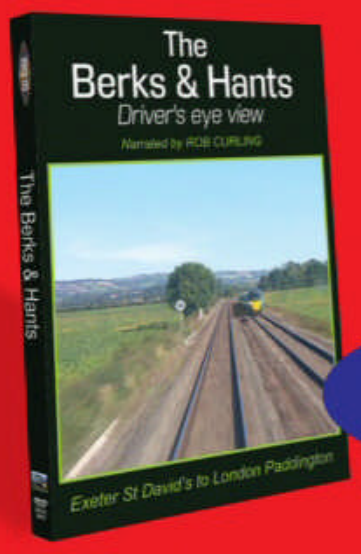

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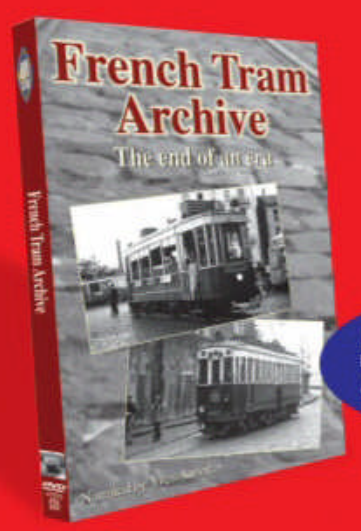

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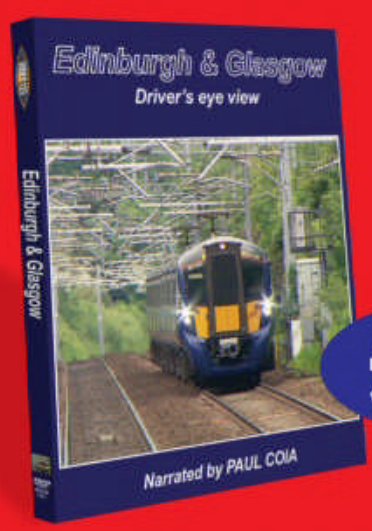

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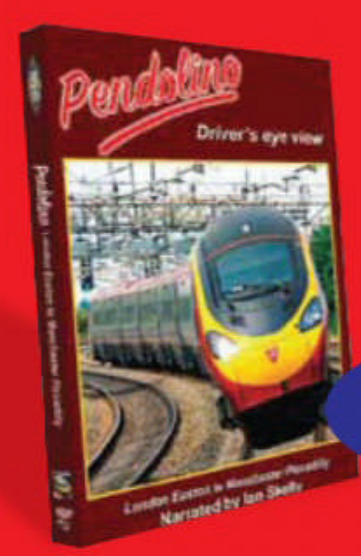

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