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December 2020

Magazine

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■ Eurostar and HS1 say future at risk

■ Pannier joins Ecclesbourne steam fleet



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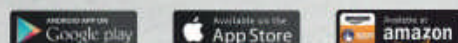


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Rail should be at the forefront of Prime Minister's decarbonisation plans

MANY of you will have heard about Prime Minister Boris Johnson's 10-point decarbonisation plan.

You'd expect that plans to electrify more of the rail network would be a key part of such an announcement, particularly with the end of new petrol and diesel car sales only 10 years away.

In the report, there was no new or forthright commitment to increasing network electrification from 38% to a more realistic 65-70%, other than "we will further electrify regional and other rail routes".

Hardly a dynamic statement, when you consider just a few years ago plans to electrify the Midland Main Line through the East Midlands was abandoned by Government in favour of bi-mode trains.

What is needed is a solid commitment.

The report also regurgitated old news of expanding rail routes around Manchester and Birmingham, reinstating Beeching closures, creating a Midlands Rail Hub, and Northern Powerhouse Rail to improve east-west links across the Pennines.

The emphasis towards hydrogen simply diverts attention away from the need to electrify. While hydrogen has a place, it's not mainstream, has high infrastructure costs and the technology is still being refined.

If we are genuine about reducing emissions and making the air around cities cleaner, it must

also involve more groups: planners, developers, infrastructure providers, transport operators and rail user groups need to sit with each other and work out the best strategies.

There is a need to challenge and influence both local and wider transport plans in order to make journeys simpler, affordable and emission free.

Passengers need to feel encouraged and confident about being able to use public transport again.

However, the current decarbonisation plans still don't offer an option for rail to move away from diesel quickly enough. The way forward ought to be with small fill-in electrification schemes, giving quick wins, but there needs to be a long-term strategic plan for electrification with the necessary funding.

The process must involve train manufacturers, so they can scale up and offer a product where a diesel engine is not the primary power source.

It has to be the way forward.



TRAIN OF THOUGHT Editor's Comment

Safety 'hot potato'

WHENEVER there is a serious incident on public transport resulting in injuries or fatalities, the phrase 'safety is our No. 1 priority' is always trotted out by a spokesperson.

The RAIB report on the two track workers killed at Margam makes disturbing reading, particularly in relation to the prevailing safety culture and a lack of willingness to challenge working practices.

The fact there have been 45 similar incidents with track workers since 2005 is a big concern, and lands a very 'hot potato' in Network Rail's lap.

Now take a look at these pictures of Tyseley station, in the Birmingham suburbs, sent in by a concerned reader. The poor state of both platform canopies displays an appalling air of dereliction, but what kind of message is the railway sending to



customers about its attitude to safety?

Can anyone be sure turbulence from a passing train or strong winds won't disturb a roof panel or fascia board, with the potential to injure a passenger, staff member or hit a train?

Assets that are neglected lead to increased risk and repair costs, but signs of neglect often have other problems hidden below the surface, thereby adding to the safety risks.

We are frequently reminded safety is the No. 1 priority; but is it?

Good riddance 2020

WE ARE almost at the end of the most awful year I can remember.

Everyone's life has been disrupted by this terrible pandemic, far more than we could have imagined, and our faith for getting back to normal lies with the scientists and vaccines.

Thank you for sticking with *The RM* during some very difficult and challenging times, and

thanks to my team who really have gone beyond the call of duty to ensure *The RM* was published every month.

Next year *has* to be better, so stay with us as there are some exciting things on the horizon.

In the meantime, have a safe and peaceful Christmas and here's to a Happy New Year.

CHRIS MILNER, Editor



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December 2020. No. 1,437. Vol 166. A journal of record since 1897.

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The first Class 484 unit for the Island Line is seen at Sandown on the Isle of Wight on November 19. The Vivarail units will replace the aged '1938 Stock'. JOHN FAULKNER

Network Rail safety concerns raised after Margam accident report, first Class 484 reaches Isle of Wight, Eurostar and HS1 say future could be at risk, DfT under scrutiny over ERMAS, Hinckley rail bridge is most struck in Britain, Paxman engine factory closes.

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Hawksworth 0-6-0PT No. 9466 departs Duffield on the Ecclesbourne Valley Railway on October 30 during its first week of running since arriving on the line. A new agreement will see the loco based at Wirksworth for the next five years (see page 61). ROBERT FALCONER

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INSET 2: TransPennine Express 'Nova' fleet performance.

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The much-anticipated return to service of 'Castle' No. 4079 *Pendennis Castle* came another step closer on November 7 when the 4-6-0's boiler was reunited with the frames at Didcot Railway Centre following a successful steam test. The milestone puts the locomotive on course for a triumphant comeback during the Great Western Society's 60th anniversary next year. FRANK DUMBLETON/GWS

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It's that time of year again when we present our annual festive ghostly tale, so sit back and read on as Russell Carrof tells of a strange encounter on a Lancashire station.

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Last month marked the centenary of the return of the body of the Unknown Warrior. Keith Fender recalls this poignant story.



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WE WILL REMEMBER: The Unknown Warrior - p44

RAIB highlights Network Rail safety concerns over Margam fatalities

A REPORT from the Rail Accident Investigation Branch (RAIB) into the death of two track workers at Margam, South Wales, on July 3, 2019, has resulted in 11 recommendations – nine of them addressed to Network Rail.

In the Margam incident, two track workers were struck and fatally injured by a passenger train at Margam East Junction on the South Wales main line. A third track worker came very close to being struck.

All three were part of a group of six staff carrying out maintenance on a set of points, with the men struck by an GWR IET train at 50mph.

RAIB says the accident occurred because the three track workers were working on a line that was open to traffic, with no formally appointed lookouts to warn of approaching trains.

All three workers were almost certainly wearing ear defenders, because one of them was using a noisy power tool.

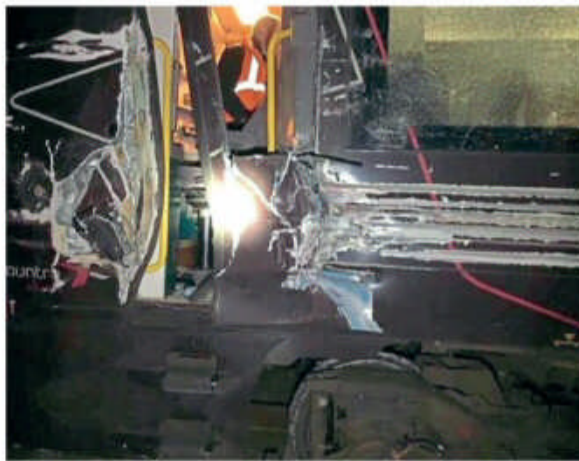
None of them was aware the train was approaching until it was too late for them to move to a position of safety. Acoustic tests have shown the men would not have been able to hear the train's warning horn.

RAIB also identified a safe system of work was not adopted and alternative arrangements became progressively less safe.

RAIB's report has again raised concerns about Network Rail not adequately addressing the protection of track workers from moving trains.

Analysis from October 2005 to December 2019 shows 45 track-worker accidents and near-miss incidents, and while there is no dominant cause, RAIB says there are 'overlapping factors' which include:

- use of unofficial working practices
- perception of risks by experienced staff



Above: Some of the damage sustained to the side of No. 170107 at Bromsgrove.

Right: LNER IET No. 800109 derailed on the approach to Neville Hill depot. The RAIB has raised questions over the susceptibility of the type of train to derail in a low-speed collision.

PAUL BICKERDYKE



- poor safety critical communications
- COSS distraction
- unwillingness to challenge unsafe working or cultural issues.

A further recommendation was addressed to the Rail Delivery Group, in consultation with Network Rail and RSSB, and recommends research into whether train horns should automatically sound when a driver initiates an emergency brake application.

Tragic

Chief inspector of rail accidents Simon French said the deaths were tragic, but reinforced the need to find better ways to enable the safe maintenance.

He added the railway has a lot to do to cultivate and support a generation of leaders who are able to make a real difference to track safety.

The Margam report was, unusually, followed by three others in a seven-day period.

A report into the rear-end

collision between an LNER Class 800 Intercity Express Train and a HST on the depot access road at Neville Hill, Leeds, on November 13, 2019, occurred because the driver of the IET was focused on reinstating an on-board system, which he had recently isolated, instead of focusing on the driving task.

This was exacerbated by him unintentionally commanding too much acceleration because of his lack of familiarity with the train. It was only the third time he'd driven an IET solo.

The IET No. 800109 was travelling at 15mph when it hit power car No. 43300, which was moving at 5mph. Some bogies of the IET were derailed.

RAIB says the driver's lack of familiarity with the train probably arose because LNER had not recognised his training needs were greater than for his peers.

RAIB made five recommendations – two are addressed to LNER and relate to the set-up of the train management system and

ensuring the documentation provided by Hitachi has not led to any other safety issues.

Because the design of the IET is susceptible to derailment in low-speed collisions, resistance to derailment and lateral displacement in low-speed collisions, was not considered by the train's designers, so RAIB has asked the Rail Safety & Standards Board if it is appropriate for the crashworthiness standard to be modified.

Buffer stops

RAIB has also reported on the collision between a CrossCountry Class 170 and a derailed Class 666 at Bromsgrove on March 23 this year.

The Class 66 had been sent to act as a freight-banking loco, but ran through the buffer stops, ended up foul of the main line, and was almost immediately hit by the DMU.

This resulted in several broken window and extensive bodyside damage to the unit and cab

damage to the Class 66.

The cause, RAIB says, was because the Class 66 driver had become distracted from the driving task by personal issues arising from the national Covid-19 lockdown announced earlier in the evening.

RAIB has made one recommendation to Network Rail to review its processes and standards for managing buffer stop collisions.

It also identified three learning points for drivers, relating to compliance with mobile phone policies in the driving cab, informing signallers of accidents, and safe exit from trains during an incident.

In the final report – a freight train derailment at Wanstead, south London, on January 23 – the cause was identified as track spread on longitudinal timbers on a bridge.

Track recording identified widening six times, but correcting the problem was not helped by erroneous GPS data, leading to work nearby on three occasions.

More support for digital signalling

THE DfT has allocated an extra £1.2million to accelerate development work on digital signalling upgrades on three key main lines.

The money will support Network Rail feasibility studies into replacing signalling between Warrington and Wigan on the West Coast Main Line, sections of the Midland Main Line, and Anglia's Peterborough to King's Lynn route, with modern in-cab ETCS equipment.

Railways remember the fallen



POIGNANT tributes were paid to railway employees who made the ultimate sacrifice in past conflicts on November 11. At London Paddington, many poppy wreaths were laid in front of the war memorial on platform 1.



In Scotland, Network Rail bathed the famous Glenfinnan Viaduct in red lighting to represent the poppy, as part of its national tribute to the fallen. PICTURES: GWR/NETWORK RAIL

First Vivarail Class 484 arrives on Isle of Wight

THE first train of an order for five two-car Vivarail EMUs to replace the oldest rolling stock in operation on the national network has arrived on the Isle of Wight, in a move representing a new era for the 8½-mile Island Line.

No. 484001 rolled off the ferry at Yarmouth on November 19 for a photocall with SWR managing director Mark Hopwood and local MP Bob Seely.

The units were unloaded at Sandown, where there is access for plant and engineers equipment.

The trains have been fully refurbished and modernised, and designated Class 484, with these former District Line trains continuing the island's use of former Underground stock.

They will replace the eight Class 483 Underground trains that date from 1938, and which arrived on the island in 1989.

The current 82-year-old units have been viewed for several years as life expired, and at times it has been a struggle to field enough serviceable units from the three still in traffic.

Other units have either been cannibalised for spares, some sets

having been scrapped.

The Vivarail trains will represent a massive step change for Island Line passengers.

The new trains are taller than the current trains so less claustrophobic, have improved seating, wheelchair space, passenger information screens, and LED lighting.

They will be fitted with free wi-fi, USB charging sockets, have CCTV, and will be hopefully far more reliable.

There will also be an option to run longer trains when demand is needed.

Upgrade

Introducing the new Vivarail trains is part of a £26million investment in the Island Line. To accommodate the new units, the railway will close from January 4 to March 31 for upgrade work.

The upgrades involve platform height alterations, reinstatement of the passing loop at Brading to allow a balanced 30-minute service frequency rather than the current 20/40 minutes, and track and signalling changes.

Currently, there is no



One of the new Class 484 Vivarail driving vehicles that are replacing the 1938 stock on the Isle of Wight is transported off the ferry at Yarmouth on November 20. SWR

information on when the units will begin testing along with driver/guard training duties.

The pending demise of the rolling stock has led to an increase in enthusiast visits to photograph and ride the 1938 stock.

In July, SWR invited expressions

of interest from preservation groups interested in taking one of the six surviving Class 483 units on withdrawal. There are indications one set could go to the Epping Ongar Railway, and the Isle of Wight Railway may have one as a static exhibit.

'Future at risk': Stark message from Eurostar and HS1 CEOs

THE future of the Eurostar operation along with the HS1 rail link it uses is at risk unless there is Government intervention, the companies two CEOs have warned.

Writing jointly in the *Independent*, Dyan Crowther, CEO of Highspeed 1 and Jacques Damas, CEO of Eurostar, said the two companies have used their own resources to remain afloat, neither being eligible for the level of Government support schemes provided for domestic rail or airlines.

However, in a stark warning, they say unless there is urgent Government intervention, there is a great risk the iconic service will be left to fail, threatening

jobs, connectivity, and reversing the progress to reduce travel emissions.

A massive 95% downturn in the numbers of passengers using Eurostar services to Paris, Amsterdam and Brussels as a result of the Covid-19 pandemic, coupled with the forthcoming Brexit deadline, has left Eurostar operating just two return trains per day.

Access charges

Eurostar's highest fixed costs are its track access charges, with those for using HS1 in the UK being three times per kilometre what they are in Europe.

As a minimum, Ms Crowther and M Damas are asking for a temporary review of these

charges in order to allow Eurostar and HS1 to survive this crisis, protecting the future of the high-speed rail link.

Eurostar has put in place extensive cost-cutting measures, but claims it has also worked to protect employees.

It has also secured more than £200million additional financing from shareholders, but says this funding is finite.

The two CEOs said: "For more than 25 years, Eurostar has provided a unique link between the UK and mainland Europe for leisure and business travellers.

"Tourists arriving via HS1 pump £2billion into the UK economy each year and support the equivalent of 3,600

full-time jobs in the tourism industry, while businesses travelling by train contribute around £130million to the UK economy."

'Innovative solutions'

"What is proposed are innovative solutions to reduce quarantine restrictions, along with further testing on departure at terminals."

They added: "We are now at the point where we believe urgent Government intervention is essential to help our businesses and safeguard the high-speed rail connection to Europe.

"If Eurostar fails, HS1 will also fail, along with the domestic high-speed service."

Northern Powerhouse Rail 'transformation' plans handed to Government

By Ben Jones

WORK on the planned Northern Powerhouse Rail (NPR) network could begin as soon as 2024 if the region can secure funding from central Government.

Transport for the North (TfN) unveiled its preferred options for transforming the rail network, linking the major cities of northern England, on November 20.

Central to the project is the construction of new high-speed/high capacity lines between Liverpool and Manchester via Warrington and Manchester to Leeds via central Bradford.

These could be linked by a

new east-west underground station at Manchester Piccadilly, although current plans for HS2 Phase 2b do not make provision for this.

Journey times between Sheffield and Leeds would also be slashed by upgrading the line north from Sheffield to a junction with the eastern arm of HS2 Phase 2b, north of Rotherham.

Also planned is a major upgrade of the Sheffield to Manchester Hope Valley route to increase line speeds and capacity, electrification from Sheffield and Leeds to Hull, and 'significant upgrades' of the East Coast Main Line from Leeds

to Newcastle. There are also major changes planned at York, Northallerton and Darlington to eliminate bottlenecks and increase capacity.

Restoration of the Leamside line between Ferryhill, north of Darlington, and Newcastle is also proposed, creating an alternative to the congested double-track line via Durham.

The preliminary plan has been delivered to Secretary of State for Transport Grant Shapps, with further decisions set for January.

Work will continue with the Department for Transport for a business case to be submitted in spring 2021.

The Government's own

Integrated Rail Plan, which will set out how long-term investment in rail upgrades such as NPR, HS2 Phase 2b and the TransPennine Route Upgrade could be delivered, is expected to be published in December.

TfN says securing funding and commitment for the project is a critical component of the Government's ambition to 'level-up' economic performance of the North with the rest of the country.

Northern Powerhouse Rail Director Tim Wood said: "It is a significant moment for NPR that will deliver thousands of jobs, cut carbon and slash journey times."

PM Johnson's 'Ten Point Plan' disappointing

PRIME Minister Boris Johnson's '10-point' decarbonisation plan, which was announced on November 18, appears to offer little hope for widespread electrification for the railway network.

Mr Johnson spoke of investing in rail and bus services, "expanding rail routes around our big regional cities, including Manchester and Birmingham", and restoring lines removed in the Beeching era to give people the option not to drive.

There were no specifics other than to say "we will further electrify regional and other rail routes", and the first reopened rail line would be in 2023/24.

Only the short-listed winners for up to £50,000 feasibility funding in the first round of rail reopening bids have been announced, so the reopenings could be a tall order.

The day after this issue of *The RM* went to press (November 25), Chancellor of the Exchequer Rishi Sunak was due to announce major infrastructure investments, with the hope of new electrification schemes.

RMT leader Mick Cash steps down

MICK Cash, general secretary of the Rail, Maritime and Transport union (RMT), has announced his retirement.

He has blamed a "campaign of harassment" against him by factional groups within the union.

Mr Cash, general secretary since 2014, said the harassment had led to his authority being "systematically destroyed".

He has been on extended sick leave with stress.

Mr Cash says it had been an "absolute honour" to be elected twice as RMT general secretary.

He has also opened up publicly on the effect the situation has had on his mental health, and received much praise for doing so.

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Leicestershire bridge 'most hit' in Britain

A 15ft-HIGH railway bridge across one of Britain's main trunk roads has been revealed by Network Rail (NR) as the structure most hit by HGVs.

The bridge spans the A5 Watling Street on the Leicestershire/Warwickshire border, near Hinckley, and has been hit 25 times in the past year.

The line carries rail traffic between Leicester and Birmingham, and is a major freight route for intermodal traffic from Felixstowe to the West Midlands.

When *The RM* featured the problems of bridge bashing in the April 2017 issue, it was in eighth equal place with just eight strikes, but in the past year the number of strikes has soared to 25 – effectively once a fortnight.

Proliferation

The bridge is local to *RM* editor Chris Milner, who believes the increase in the number of strikes is connected to the proliferation of warehouse complexes along the A5 corridor from Crick, near Rugby, to Tamworth.

Hinckley councillor David Bill said: "This is an appalling record to have achieved.

"Every time this happens it causes disruption to both the rail and road networks, and this invariably leads to congestion on the roads through our residential areas.

"I have raised this issue on a continuous basis for as long

as I can remember, but there seems to be an attitude that the A5 can be improved to a dual-carriageway status virtually everywhere along its route until we come to Hinckley."

The second most-struck bridge, the Bromford Road bridge in Dudley, West Midlands, saw the most rail passenger delays attributed to bridge strikes, with a staggering 4,300 minutes – almost 72 hours – of disruption from 24 bridge strikes.

Dangerous

There has been a 11% decrease in incidents in the last financial year (April 1, 2019 – March 31, 2020), but bridge strikes remain a dangerous and costly concern.

Sir Peter Hendy CBE, chairman of Network Rail, said: "We've done a lot of work with partners across the industry in recent years to tackle bridge strikes, and it's encouraging to see our work is paying off, with numbers now on the decline."

Senior traffic commissioner Richard Turfitt has fired a warning shot to all goods vehicle and Public Service Vehicle (PSV) operator licence holders, telling them regulatory action could lead to the loss of their operator's licence should they fail to take appropriate measures to prevent bridge strikes.

Last month, *The RM* reported a case in Inverness where a driver was fined £630 and given seven penalty points on his licence, but such prosecutions are rare.



The notorious bridge on the A5 at Hinckley. It has sacrificial beams to protect it and an electronic height warning system on the approach, but it does not display vehicle registration numbers. GOOGLE

THE TOP TEN MOST STRUCK RAILWAY BRIDGES IN BRITAIN 2019/20:

- | | |
|---|--|
| 1. Watling Street Hinckley, Leicestershire - 25 strikes | 6. Thurlow Park Road Tulse Hill, London - 14 strikes |
| 2. Bromford Road Dudley, West Midlands - 24 strikes | 7. Carlisle Road Cleland, North Lanarkshire - 13 strikes |
| 3. St John's Street Lichfield, Staffordshire - 23 strikes | 8. Harlaxton Road Grantham, Lincolnshire - 13 strikes |
| 4. Stuntney Road Ely, Cambridgeshire - 19 strikes | 9. Stonea Road Stonea, Cambridgeshire - 13 strikes |
| 5. Abbey Farm Thetford, Norfolk - 16 strikes | 10. Coddenham Road Needham Market, Suffolk - 11 strikes |

Stonehaven reopens - fund tops £142,000

THE line between Stonehaven and Arbroath was reopened by Network Rail as planned on November 3 following the derailment of an HST on August 12, which saw two ScotRail crew and a passenger killed.

A fund set up by Aslef and the RMT union to raise money for the families of those who died – driver Brett McCullough, 45, conductor Donald Dinnie, 58, and passenger Christopher Stuchbury, 62 – has raised more than £142,000, and will be split equally between the families of the three men.

Special badges carrying the BR emblem and the fatal train reporting number 1T08 were snapped up by rail staff and have added £25,000 to the fund.

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Will 'Amtrak Joe' be good for US rail?

By Keith Fender

THE election victory of Joe Biden as the 46th President of the USA means the country has someone who is 'on record' as being pro-rail.

He spent decades from the 1970s commuting by train from Wilmington, Delaware to Washington DC when he was a member of the Senate, making more than 8,000 journeys.

It was this period that led to his nickname of 'Amtrak Joe' as he became so well-known to train crews and other rail workers.

Biden chartered an Amtrak train in Pennsylvania as part of his 2020 election campaign, and as vice president ensured then president-elect Barack Obama travelled to Washington for his inauguration in 2009 on a special Amtrak train.

Amtrak renamed Wilmington station as the Joseph R Biden, Jr Railroad Station in 2011 in his honour when he was vice president.

Biden's campaign manifesto promised 'a second great railroad revolution' with investment in passenger rail and electrification.

He toured a number of states



Hope for Amtrak long distance? The westbound 'Southwest Chief' from Chicago to Los Angeles seen passing Hinsdale in the Chicago suburbs with a pair of 'P42' diesel locos, led by No. 147, on July 4, 2019. KEITH FENDER

on his 'Build Back Better Express', stating it was about more than his love for trains, it was about meeting folks and discussing how to make their lives better.

Amtrak wasted no time welcoming Biden's win, with CEO William Flynn posting a congratulatory message on the company website.

However, what a Biden presidency will actually mean for America's rail industry is not clear, although for the first time in four years, the annual threats by President Trump to defund Amtrak long-distance services should become less strident.

In the short term it's likely Amtrak and commuter rail and subway operators will

receive more funding to cover coronavirus costs and lost revenue.

Amtrak has furloughed thousands of employees and reduced service frequencies from daily to three times a week on most long-distance routes.

It is also cutting investment in track repair and improvement for those routes it owns.

Whether Biden will try to reform Amtrak to make it more sustainable long term is unclear.

Longer term, the President elect is expected to provide funding for existing and planned high-speed rail projects as part of his wider agenda to reduce reliance on oil and gas.

Completion of new tunnels

under the Hudson River, between New York and New Jersey, to supplement the existing, but life-expired, double-track North River Tunnel, is an obvious candidate.

This could create thousands of jobs as could the partly built high-speed line between San Francisco and Los Angeles.

The Biden administration is likely to reimpose restrictions on some hazardous freight, removed by President Trump, but whether he will incentivise electrification of freight railroads is uncertain.

USA once had many electrified freight lines, but all have either been taken over by diesel locos or closed.

Harsh criticism for DfT over ERMA delays

By Tony Miles

A TRANSPORT Select Committee (TSC) hearing led to stern words from chairman Huw Merriman over a delay in him being allowed to see emergency recovery measures agreements (ERMAs).

The meeting took place on November 18 and saw evidence from both DfT and TOC staff.

Rail Minister Chris Heaton-Harris said: "The Treasury has allowed us to enter into these ERMA contracts that last up to 18 months, giving us some time to plan for the future."

The TSC said it was keen to understand what TOCs were required to do for their management fee of up to 1.5% of the cost of running the businesses.

The committee also noted that contracts had been drawn up hastily by the Government and were not particularly well

defined. Mr Merriman added he wanted detail about how these contracts are operating.

Mr Merriman also questioned both the minister and passenger services director Peter Wilkinson on when the committee would see the ERMA's.

He said: "We have been trying to get hold of copies of contracts for over a month now and we still haven't got them."

'Redacted'

"So, on this basis 'as soon as reasonably practicable' is lawyers' speak for giving me the bird. When will we get a copy of these redacted contracts? Can I push you for a date, please?"

Mr Wilkinson agreed he understood the frustrations of the committee, but replied: "They are very big contracts which are commercially sensitive, and we do have to go through a process of redaction for very sound commercial reasons."

Mr Wilkinson added the train operators have to check the redactions and comment, before admitting he "would expect to be able to get ERMA's to the committee early in the new year".

At this point a clearly irritated Mr Merriman interrupted and said in no uncertain terms. "Peter, I find that wholly unsatisfactory. I used to redact contracts, and it does not take that long."

"You sit in a room with the other party, and you redact them. I can lend you the black marker. It is not acceptable to hear 'New Year'."

"These are contracts where there are billions of pounds of taxpayers' money riding on it, and we still haven't seen a copy of it."

"It's a lack of transparency for Parliament. It needs to be before the end of this year. I'll leave that with you."

No service or staff cuts planned – for the moment

By Tony Miles

FEARS of service or staff cuts on the back of the pandemic have been allayed by Rail Minister Chris Heaton-Harris, at least for the time being.

He indicated timetables may change in the future to reflect changing travel patterns, but there are currently no plans for significant service cuts.

He said: "No one knows what's going to happen to commuter traffic coming forward."

Mr Heaton-Harris did however suggest the pandemic could see a more robust timetable in the future as services are planned to ensure better performance, and added there would be cross-industry working with Network Rail to create resilient timetable.

He added operators have worked together to remove some of what he said are called "toxic trains", with the network having performed much better.

As to how long the Treasury will continue to subsidise a lightly used railway and the time arrives to reduce some of the



Class 170 No. 170460 arrives at Knaresborough with the 11.59 terminating service from Leeds on November 21. Capacity upgrades are planned for this route by Network Rail. CHRIS MILNER

train service frequencies and reduce capacity, Mr Heaton-Harris said: "We haven't got to the point where we need to look at that yet."

"There has been no conversation that I've had with the Secretary of State or anyone else to say, well, in 'X' period of time we will need to cut services."

'Resilient railway'

"The Government has put taxpayers' money in to maintain a resilient railway, and we're going to bring forward a package of reforms to change the railway to make it more passenger focused."

"We believe it will lead to more passengers coming back to the railway."

"There's no reason to expect

they will not come back in good numbers in the future."

Mr Heaton-Harris confirmed the DfT has asked operators to look at where their passenger demand is and what services are required to service that demand properly.

This could lead to more or fewer services, but the DfT is building a picture.

On rumours the Treasury might be looking to lower levels of support for rail through staff cuts, the Rail Minister said.

"We have these fixed costs, fantastically expensive assets, and in any business you'd look to sweat them a lot better. Lots of different things can be done to both stimulate more custom, and be more efficient in the way we run our railway."

Retailers hampered by port congestion

RETAILERS that have already had a bleak time in 2020 with a lack of footfall or forced closure are having to face the additional problem of a lack of stock to sell.

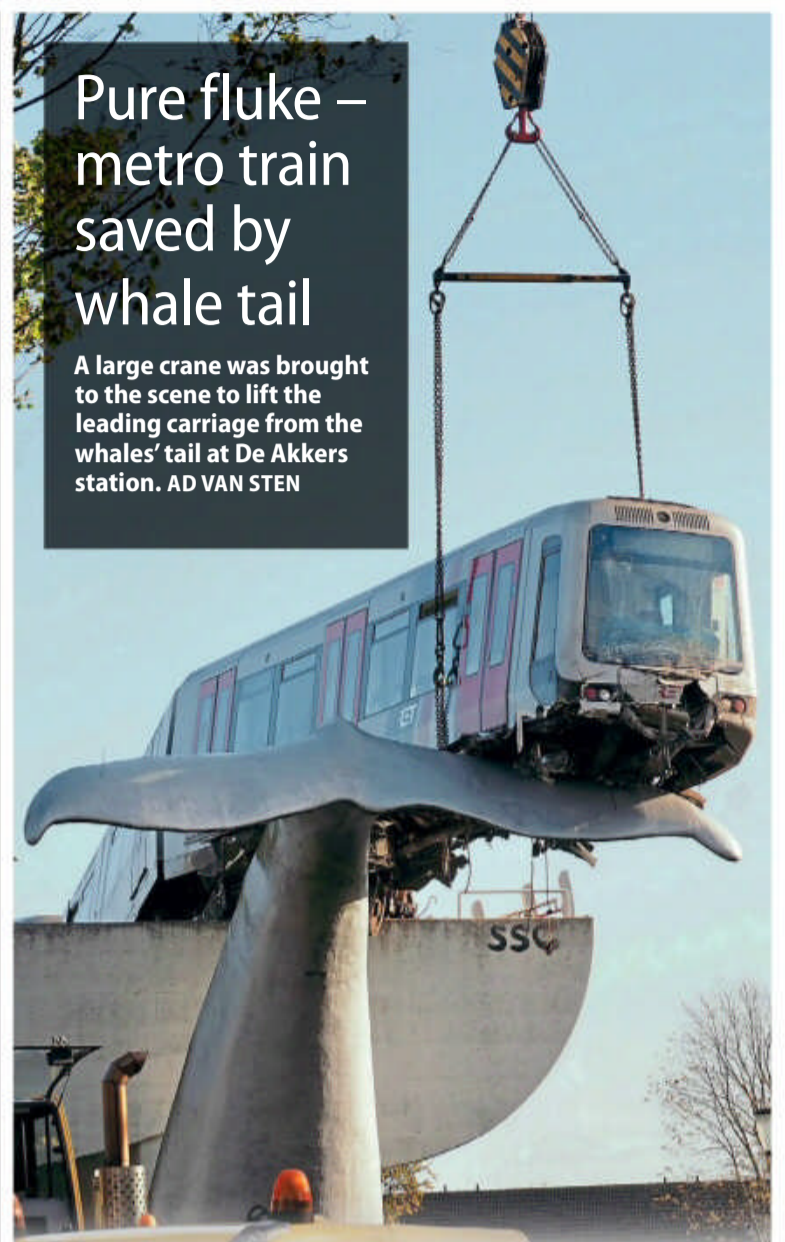
Delays in handling imported containers at the Port of Felixstowe – which stem from increased orders and Brexit stockpiling – are at the forefront, but the cost of transporting

a container from Asia has quadrupled, and some are refusing to import.

At one point, there had been 11,000 containers of Personal Protective Equipment (PPE) on the docks waiting to be distributed, which rail freight operator Freightliner moved to London at short notice.

Space on intermodal trains has

been at a premium as rail services have been impacted by the delays. Hutchison UK, which runs Felixstowe, said the problems could continue into the new year. ■ Neil Sime, former managing director of Victa Railfreight, is the new chairman of Rail Freight Group. He takes over from Ken Russell, a director at John G Russell.



Pure fluke – metro train saved by whale tail

A large crane was brought to the scene to lift the leading carriage from the whales' tail at De Akkers station. AD VAN STEN

By Keith Fender

RARELY do minor accidents on metro systems make global news but Rotterdam's RET metro managed that on November 2 when an empty train failed to stop at the Metro Line C and D terminus at De Akkers in south Rotterdam just after midnight.

The train went through buffer stops and the leading vehicle came to rest on a statue of a whale's tail 10 metres above the ground.

The driver, who was the only person onboard, was

able to walk back down the train to escape.

The statue of two whales' tails, which has been next to the station since 2002, rises from a canal below a viaduct just beyond the station, and is made from reinforced polyester.

The artist behind the sculpture Maarten Struijs told the media he was surprised it had held together, but welcomed the fact it did, as it may have saved the train driver's life.

The Dutch safety inspectorate is investigating the cause of the accident.

Transport for London gets a further Government subsidy

TRANSPORT for London (TfL) will receive around £1.7 billion to cover bus and Tube services for the period of October 18-March 31, 2021.

This follows negotiations between TfL and the Department for Transport for a further funding and financing support package.

The 11th-hour funding deal, concluded on October 31, is in addition to a funding settlement of £1.6bn earlier in the year.

It will help TfL address its on-going shortfalls in revenue following the massive downturn in passenger numbers as a result of the coronavirus pandemic.

TfL is predicting a shortfall of about £2bn for the second half of 2020/21.

The organisation was facing the prospect of implementing an RPI+1% fare rise, a scrapping of free travel for under-18s, and Freedom Passes for people aged 60 and over, as well as extending the congestion charge zone to the extent of the north and south circular roads.

However, it has staved off the pressure from the Government, but will have to find £160million in savings.

Andy Byford, London's Transport Commissioner, said: "Reaching this agreement with the Government allows us to help London through this next phase of the pandemic."

"We will continue to work with the mayor and the Government on our longer-term funding needs."

SIDELINES

Ivanhoe Line campaigner dies

GEOFF BUSHELL, who has been called the inspiration and driving force behind the campaign to reopen the Ivanhoe Line, between Leicester and Burton-on-Trent, to passenger services, has died after contracting Covid-19. The campaign team he supported has vowed to continue what he started in 2018 and get the line reopened.

LO Class 317s return with Greater Anglia

EIGHT Class 317/7 EMUs that were previously used by London Overground and kept in warm store at Wembley Yard are to return to service with Greater Anglia. The move follows delays in introducing Bombardier Class 720 EMUs to traffic, along with a need to provide trains that are more compliant for passengers with reduced mobility.

Croydon tram inquest further delayed

THE inquest into the deaths of seven passengers aboard a Croydon tram which was travelling too fast and overturned on a sharp bend at Sandilands on November 9, 2019, has been further delayed because of the coronavirus pandemic.

Coroner Sarah Ormond-Walsh is aiming to hold the inquest in the spring of 2021.

DfT prepares for Direct Awards

THE DfT has begun to prepare for 10 direct awards, and has extended the deadline negotiations with TOCs over termination sums until the end of January.

If the termination sum cannot be agreed with a TOC, the DfT has the right to terminate that Emergency Recovery Management Agreement (ERMA) early, with the TOC reverting to its pre-existing franchise terms almost immediately.

New contract

If termination sums are agreed, the DfT will negotiate a new direct award contract under which the TOC would deliver services following the end of the ERMA.

The DfT also needs to be mindful of avoiding a situation where multiple operators collapse



because negotiations fail, thus leading to the transfer of several former franchises to the DfT's Operator of Last Resort.

The 10 franchises, along with the proposed start date for their Direct Awards and proposed contract length, are as follows*:

CrossCountry has secured a direct award for the next three years. No. 170113 is seen passing Whittlesea. C. MILNER

Franchise	DA Start Date	Maximum Duration	Core Period	Optional Extension
TransPennine Express	01/04/21	48 months	2 years	Up to 2 years
South Western Railway	01/04/21	48 months	2 years	Up to 2 years
Essex Thameside (c2c)	01/04/21	48 months	2 years	Up to 2 years
West Midlands Trains	19/09/21	60 months	3 years	Up to 2 years
Greater Anglia	19/09/21	60 months	3 years	Up to 2 years
TSGN/GTR	19/09/21	72 months	2 years	Up to 4 years
Southeastern	17/10/21	72 months	2 years	Up to 4 years
Chiltern	31/12/21	72 months	18 months	Up to 4½ years
EMR	01/04/22	72 Months	4 years	Up to 2 years
West Coast Partnership	01/04/22	72 Months	4 years	Up to 2 years*

*CrossCountry was given a three-year Direct Award contract from October 18, with a possible one-year extension.

East-West rolling stock procurement gets underway

THE East West Railway Company (EWRC) has entered a second engagement phase with potential rolling stock suppliers for the opening of the Oxford to Cambridge route.

EWRC is aiming to lease a fleet of 12 or 14 three-car self-powered multiple-units fitted with ETCS Level 2, and also running as a driver-controlled operation.

The lease has an estimated value of £44million, and would be run for four years, with an optional two-year extension. It also includes maintenance.

The trains would be used on services between Oxford, Milton Keynes, Bedford and Aylesbury.

It is expected EWRC would begin inviting formal tenders in March 2021, with a view to placing a contract to build by the November.

OBITUARIES

Major John Poyntz (1938-2020)

A RETIRED Army major who enjoyed a second career as a member of Her Majesty's Railway Inspectorate died on November 2.

John Poyntz (82) was in the Army for 35 years, serving with the Royal Engineers and later the Royal Corps of Transport.

He had spells overseas in Borneo, Cyprus and later West Germany, where he was responsible for movements of British Army trains.

After military service, he joined the Railway Inspectorate, a move he viewed as an honour and privilege to follow in the footsteps of a number of military predecessors.

In fact he became the last Royal Engineer to take such a route into the inspectorate, spending 25 years in the role.

He rose to Principal Inspector, his name often coming to the fore in relation to inspections of heritage railways that were having extensions or other work signed off.

However, his work for HMRI also included dealing with accidents and incidents.

After retirement in 2006, he became an advisor to the A1 Steam Locomotive Trust, and was for a while a director of the Vintage Trains charitable trust.

Last year, John penned the

forward on a fascinating book covering the history of the Railway Inspectorate from 1840.

His enthusiasm for anything on rails was unparalleled, and he would often be seen with notebook in hand looking from a train window, as well as seeking out quirky railways.

On a trip to Budapest in 2005, rather than being part of formal celebrations being held at the roundhouse at Vasúttörténeti Park, he decided to 'grice' the Budapest Metro.

He rode every line, and that evening presented his fellow British travellers with a précis over dinner.

His smart appearance and demeanour was complemented by being full of enthusiasm and charm. He was good fun socially, and also the epitome of an English gent.

He will be greatly missed.

Stuart Baker OBE

THE author behind the highly successful OPC Rail Atlas has died.

Stuart Baker became synonymous for his Rail Atlas of the UK, which was first published 43 years ago, and has just seen its 15th edition in print.

It has been without doubt one of the best-selling railway enthusiast books in recent times. *The RM's* Peter Nicholson is of the view his royalties exceeded

those at the time of a Haynes/OPC director.

The atlas nearly didn't happen. Stuart produced the first edition while at university, and told how the manuscript (the only copy in the pre-digital age) fell off his bike on the way home from the library.

Quickly retracing his route, Stuart found it. The plastic bag it was in had protected it from the puddles in the gutter, and the industry got its atlas.

He was a chemist and initially worked for ICI, but then joined the railway industry in 1977, rising through the grades.

Stuart was the last pre-Privatisation operational director of a TOC to remain in post, before moving to the then Strategic Rail Authority in 2001.

He then moved to the Department for Transport in 2005, where he led many major rail projects – West Coast, InterCity Express, Reading station upgrade and flyover, Birmingham New Street modernisation, Northern Hub, and trans-Pennine upgrade.

When the need to replace the HST began, Stuart led the project for the Government, which led to the build of the Hitachi IET, Class 800/801 trains.

Away from railways his passion was football. Stuart was a Sheffield Wednesday season ticket holder, and he also travelled to as many away

games as he could.

He had a taste for travel and international railways, and later in his career in the DfT advised the Dutch on how to complete their own high-speed line.

Mr Baker suffered a stroke several years ago and had been unable to return to work at the department, retiring in 2018.

The latest edition of the atlas was produced while he struggled to regain his health.

Sadly, on October 31, he suffered a heart attack, and while in hospital suffered a second, passing away on November 3.

Stuart is survived by his wife Elizabeth, daughter Helen, son Mark and granddaughter Felicity. PETER WALLER

Dr David Randles

THE man who conceived and ran the uksteam.info website died on October 26 after a lengthy illness.

Dr David Randles' website provided timings for main line steam excursions, and he also ran the sales operation of No. 6024 *King Edward I* until 2018.

Mr Randles was a long-serving West Somerset volunteer, and had extensive experience as a charity trustee.

He was a retired research scientist and had worked on underwater sensor and acoustics research for the MoD.

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Highland Chieftain nameplate bought for record amount

THE sale of seven nameplates once carried by LNER HSTs has raised £41,000 for the charity CALM.

The plate from power car No. 43308 *Highland Chieftain* sold for £13,900 plus buyer's premium.

The figure is thought to be a record for a modern traction plate.

The sale on November 14 was handled by GW Railwayana Auctions, which also sold the following nameplates: Craigentinny, £6,500; Bounds Green, £4,100; Lincolnshire Echo, £1,700; Spirit of Sunderland, £4,100; MTU Fascination of Power, £4,600; and National Railway Museum 1975-2015, £6,100.

The Campaign Against Living Miserably (CALM) works to prevent suicide across the UK.

Hull and Grand Central suspend services

THE two East Coast open access operators – Hull Trains and Grand Central – suspended services following the announcement of the second national lockdown from November 5.

Hull Trains ceased from 00.01 on November 5, while Grand Central made the decision to temporarily suspend services from the end of business on November 6. Both companies will restart from December 3.

Hull Trains managing director (MD) Louise Cheeseman said: "It would be foolhardy of us to run trains when people are being asked to stay at home.

"We hope to safely resume services as soon as we can in the future, when it is financially viable to do so."

Richard McClean, MD of Grand Central, said: "Taking a short period of hibernation is our only course of action."

As open access companies, both rely solely on ticket revenue and on-board sales for income.

Paxman's diesel engine factory closes

By JON LONGMAN

PAXMAN diesel engines have been assigned to Britain's locomotive building industrial heritage.

The company's Colchester plant closed in November after 155 years in the town, with the loss of around 80 jobs.

As Paxman Diesels, its most well-known locomotive diesel engine has been the 'Valenta', which has powered the Class 43 HSTs for decades, and was exported to Australia for use in the XPT.

The Hythe Hill factory has been developing and making engines on the site since 1865, when the company was launched as agricultural engineers.

Worldwide

Paxman has earned worldwide fame for its production of diesel loco engines, generators, and the VP185 engines used in Royal Navy submarines, which have been exported around the globe.

German company MAN Energy Solutions bought Paxman in 2010, but in July this year, Jan Zebitz, the company's UK managing director, announced there was insufficient work for

the company to carry on in Colchester.

Mr Zebitz said: "It is clear the global crisis has had, and continues to have, a major impact on our business.

"The market for the engine type we build in Colchester was already difficult even before the pandemic hit. We simply lack the order volume necessary to carry on and therefore we had to review production in Colchester."

Colchester MP Will Quince met the company to try to find a long-term survival plan.

He said: "It is very sad news that diesel engine making in Colchester has come to an end.

"I met the company to explore ways that they could retain the business locally, but sadly there were no options."

The company will concentrate UK operations at its Stockport plant.

Paxman became involved in building diesel engines for British Railways locos in 1953 when they supplied North British with the 200bhp '6RPH' engines for its shunters numbered D2701 to D2707.

The experience of building shunter engines led to Paxmans joining forces with British Thomson-Houston in 1957 to create a more powerful 16-cylinder 'YHXL' V-type

pressure-charged 800bhp at 1,250rpm diesel engine for the Class 15 locos, numbered D8200 to D8242.

Paxmans supplied the same engine to North British in Glasgow for fitting to the 10 Type 1 locos supplied to BR (D8400-D8409).

However, the Type 1 battle was won by English Electric, which built an initial 200 locos, followed by a second order for 28 more Class 20s.

Disappointment

Undeterred by this disappointment, Paxman modified the 'YHXL' engine to develop the '6ZHXL' diesel engines generating 450 bhp.

Two were used for the Class 17 centre cab Clayton diesels, with mixed success. D8568 is the only survivor, based at the Chinnor & Princes Risborough Railway.

The 'Valenta' HST engine was developed in the early 1970s from a version of an engine used in seven of Class 29 locos built by North British (D6101-03/21/23/30) specifically for high-speed passenger train use.

It became one of the most reliable diesel power units in the history of the UK's railways, and led to the company receiving the Queen's Awards for Enterprise in 1977.

TOCs reduce some services in November

FEWER than expected passenger numbers led to most train operating companies cutting some services from November 16.

The moves are as a result of an increase in confirmed Covid cases among rail staff, or the need for self-isolation or shielding.

Avanti West Coast has reduced its Manchester and Birmingham services to two per hour, cancelling the xx.03 Euston-New Street (and xx.50 return) as well as the xx.00 Euston to Manchester and xx.35 return.

Additional stops will be added to the remaining services to mitigate any loss of stops from the cancelled services. In a statement, Avanti expected this revised pattern to remain "well into the New Year".

LNER has axed some services from timetables, too.

In Scotland, where large parts moved to Tier 4 restrictions from November 20 until December 11, ScotRail has temporarily withdrawn its Dumbarton to Springburn services, station stops being incorporated into what were 'fast' services.

Frequency

Dumbarton to Glasgow services are reduced from 12 per hour to eight. However, Carstairs will see a reduction of more than 80% of services to and from Glasgow from December 14, more than anywhere else in Scotland.

There is a 10-hour gap between 08.10 and 18.21.

c2c will cut the frequency of off-peak and late-night services heavily, as these trains now have the lowest customer demand, while Chiltern says it is cutting 31 trains a week from its schedules.

Southeastern has reduced the number of trains per hour on many routes, too.

It is unclear how these reductions pan out with the number of passengers travelling in the lead up to Christmas, while maintaining social distancing, but many TOCs are making reservations compulsory, and passengers should check before travelling.

■ Avanti West Coast removed Friday morning peak restrictions on all long-distance journeys to and from London Euston, starting from November 20. The move is part of a trial which will run into the New Year, and means Friday is an off-peak day throughout on Avanti services. With savings in excess of 50%, it will, for example, reduce a Manchester to London fare from £180 to £64.40, or Birmingham to London from £92 to £40.80.

Bank Holiday engineering to disrupt WCML in 2021

NETWORK Rail has announced engineering projects will disrupt West Coast Main Line operations over four Bank Holiday weekends in spring/summer 2021.

Two lines into Euston station will be taken out of service for two six-week periods – April 2-May 17 and July 17-August 31 – to enable the new HS2

terminus to be built.

Weekend work will also take place between April and the end of August.

Most train services will continue running, but there will be some timetable and platform alterations.

Network Rail has detailed other planned work on the WCML for major track

renewals between Rugby and Birmingham, Crewe to Warrington, Preston to Lancaster and Carstairs to Carlisle.

There will be more work on the Bletchley flyover work, as part of the East-West Rail project.

This is planned for April 2-5 (Easter), May 1-3, May 29-31 and August 28-30.

SIDELINES

Bradford tyre blaze causes rail chaos

A FIRE involving scrap tyres at a go-kart track next to the railway line just outside Bradford Interchange station halted rail services until the afternoon of November 19.

A limited service restarted, but it was not until November 21 that a full service resumed.

Trains could not run as the fire threatened signalling cables and equipment, as well as smoke limiting visibility.

The fire started on November 16

Parry People Movers for Ironbridge?

PARRY People Movers (PPM) is a contender for providing vehicles for a re-introduction of services on the Ironbridge branch.

The former power station site is being redeveloped into a 350-acre site for housing, leisure and commercial use.

The project includes a proposal to create a park-and-ride station at the old power station, with a rail service to the Ironbridge World Heritage Site, two miles away.

PPM produced the two light rail vehicles that work on the Stourbridge branch

Contactless points raise £5,000 for homeless

THE introduction of the first contactless donation points at London Bridge and Charing Cross station led to nearly £5,000 being raised to help tackle homelessness in London.

A standard £3 donation will be shared equally between 29 charities within the London Homeless Charities Group, which includes Shelter, Crisis and YMCA.

RMT ballots on ScotRail action

THE Rail, Maritime and Transport union is balloting its 2,500 front-line ScotRail members in a dispute over pay.

At the heart of the row is a rise given to drivers, which the RMT claims is 'inflation busting'.

ScotRail chief operating officer Alex White said the move at a time of national crisis was 'wrong', adding passengers and taxpayers will not have much sympathy for any RMT-led strike action which stops doctors, nurses and other key workers getting to work.

More hourly trains for Motherwell

AVANTI West Coast is increasing the number of hourly Glasgow to London services and two-hourly Glasgow to Birmingham services that call at Motherwell from eight weekday stopping services to 20. On Saturdays there will be 19 calling services, and 27 on Sundays.

Euston graffiti tackled

UNSIGHTLY graffiti around London Euston is being removed as part of Network Rail and HS2's war on railway vandalism.

Teams will be focusing on graffiti near the Mornington Crescent and Harlesden Bridges. Network Rail spends £3.5million each year removing graffiti.

IT'S AS EASY AS...

1 2 3



Train operator TransPennine Express has completed the introduction of three new types of train, a pledge made when it retained its franchise. John Heaton FCILT samples them.

ADAMP September morning heralded the start of autumn as the driver of a smart grey and two-tone blue Class 68 locomotive gradually applied power to get his five-coach train of Spanish-built M5 air-conditioned coaches underway.

In the opposite direction a matching five-car Hitachi bi-mode working on diesel power slid surreptitiously into the Up platform road. This scene was surprisingly set at the western end of the viaduct at Huddersfield station in West Yorkshire. Had it been written any time in the last century it would have been treated as fiction, perhaps even science-fiction.

The give-away that it was happening somewhere in England was probably the fact the busy location was being served by two express diesel trains and there was no sign, even on paper, of imminent electrification.

An examination of the train departure boards at 08.00 would reveal 15 departures in the hour between 08.00 and 09.00, almost quadrupling the timetable 50 years ago.



Working exclusively on the West Coast route, CAF Class 397 No. 397007 passes Docker (north of Oxenholme) on November 30, 2019, with the 08.10 Manchester Airport-Edinburgh. It is running 78mins late because of OHL problems at Carlisle Upperby, with the train being held at Preston. This was the first working of a Class 397 on a passenger service. ROBERT FRANCE

TABLE 1: HUDDERSFIELD-MANCHESTER VICTORIA

Unit	185113	802219	68026										
Load*	3/163/175	5/251/260	5/162/170/255										
Train	13.10 Newcastle-Liv L St	11.33 Edinburgh-Liv L St	10.41 Scarborough-Liv L St										
Date	May 28, 2014	December 17, 2019	October 3, 2019										
Recorder/Position	J Heaton 3rd of 3	J Heaton 5th of 5	I Umpleby 3rd of 6										
Miles	Timing Point	WTT	M	S	MPH	WTT	M	S	MPH	WTT	M	S	MPH
0.00	HUDDERSFIELD d	0	0	00	½L	0	0	00	5L	0	0	00	3½L
0.52	Springwood Jct		1	05	50		1	07	47				
1.76	Longwood & M		2	28	66		2	34	57		2	38	66
3.01	Golcar		3	30	75/78		3	46	67		3	41	73
4.52	Slaithwaite	(½)	4	40	76	(1)	5	06	72/73		4	55	74/75
7.10	Marsden	7½	6	53	53/44	8	7	22	49	7	7	23	44
7.59	Standedge TEP		7	31	46/-		8	05	40/-		8	04	41
11.02	Diggle Jct	11	10	28	66/67	12	11	16	61	10½	11	11	62
11.92	Saddleworth		11	18	63		12	09	62		12	03	65/63
13.07	Greenfield	13	12	21	67	14	13	14	63/65	12½	13	08	64
15.26	Mossley		14	21	64/66	(1)	15	20	61		15	13	63
17.25	Stalybridge TEP		16	16	48/sigs25		17	28	46				
17.86	Stalybridge	18	17	18	35/24	19	18	38	25	17½	18	26	25/24/tsr
19.30	Ashton-u-Lyne	21	19	46	44/50tsr/68	21½	20	52	68/77	20	20	49	67/75
22.44	Clayton Bridge		23	06	68		23	25	74		23	21	72
23.22	Baguley Fold Jct	24½	23	49	64	25½	24	05	69	23	24	03	66
24.32	Miles Platting	[2] 28	25	06	30/sigs	27 [2]	25	32	26/30	[2]26½	25	42	30/34
25.71	MANCHESTER V a	31	28	23		32½	28	57		29½	29	38	

[2]=2min recovery time (x)=minutes pathing time 802219 run started York: driver shortage *=vehicles/tare/gross tonnes/incl loco

Despite this greater intensity of service, and an infrastructure with gradients that could make use of both the hill-climbing capabilities of electric power and its regenerative braking, the route had been consigned to the inefficiencies of diesel power.

I will return to the infrastructure implications for the route later in the article, but in the meantime let us take a look at some of these swish new trains.

To some extent the Class 185s that have been in service for almost 15 years have not been fully appreciated, but their power/weight ratio of 13.8hp/tonne has delivered most of the fastest times recorded on the TransPennine route. Diesellisation of the expresses in January 1961 provided Swindon six-car 1,840hp DMUs, which became Class 124s, with a power/weight ratio of 7.9hp/tonne (slightly more than nine after the removal of their buffet cars) which could reach 60mph up the 1-in-105 gradient from Huddersfield to Marsden, albeit 'eventually'.



TABLE 2: MANCHESTER VICTORIA TO HUDDERSFIELD

Unit		185113			802207			68034		
Load*		3/163/175			5/251/270			5/162/165/250		
Train		09.12 Liv L St-Newcastle			12.25 Liv L St-Newcastle			06.54 Liv L St-Scarborough		
Date		May 28, 2014			October 12, 2019			September 23, 2020		
Rec/Position		J Heaton			I Umpleby 4th of 5			J Heaton 2nd of 6		
Miles	Timing Point	WTT	M S	MPH	WTT	M S	MPH	WTT	M S	MPH
0.00	MANCHESTER V a	0	0 00	T -/46	0 (½)	0 00	3L -/37/sigs12	0	0 00	5½L -/48
1.51	Miles Platting	3	2 50	27/60	3	3 16	26	2½	2 33	28
2.49	Baguley Fold Jct	4½	4 13	55	4½	4 58	59	4	3 56	69
3.28	Clayton Bridge		4 57	68/69/40tsr	38	5 42	70/73		4 37	71/78
6.41	Ashton-u-Lyne	8½	8 38	45/23	7½	8 17	61/tsr	7½	7 06	64
7.85	Stalybridge a							10	9 37	
7.85	p/d	11	11 15	31	9½	10 32	38	11½	10 29	
8.47	Stalybridge TEP		12 03	48					11 38	50
10.44	Mossley		13 59	66/67/64		13 25	63		13 35	68/64
12.64	Greenfield	16	15 59	66	14½	15 30	64	16½	15 38	67
13.79	Saddleworth		17 02	66		16 35	64		16 42	64
14.69	Diggle Jct	18	17 51	65/59/-	16½	17 26	61/58/-	18½	17 33	64/61/-
18.13	Standedge TEP		21 04	43/42		20 39	46		20 32	43
18.62	Marsden	22	21 45	48	20	21 21	41	22	21 11	53/86
21.19	Slaithwaite		23 53	85		23 31	81/79/82		23 15	83
22.70	Golcar		24 55	88		24 39	81/83		24 20	86/87
23.95	Longwood & M		25 48	73		25 34	77		25 12	84
25.19	Springwood Jct		27 07	41		26 55	36		26 23	45
25.71	HUDDERSFIELD d	28½	28 30		26½	28 41		28½	28 01	

*= vehicles/tare/gross tonnes/incl loco (½)=½min pathing



Above: TransPennine 'Nova 2' set No. 397004 on train 1S75, the 16.07 Manchester Airport-Edinburgh, passing through the Lune Gorge, Tebay, on June 25, 2020. JAMIE SQUIBBS

Right: 'Nova 1' set No. 802204 passes under the footbridge at Ravensthorpe station on August 14 to access Thornhill LNW Jct. It is working 9M24, the 11.42 Newcastle-Liverpool Lime Street. The junction has been proposed for grade separation. CHRIS MILNER



Most diesel loco-hauled trains were doing well to reach 45mph until the occasional 'Deltic' was used and/or the loads of the by-then more frequent loco-hauled trains were reduced to lightweight proportions.

The Class 185s were timed to reach Marsden in 6min 36sec from Huddersfield at an average speed of 64mph for the 7.1miles start-to-pass, beginning at 1-in-96. What would the latest generation of trains achieve?

TransPennine Express (TPE) was determined to increase capacity on a route often maligned for being overcrowded and not only at peak times. The promise of brand new trains would assist FirstGroup to re-win its franchise, and the extra trains would enable doubling up of the Class 185s on more diagrams than before.

The first choice of new motive power was a run-on order for five-car Hitachi Class 802s. Many observers were surprised TPE went straight for the higher-powered 938hp engine output version (11.2hp/tonne) instead of messing about with the inadequate (and, at that time, governed) 750hp output of the original Class 800 version, but someone had obviously done their sums.

The order books for Hitachi bi-modes were surprisingly full, possibly because no one had yet experienced the unreliability of the diesel engines, especially in hot weather.

No British builders were available within the required timescales but Construcciones y Auxiliar de Ferrocarriles (CAF) could build 125mph all-electric units for the West Coast route from the North West to Glasgow and Edinburgh and also M5 coaches, at the end of the Caledonian Sleeper order, to be hauled by Class 68 locomotives.

Whether the last option will prove to have been a sensible one if locos fail on the climb to Standedge, we shall see, but it was welcomed by all who fondly remember the spectacle of loco haulage on this route, and most train timers.

The new trains were marketed under the name 'Nova 1' (Class 802s), 'Nova 2' (Class 397s) and 'Nova 3' (loco-hauled Mk5s). One cannot help but think three different but related names would have had more impact and been easier to remember. I have to remind myself which 'Nova' is which every time I use the terms. Any suggestions? How about 'Nova' for the mainly Newcastle bi-modes, 'Carina' for the mainly Scarborough Class 68s/CAF Mk5s and 'Estrella' for the Scottish all-electric Spanish CAF Class 397s. No? Well, it was only a first attempt and surely no worse than 'Nova' 1, 2 and 3.

Massive

The introduction of four new fleets (if one counts the Mk5 coaches and Class 68 locos separately), the operation of five types of vehicles, the use of new routes, and starting an entirely new timetable would have provided a major challenge for even the most experienced train operators. In fact most experienced train operators would not have taken on the challenge in the first place.

The combination might just have worked but it was brought to its knees by the Covid-19 pandemic. The massive task of route learning and training drivers on new traction ground to a halt with cab social distancing problems. Soon, too many trains were standing around awaiting a driver who did not know how to drive them.

My first encounter with the new TPE fleets came one afternoon in November 2019 at Durham when Hitachi Class 802 bi-mode glided

into the station using electric mode. The seating was superior to the Great Western Railway equivalent and the casual traveller would have identified the ambience as that of a Class 185, especially in First Class. First impressions count, and by the time I was settled we had ascended the 1-in-101 climb out of Durham and passed the former Reilly Mill Jct at 74mph, 20mph faster than a Class 91.

The Hitachi TPE Class 802 had passed muster on straight electric running, despite transporting its redundant diesel engines on this stretch, but how would they fare on diesel from York to Manchester Victoria?

Table 1 shows a sample of running with the Standedge route new classes, but I cannot help reflecting that in 1976 a makeshift TransPennine Class 101/124 lash up, with a Met-Camm 300hp power car replacing the leading Class 124, motor composite 460hp car ran from Stalybridge to Manchester Victoria in 9min 40sec compared to the net 10½min now scheduled.

Expensive

Quite what the authorities have been playing at for the last 44 years is perhaps best left without comment, but it includes expensive work on upgrading the junction speed leaving Stalybridge for Guide Bridge to 50mph, while leaving 25mph in force for the four Manchester Victoria-bound expresses per hour now re-routed that way.

On my return to Yorkshire the following month I was fortunate to time a good 'Nova 1' bi-mode journey, non-stop from Huddersfield to Manchester Victoria in 28min 57sec, which is shown alongside a Class 185 making a good run to Marsden that took 30 secs less than the bi-mode. An unchecked Class 68/Mk5 ('Nova 3') has also been included, the times of which are a little disappointing – but not the display. The only one that can comfortably reach and sustain the 75mph limit on the Up (and uphill) line is the less spectacular but worthy Class 185.

After sampling a 'Dalesman' steam run behind West Coast Railways' 'Merchant Navy' No. 35018 *British India Line* in September 2020, I had returned across the Pennines from Manchester behind No. 68034. It was Covid-19 time so the train was almost deserted as we roared up Miles Platting Bank, quickly accelerated to the 75mph maximum permissible speed (mps) before Stalybridge and came to a stand in a new RPS fastest time of 9min 37sec. On the former route from Piccadilly, the RPS fastest time is 10min 18sec with a Class 158, timed by the late Allan Heaton.

In the front coach of the five-car formation the noise from the Class 68 gave an impression of power and speed, again not entirely borne out by the times that were no better than average nowadays, but the trip felt like a perfect mix of modern comfort mixed with old-fashioned endeavour. It was well worth the trip.

Table 2 shows this Class 68 run with a Stalybridge stop compared with a rare unchecked bi-mode timed by Railway RPS linechart editor Ian Umpleby and my fastest Class 185. For the purposes of comparison the Stalybridge station dwell time has been treated as a signal stop in a Manchester Victoria to Huddersfield run. The three times are essentially similar but former RPS chairman Chris Taylor currently holds the fastest time record of 25min 36sec with No. 185105 in 2018. The 60.2mph start-to-stop average represents a true



Having left Standedge Tunnel, Class 185 set Nos. 185127 and 185102 approach Marsden station on August 14 with the 14.29 Manchester Piccadilly-Huddersfield train, the six carriages providing plenty of space during the pandemic. CHRIS MILNER

TABLE 3: YORK TO LEEDS

Unit	185124	802210	68027							
Load*	3/-/-	5/251/260	5/162/170/255							
Train	19.47 Scarborough-Liv L St	13.00 Newcastle -Liv L St	17.44 Scarborough-Liv L St							
Date	January 19, 2010	November 4, 2019	September 30, 2019							
Rec/Position	J Heaton	J Heaton 5th of 5	J Heaton 2nd of 6							
Miles	Timing Point	WTT	M S	MPH	WTT	M S	MPH	WTT	M S	MPH
0.00	YORK d	0	0 00	T Pfm4/rbt	0	0 00	5L Pfm 9/rbt	0	0 00	1½L Pfm 4
1.96	Chaloner's Whin		2 49	83		3 10	57	(½)	3 35	81
5.50	Colton Jct	4½	5 01	103/96	5	5 52	94/99	6	5 48	100/102
7.55	Bolton Percy		6 16	102/99		7 08	98		7 01	98/99
8.88	Ulleskelf		7 04	100		7 57	98		7 49	98
10.74	Church Fenton	8	8 20	70/92	8½	9 12	69	10	9 11	66/64/88
15.85	Micklefield	11½	11 55	71	12	13 07	85/84	13½	12 57	85/79
18.25	Garforth		13 38	92½/89	<1>	14 46	88	<1>	14 45	86/90
21.15	Cross Gates	15	15 31	93	16½(½)	16 44	89/sigs	18	16 45	85
23.92	Neville Hill West Jct	17½	17 45	55	19½	19 15	41/sigs18/23	20½	19 23	52
25.58	LEEDS a	20½	20 58		23	23 05		23½	22 44	

*= vehicles/tare/gross tonnes/incl loco
 <1>=minutes performance allowance (½)= ½min pathinign allowance
 Mileages are shown from York station footbridge. Add approx 0.11 for Pfm 4 and subtract approx 0.04 for Pfm 9 for these classes of train
 rbt= running brake test performed taking the crossover leaving York platforms by 185124 and 53/41mph for 802210

benchmark on this difficult route.

My first TransPennine Class 68 run back in September 2019 had taken me through to Scarborough. Coming back west from York the loco was quick to accelerate from the 70mph restriction on Church Fenton curve to the 90mph mps. Back in the 1970s the speed restriction at Micklefield Jct in this direction was 50mph, which sometimes meant even Class 40s had to ease, but today's traction may take the layout at the full 90mph in this direction.

Table 3 shows the Class 68 in comparison to a bi-mode and my fastest Class 185 run that would have challenged the current RPS all-comers record of 20min 31sec had it not started from York platform 4, which is well on the way to Malton. The RPS archive contains 575 York-Leeds nonstop runs since 2014 and none has achieved the 20½min net timing.

One of the outstanding improvements of the new TPE timetable is the extension of Liverpool to Newcastle trains to Edinburgh via the East Coast, a real boon to West Yorkshire residents who, 50 years ago, had only one through train a day, at 08.45, starting at Leeds. However, here is where the true meaning of fragmentation comes home to roost.

While the train operators were working on this innovation, running with electric power for

205 miles from York to the Scottish capital, the necessary steps had not been initiated to secure a reliable electricity supply. It is to be hoped the ensuing requirement for 'Nova Is' to operate on diesel for the 108miles from their Morpeth stop to Edinburgh will be short lived now remedial work has been authorised.

Electric

Table 4 shows the fastest electric run from Morpeth to Edinburgh, with a Class 91, recorded by Alastair Wood. The diesel Class 802 was a full 30secs ahead of the Class 91 by Pegswood, which will no longer be the case for the swifter-starting 'Azumas' when running on their electric power. However, the Class 91 pulled back this deficit and made a 3min improvement on the diesel Class 802 by Edinburgh.

The most significant stretch in showing the electric's advantage is the climb from the 85mph Alnmouth restriction up the four-mile 1-in-170 gradient to Little Mill. Back into its stride, the electric loco passed Stamford level crossing at 119mph compared to the diesel's 98mph. Admittedly though, the 91.2mph Morpeth to Edinburgh average start-to-stop speed by the bi-mode on diesel is impressive.

Finally, I could not resist adding a gem that

TABLE 4: OXENHOLME TO CARSTAIRS (PASS)

Loco	397005				
Load*	5/186/190				
Train	12.03 Preston-Glasgow C				
Date	September 7, 2020				
Recorder/Position	J Heaton 5th of 5				
Miles	Timing Point	WTT	M	S	MPH
0.00	OXENHOLME d	0	0	00	7L
2.15	Milepost	(1)	2	33	87/84
6.06	Grayrigg	7	5	20	86/79
10.90	Dillicarr		8	45	93/107
13.11	Tebay	11½	10	04	105
16.05	Scout Green		11	45	103ease
18.53	Shap Summit	15	13	26	79/100
20.63	Shap		14	51	90/95
23.90	Thrimby Grange		17	06	80/100/75
32.16	Penrith	24	22	44	76/112
36.97	Plumpton		25	46	109/106
39.30	Calthwaite	[2]	27	05	110/107/113
42.66	Southwaite		28	54	108
48.67	Upperby Bridge Jct	37	32	55	71
50.01	CARLISLE a	38½	35	29	
0.00	d	40½	36	40	
2.08	Kingmoor		3	07	93
6.09	Floriston		5	37	97/108
8.73	Gretna Jct	7½	7	10	93
10.39	Quintinshill		8	12	99/104
13.53	Cove	10	10	05	99
20.21	Ecclefechan		14	07	100
25.84	LOCKERBIE a	18½	18	33	
0.00	d	19½	19	13	
5.93	Dinwoodie		4	05	110/80tsr
8.68	Wamphray		5	44	78/106
13.91	Beattock	9½	8	58	96/100
16.66	Auchencastle		10	38	100
19.30	Greskine		12	15	95
21.66	Harthope		13	45	92
23.94	Beattock Summit	15½	15	15	91/95
26.78	Elvanfoot		17	04	91/96/50tsr
32.03	Abington	21	20	59	87/104
37.41	Lamington		24	12	100/98
44.21	Leggattfoot		28	10	110/50tsr 46
47.78	CARSTAIRS pass	30½	31	07	49

[2]=2min recovery time (1)= 1min pathing
 *=vehicles/tare/gross tonnes

Below: Hitachi-built 'Nova 1' No. 802212 passing Ballencrieff, between Drem and Longniddry, on February 7, while working 9S06, the 06.24 Liverpool Lime Street-Edinburgh. The conical hill in the distance is called North Berwick Law. IAN LOTHIAN

turned up in the RPS archive: a non-stop Gresley 'A4' Pacific run in 1964 timed by Hugh Gould with what nowadays sounds an unlikely summer Saturday 09.58 Whitley Bay-Edinburgh train.

Gateshead's streamlined Gresley 'A4' 4-6-2 No. 60001 *Sir Ronald Matthews* had run light to Morpeth, where the train had needed to reverse. After starting 2min early driver Smailes of Heaton depot had no need for an extravagant getaway, exceeding the allowance to Belford by fully 5min, therefore running 3min late.

He was presumably well aware of the forthcoming 4min recovery allowance, but much of this was dissipated so his steady progress could result in passing Dunbar ½min early. The final stretch from Portobello Jct to Waverley was tightly timed so he ensured there was by then 1min in hand.

How was such enginemanship to be rewarded? By an 18mph signal check and a 3min late arrival. No doubt LNER drivers reading this account will be able to identify with such frustrations as this regularly still happens. Signallers, on the other hand, might claim if driver Smailes had run precisely to time the check would have been less severe and the arrival therefore less late.

Gamesmanship

Mr Gould recounted that No. 60001 was by then the only 'A4' by which he had not been hauled, as the Gateshead ones were the hardest for Scottish residents, such as Hugh, to track down. He admits to gamesmanship by ringing the Gateshead running foreman to see what the loco would be doing that day; the only time he resorted to such tactics, he assures me!

Turning finally to the 'Nova 2' CAF five-car all-electric Class 397s used on the Manchester Airport to Glasgow and Edinburgh trains, my first attempt in December 2019 to time these 125mph-capable trains over Shap and Beattock ended in failure owing to a shortage of trained drivers to take the train forward from Preston. A second attempt in September 2020 met with more success.

My northbound 'Pendolino' made an unusual stop in platform 1 at Preston, running 10min late and giving me only 105sec to get to platform 5 for the Class 397's 12.03 starting time. Departure was fortunately held to follow

the 'Pendolino' but I had feared this might happen north of the station after a punctual departure.

Further checks outside Lancaster and Oxenholme, following the 'Pendolino', were inevitable so I have started Table 5 at Oxenholme and terminated it passing Carstairs before a delay of 11min was incurred examining the line.

As is so often the case with modern traction, Shap posed little problem, with the Class 397 running at 103mph on the 1-in-75 rising gradient, having dropped just 2mph from passing Tebay, before easing to 80mph over the summit. There are no opportunities to use the 125mph capability on this run owing to the failure of Class 397s to qualify for the 'enhanced permissible speed' (EPS) limits applicable to tilting trains, and very occasionally elsewhere to non-tilting trains on relatively straight stretches.

The six miles from Beattock station to the Scottish summit, where the mps for Class 397s starts at 100mph and ends at 90mph, took 376sec at an average speed of 95.7mph. See Table 5. For the record, my fastest run with a Siemens 'Desiro' Class 350/4, which were used on these services before the Class 397s' arrival, took just 367sec at an average speed of 98mph, mainly through running 2mph over the limit.

It has been possible to provide only a taster of the three new forms of traction in this article, but perhaps it will whet the appetite for rail enthusiasts to give them their attention. It is after all quite rare nowadays that three consecutive trains worked by the same train operating company are worked by three entirely different classes of train, as can be sampled on the core TransPennine sections.

As for Manchester to Scotland, the Class 397s certainly look the part and have plenty in hand on even the most difficult sections. Train timers beware though, the CAF Mk5s and Class 397s can be tricky when it comes to obtaining a steady GPS signal.

I would like to return now to the future of the core trans-Pennine route infrastructure. While the current discussion continues concerning the cost and extent of electrification, also where a new Great Northern Rail Project high-speed option might be built, separate consultation is taking place concerning massive



expenditure between Huddersfield and Leeds.

The plans involve electrification, reinstating four tracks to Heaton Lodge Junction, extensive remodelling of the Mirfield area (for the fourth occasion in my lifetime), and indulging in a grade-separated junction where Thornhill London & North Western (LNW) Junction used to sit. Four tracks would continue then to Westtown on the western edge of Dewsbury. The ultimate cost will depend on the eventually agreed scope, but rest assured it will be a good deal more than it cost to rip the four tracks out.

Back in the last century (September 1999, actually) a set of sectional running times was created covering a wide variety of rolling stock options from Class 142 'Pacers' to Class 220 'Voyagers'.

A programme of line speed enhancements was proposed, including a 100mph stretch from Morley towards Leeds, carrying a price tag of only £8million plus signalling costs to match a proposed Class 220 Manchester to Leeds 41min running time, including a Huddersfield stop but with no dwell time or recovery included.

With a general inflation index applied this would be about £14million at current prices, but railway construction costs have risen more quickly than that.

Referring to increasing the maximum permissible speed from Huddersfield to Heaton Lodge Jct to 85mph, the report stated: "This section of route was aligned for 85mph to coincide with the resignalling in 1992/3. We are surprised to note that is currently only 70mph." It still is. Is this an instance of lost corporate memory occurring through expertise not being transmitted across repetitive reorganisations?

Infrastructure

The requirement back then was for four 45min Manchester Piccadilly to Leeds trains departing on the even quarter hours from each city with two locals per hour on each section. Considerable infrastructure expenditure would have been necessary to achieve this mix of services, over and above the quoted 'package', including reactivating the two abandoned Standedge single tunnels and further remodelling the Heaton Lodge to Thornhill LNW Jct section.

The 1985 reduction to three tracks through Mirfield and a three-quarter-mile passage for down Wakefield line trains along the up fast line at Thornhill LNW Jct had certainly been a step in the wrong direction.

The question remains. Will this be money well spent and, if so, will the improvements be enough to rectify the route's problems? The first enhanced timetable of six fast trains an hour with some of them skip-stopping at the smaller Colne and Tame valley stations, and with only a small fraction of the 1999 enhancements, did not work. Neither did the use of Manchester Victoria and extra traffic on the Castlefield corridor, with access and egress via the new Castlefield curve.

With extended headways through Standedge, and with no intermediate stop signals in the tunnel, headways of more than 6min westbound applied, working on a planned 'two consecutive greens' in advance of each train. With a Slaithwaite and Manchester stopper and a single freight train per hour that was immediately an occupation rate of about 85%.

The mix of passenger trains starting at Newcastle, Redcar, Scarborough and Hull was always likely to result in some late running, and if this meant one path was left vacant the next

TABLE 5: MORPETH TO EDINBURGH

Unit/Loco		802102			91125			A4 4-6-2 60001								
Vehicles/tare/gross tonnes		5/251/255			9+DVT/418/430			11/366/-								
Train		07.24 Liv L St-Edinburgh			16.30 KX-Edinburgh			09.58 Whitley Bay-Edinburgh								
Date		September 9, 2020			July 11, 2014			August 1, 1964								
Recorder/Position		J Heaton 5th of 5			G A M Wood 2nd of 11			H Gould								
Miles	Timing Point	WTT	M	S	MPH	WTT	M	S	MPH	WTT	M	S	MPH			
0.00	Morpeth d	0	0	00	T Diesel	0	0	00		0	0	00	2E			
1.93	Pegswood			2	18			2	48			5	26	46		
6.63	Widdrington			5	17			5	37							
11.88	Acklington			8	21			8	35			16	01	63		
15.21	Warkworth			10	30			10	44			19	18	58		
18.20	Alnmouth	12		12	23			12½	22	27		22	27	58/53		
23.86	Stamford			16	11			15	50			28	51	60/62		
29.39	Chathill			19	14			18	37			34	31	58		
34.95	Belford	21½		22	16			21½	21	34		36	41	44		
38.36	Smeafield			24	07			23	13			[4]	45	03	61	
42.03	Beal	[1]		25	58			[2]	24	59			48	33	67/73	
46.95	Scremerston			28	35			27	29				53	39	52/54	
50.38	Berwick on Tweed	31		31	00			32	29	45			53½	57	24	50
53.21	Lamberton Toll							34½	31	52						
55.95	Burnmouth			35	08			33	37				63	35	59	
61.54	Reston	38		38	56			39	37	14			66	68	38	68
66.61	Grantshouse	42½		42	37			43½	40	54			72	73	44	59
71.33	Cockburnspath			46	09			44	23				77	55	76	
74.03	Innerwick			47	56			46	04				79	59	80	
78.76	Dunbar	50½		50	47			51	48	45			83	84	14	66
84.46	East Linton			54	29			52	12				89	53	56	
90.08	Drem	57		57	44			57½	55	17			93	94	55	70
94.58	Longniddry	<1>		60	18			57	47				98	58	67/sigs18	
98.35	Prestonpans	62½		62	23			62	59	49			104	01	36/61	
100.14	Wallyford	[1] (2)						[2]	60	44						
101.75	Monktonhall Jct	67½		64	23			66	61	43			103	107	51	57/tsr40
104.44	Portobello Jct	69 (½)		66	02								107	111	25	54
107.83	EDINBURGH a	73		70	18			71½	67	20			113	117	55	

[1]= 1min recovery time. <1>.=1min performance allowance. (x)= minutes pathing



Speeding south from York, TPE Class 68 No. 68027 *Splendid* passes Colton Junction with the 09.34 Scarborough-Liverpool Lime St on January 18. ROBIN STEWART-SMITH

hour could result in even the theoretical track capacity being exceeded.

The extra running time to Piccadilly via Manchester Victoria and two trains an hour running directly to Liverpool broke many notional connections, and even more when disruption and early terminations took place.

It is even possible to watch the hourly Redcar via Victoria express leave Piccadilly, catch the next stopping train to Huddersfield and still join the Redcar train there!

It is easy to identify with the *Huddersfield Examiner* newspaper of January 5, 1867, which implored railway management 'to

introduce a little more regularity to the running of trains between Leeds and Manchester' to prevent 'loss of temper and outbreaks of strong language', and it also remains advisable to focus on the way a vast amount of public money has been spent attempting to address such problems, not always successfully.

However, we should perhaps pause to take stock of the current position and register the significant improvements of recent years. Huddersfield station, with impressive TransPennine Express rolling stock appearing every five minutes, is a good place to start. ■



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THE MIDDLETON RAILWAY

ALWAYS A LEADER

In 2020, the Middleton Railway commemorated its pioneering role in the establishment of railway preservation back in the 1960s.

Oliver Edwards looks at the history of the railway, its rolling stock and its future.



North Eastern Railway 'H' 0-4-0T No. 1310 has just come through the tunnel under the M621 motorway with a passenger train for Middleton Park, as Sentinel No. 68153 waits on the Dartmouth branch on March 27, 1993.
ROBIN STEWART-SMITH

THE Middleton Railway, as with so many other early waggonways and railroads that survived the ravages of time, does not today sit on its original formation.

In 1755, when the line was conceived, it had opened on a route in the Rothwell area of Leeds. Having discovered quickly the traffic of coal, transported to nascent industries and the homeowners of Leeds, would be better served by a route through the area known today as Hunslet, the waggonway was rebuilt.

In order to re-route the waggonway, an Act of Parliament was obtained, giving the developer Charles Brandling the permission needed, while tying him to low coal prices for locals.

An alternative to literal horsepower had to be found for the route in the early 1810s, well before the arrival of lines such as the Stockton & Darlington, as a result of spiralling prices for horse fodder, horses and labour.

Serving a colliery meant reliable and cheap access to coal, which was the line's principle commodity, so using the never-before-

successful steam locomotive offered a solution, albeit risky.

John Blenkinsop, a mine engineer, devised engines which used a crude version of the rack and pinion system widely recognised on mountain railways today in order to overcome the lack of friction, and therefore grip, between wheel and rail. These locomotives were constructed by Matthew Murray at his Round Foundry in Holbeck.

Prolonged

The first successful use of steam locomotion in an industrial setting, for a prolonged period and not simply as a showman's 'ace card', drew interest from

across Europe. It is very likely that George Stephenson, widely considered the father of railways, knew about and took an interest in the engines of the Middleton Railway.

Visitors found locomotives worked day in, day out with surprising reliability given their trailblazing status. Had they been total failures, *Locomotion* may have been abandoned entirely.

Several of the Murray designs were built for the home market and at least one worked in Germany. These machines can be considered the first class of locomotive produced for that reason.

The railway reverted to horsepower as prices fell and the original locomotives wore out in 1831, the year after the revolutionary opening of the Liverpool & Manchester Railway. Later, of course, steam returned.

The 1860s saw the introduction of a Manning, Wardle engine and the growth nearby of a railway equipment industry, with early players including Hunslet and Manning, Wardle themselves.

By 1881, the time had come for the line to be converted to standard gauge, at which

NUMBER CRUNCHING

- 1.5 miles of line
- 17 steam locomotives
- 10 diesel locomotives
- 1 electric locomotive
- 1 railcar.
- 4 carriages.

PRESERVATION FOCUS



Former resident Bagnall 0-4-0ST No. 2702 of 1943, *Matthew Murray*, raises steam in Dartmouth Yard during May 1979. The loco left the railway in 2019. IAN SMITH



Early days on the Middleton: Hunslet 0-4-ODM No. 1697 (just visible) moves Swansea & Mumbles tram No. 2, which was saved by students from Leeds University. It operated for a week in June 1960 when the railway became the first standard-gauge railway to be taken over and operated by unpaid volunteers. The tram was vandalised and eventually destroyed by fire. DC COLLECTION

time it also adopted the modern alignment connecting the Midland Railway. By this time, the line was not the only one in the area; a quarry and Belle Isle village was served by a narrow gauge line.

Ownership eventually passed to the Middleton Estates and Colliery Company, and operations to National Coal Board following its formation in the post-war period. The end of the following decade, the 1950s, appeared to spell the end for this historic route when the railway was proposed for closure, to much protest from business users.

Dr Fred Youell, a university lecturer, had taken an interest in the line by this time. He, under the auspices of the University of Leeds' Railway Society, negotiated to take over running the line.

In 'Rag Week' 1960, a local June holiday, it can be argued standard-gauge railway preservation was truly born.

Using a loaned diesel from the Hunslet Engine Co, W/No. 1697 now named *John Alcock*, and a key artefact in the line's collection, and a Swansea & Mumbles tramway railcar, which was later scrapped, rides were given to an intrigued public. An amazing 7,700 people travelled that week. Until this time, preservation had been primarily a Welsh affair.

Collection

For its first decade, the Middleton Railway did little public operating. Instead, it focused on the freight traffic of local industries. Most freight was diesel worked, though steam appeared occasionally, as did a hired Class 04 shunter from British Railways. During this time, it amassed a collection of industrial locomotives from around West Yorkshire and beyond. When the public was permitted, they were carried in an open private owner wagon, which has recently been restored by volunteers.

In the mid-2000s, the line's Moor Road hub was rebuilt thanks to the Heritage Lottery Fund. It allowed for the creation of a large new museum, telling the story of the railway industry of Leeds, while helpfully getting undercover the majority of the trust's rolling stock. Remodelling the layout of the yard to suit the new building, the trust took the decision to close the railway for the whole of 2005 to enable the work to be carried out.

Today, the railway's main base is at Moor Road with its workshops and museum centred in the middle of the line. The main

running line heads up towards the former colliery, which is now a landscaped park, going under the M1 motorway and passing a large sporting stadium.

Ungated

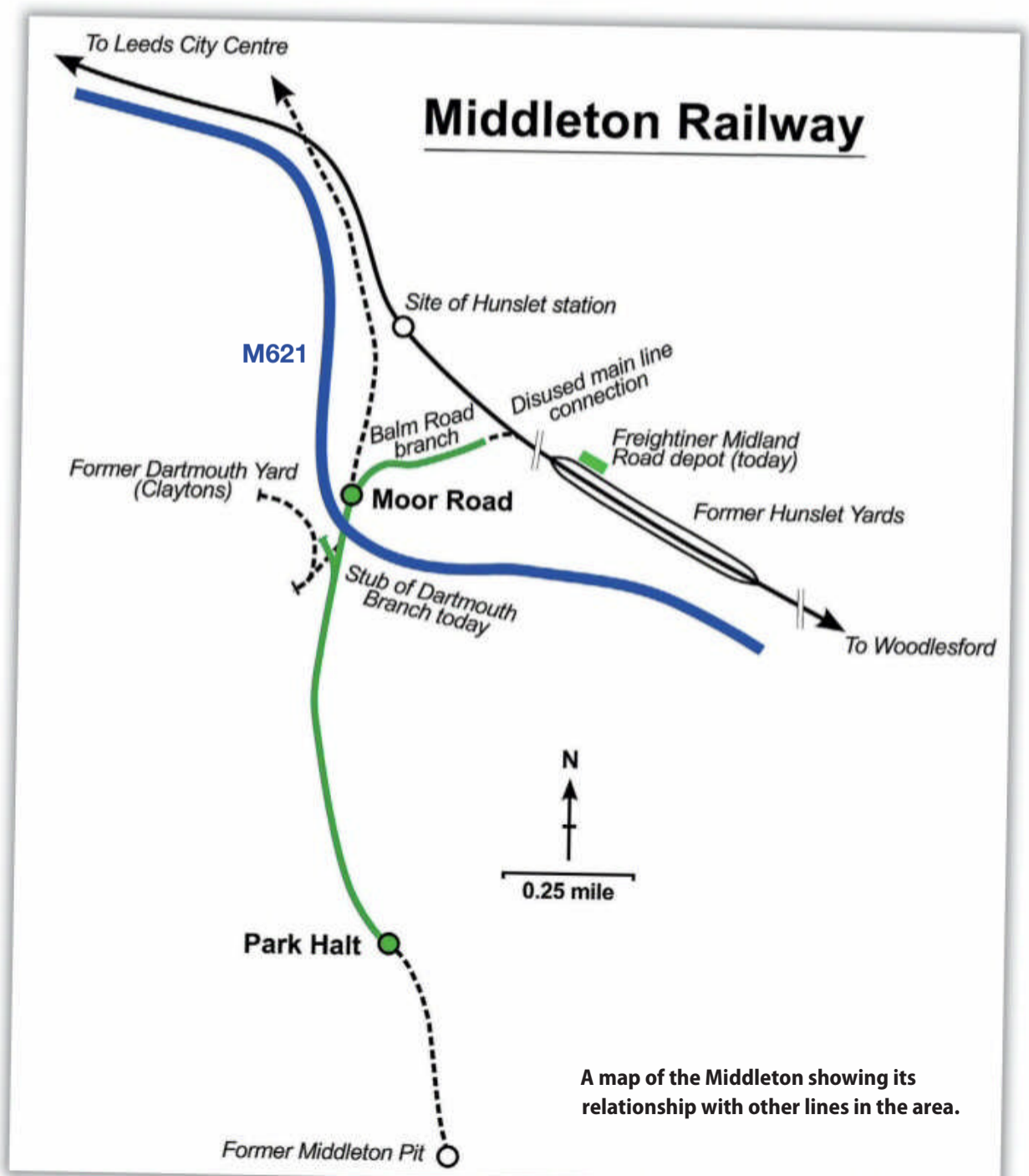
To the north, the line crosses the main road directly outside the Moor Road site, heads a short way through an industrial estate with a parallel road section and to now disused mainline exchange sidings.

The Balm Road branch as the latter is known is rarely used partly because of the ungated crossings along it, and partly because families, the railway's main audience, would far rather finish their journey in an attractive park with a picnic than in among industrial units.

The trust has a truly amazing fleet of locomotives, both steam and diesel.

Most of the line's locomotives have some historical tie to Leeds. The Hudswell, Clarke 0-4-0ST *Henry de Lacy* (1309/1917), for example, has never left the city, having been constructed in it during the First World War. This locomotive was brought to the line in steam post-August 1968, in defiance of the 'no-steam on British Rail' ruling of the period.

Most local manufacturers are represented. Manning, Wardle's distinctive 0-6-0STs, with a distinctly antiquated appearance, have been regular performers on the line, with 'L' class Nos. 1601 *Matthew Murray* and the older No. 1210 *Sir Berkeley* in service and undergoing overhaul, respectively.



A map of the Middleton showing its relationship with other lines in the area.



Left: A scene health and safety wouldn't permit today: Hudswell, Clarke 0-4-0ST *Henry de Lacy II* propels a five-plank wagon containing passengers towards Middleton Park platform in 1972. D HEBDEN/MRT COLLECTION

Below: Manning, Wardle 'L' class 0-6-0ST *Sir Berkeley* has a great selection of preserved wagons as it works a mixed freight on Balm Road Branch on September 22, 1996. ROBIN STEWART-SMITH

The Hunslet Engine Company name, the most famed of Leeds's manufacturers, dominates. Representing the company's sizable export offer is No. 18, a 1927-built Prairie tank, returned to the UK at the turn of the century. Without exports, the British market would have been much poorer in its options and the British Empire less rapid in its development.

Brookes No. 1, a smaller variant of the very successful 16in 0-6-0ST-type built by the Hunslet (2387/1943), returned to steam towards the end of the 2010s, and has proved popular as a hire locomotive, spending time at several places, including Pontypool and the Buckinghamshire Railway Centre.

Although its collection is vast, Middleton has successfully managed to operate a clear majority of its fleet at some time during preservation. Some, like ex-Manchester Ship Canal Hudswell, Clarke 0-6-0T No. 67 (1369/1919), have regularly appeared in the line's operational stocklist.

The railway's collection did not all start their preserved lives at the railway. Mersey Docks & Harbour Board No. 45, a diesel shunter for the famous port authority, arrived

as recently as 2017. A resident Fowler, meanwhile, has never been based elsewhere.

Over time, the trust has been fortunate enough to have acquired through donation a sizable proportion of the fleet. Others, like *Sir Berkeley*, remain owned by trusted partners such as the Vintage Carriages Trust.

Middleton has become a mecca for early diesel locomotives, designs which soon became obsolete but represented the first stumblings of British railways, public and private, into the 'age of oil'.

John Alcock, arguably the equivalent of the Talylyn Railway's No. 2 *Dolgoch* for standard-gauge preservation, was built by Hunslet in the 1930s and spent time operating with the London, Midland & Scottish Railway as a pilot for dieselisation of shunting.

Hudswell, Clarke 0-4-0DMs *Mary* and *Carroll*, built in 1932 and 1946 respectively, demonstrate how substantial a pause in development of a then novel form of traction was caused by the Second World War. The 'steam age' period of these locomotives is emphasised further by their chimneys and, on *Mary*, a steam regulator! As the line's resident second generation of diesels has grown, *John Alcock* and the Hudswells have been graciously reduced to Heritage Diesel Day operation.

The railway has only a small stud of former mainline machines, instead focusing on the industrial outputs of Leeds manufacturers which sustained the locomotive building trade in the city for more than a century.

Sentinel 'Y1' 4wVBT No. 68153, a former LNER shunter in the iconic 'large shed' styling

“Over the last decade, the line has pruned its fleet back to those locomotives that best represent their West Yorkshire ethos or the early days of preservation.”



IN THE SPOTLIGHT: IAN SMITH – VICE PRESIDENT, MIDDLETON RAILWAY TRUST

■ **RM** - What challenges and opportunities does the railway's location bring?

■ **IS** - We have an amazing market on our doorstep, literally! Many vantage points along the line have the backdrop of the centre of Leeds, with its skyscrapers, and so we have a great urban audience. That said, it can be difficult to communicate with potential visitors so close to home – when was the last time you visited the attraction two miles from your door? We also struggle against mindless vandalism, which always threatens to put our plans back a step or two, but we strive on.

■ **RM** - The railway's preserved form was 60 years old this year. How did it mark the occasion?

■ **IS** - Unfortunately, most of our plans went out of the window! As with most railways, we have had to run semi-regular trains to ensure crew competency and we scheduled one of these on the anniversary of our first train. We used the same locomotive, *John Alcock*, at the same time. Only three people attended, but the day was marked nonetheless.



Middleton Railway president Ian Smith, who has also been the railway's chairman and a volunteer at the line for more than 50 years.

■ **RM** - Which locomotive will return to traffic next?

■ **IS** - That'll be a close run thing, but we expect it to be our resident Sentinel steam shunter No. 68153 followed by No. 6, the Portland Cement 0-4-0ST built by Hawthorn Leslie, and then *Sir Berkeley*. Withdrawals coming up are No. 1310, *Matthew Murray* and *Slough Estates No. 3*.

■ **RM** - How important is it for the trust, and all heritage railways, to educate visitors?

■ **IS** - It's critical. Why do we exist if it is not to educate and conserve? We have a large museum which provides an excellent space for displaying artefacts large and small, and our train rides are short enough to keep the attention of most age groups. We have regular educational visits, too, to deliver on our charitable objectives.

■ **RM** - Just for fun, can you tell me which is your favourite locomotive?

■ **IS** - *Henry de Lacy II* is a favourite of mine. It was the first engine I ever fired!



Above: Hudswell, Clarke 0-6-0T No. 67 is now in the Engine House museum, awaiting overhaul. It is a former Manchester Ship Canal loco, the boiler ticket for which expired eight years ago. OLIVER EDWARDS



Above: Former Danish State Railways 0-4-0T No. 385 was not connected to Leeds during its working life, but its residency in preservation has been so intertwined with the line's development that it remains on proud display. The loco last steamed in 1999. OLIVER EDWARDS

Below: One of two of the first generation Hudswell, Clarke diesel mechanical shunters on the railway is *Carroll*, which operates on Heritage Diesel Days. The other loco is called *Mary*. OLIVER EDWARDS



Right: Furness Railway 0-6-0 No. 20 was a past visitor to the railway and rare tender loco visitor to run on the line. It is seen running round at Middleton Park, on June 23, 2012. IAN SMITH



Middleton's 60th anniversary train at the M621 tunnel, with Hunslet 0-6-0DM No. 7051 *John Alcock* hauling the train at 4.45pm on June 20, 2020. It hauled the first passenger train at the same time on June 20, 1960. JANET AUCKLAND

of its builder, was the first steam locomotive to arrive at Middleton in 1961. It is in the final stage of a return to service and should delight fans of the Eastern Region as the sole surviving LNER example of its class. It will take the place of 0-4-0T No. 1310 as the line's standard bearer for the East Coast companies, as the North Eastern Railway 'H' class is withdrawn from traffic in 2021.

Over the last decade, the line has pruned its fleet back to those locomotives that best represent their West Yorkshire ethos or the early days of preservation. Although fondly remembered, gone is the Cockerill 0-4-0VBT *Lucie*, now based at the North Yorkshire Moors Railway, and which returned to steam in August. A small handful of 'outsiders' remain, such as No. 385, the Danish State Railways 0-4-0 of the 1890s and *Swanscombe*

No. 6, a Hawthorn Leslie saddle tank (3860/1935) which is nearing the end of its first overhaul for several decades.

The railway rationalised the collection on its site further by dispatching the Peckett 0-4-0ST *John Blenkinsop* (2003/1941) and the Kitson 0-6-0ST No. 44 *Conway* (5469/1933) to other heritage centres for cosmetic restoration. *Conway* has now returned and is on display in the Moor Road museum.

Special

Gala events at the railway have always been special affairs. In the 1990s, the line welcomed No. 1247, the 0-6-0T 'J52' class locomotive by then owned by the National Railway Museum. In the 2010s, visitors included Furness Railway No. 20, the oldest working

steam locomotive in the UK at that time, and No. 66, the Hunslet 'Austerity' 0-6-0ST that brought down the curtain on standard-gauge steam construction for the home market.

The line does not hold a gala with visiting locomotives every year, but it does ensure it marks important occasions and dates in the line's past. In 2012, the 'Steam Elephant' replica built by Alan Keef, and based at Beamish Living Museum, arrived for a celebratory weekend of the line's 200th anniversary of the introduction of steam power.

A number of railways have been fortunate enough to welcome Middleton locomotives to their events, too. Hunslet 0-4-0DM No. 1786 *Courage* – better known as 'Sweet Pea', the definition of a diminutive diesel – attended RailFest in York during 2012 and *Sir Berkeley* revisited its early preservation home, ▶



Vandalism and arson has plagued the railway, but the line's recently constructed carriage shed is designed to protect rolling stock from further damage. OLIVER EDWARDS



An ingenious solution to a need for short, lightweight carriages are these converted Southern Railway vans, as seen here at Park Halt. OLIVER EDWARDS

PRESERVATION FOCUS



Undergoing conservation work is Hunslet 2-6-2T No. 18, which was a typical export loco, and worked a sugar cane railway in Trinidad before being repatriated. In 2016, a special canopy was constructed in the railway's car park at Moor Road for protection. OLIVER EDWARDS



Peckett 0-4-0DM Austins No. 1 sits in the Engine House at Moor Road, complete with Branch Line Society (BLS) plaque. The loco was used on the BLS 'Middleton Modeller' tour in June 2016. IAN SMITH

the Keighley & Worth Valley Railway, in 2015. The most unusual was the visit of No. 68153 to the North Yorkshire Moors Railway, piloting a number of trains.

Middleton has, sadly, suffered a wide range of vandalism in recent years. In 2016, resident Drewery railcar No. DB998901 'OLIVE' was set alight, only weeks after returning to the line from restoration works, and has not operated since.

The theft of rail further back, in 2011, cost the railway a substantial sum which would have otherwise been invested elsewhere.

In 2018, the nearby woodyard was set alight, damaging the railway's BR covered van

beyond repair. What's more, the line is used as a footpath by a number of locals who do not see the inherent danger of their short-cut.

Safeguard

Recognising the need to safeguard the line's fleet, its most precious and irreplaceable asset, the trust has embarked on an impressive shed construction programme. First, operating locomotives were brought undercover, then the rusting relic No. 18, and most recently the line's three carriages. Not only will these sheds protect them from vandalism, they will also help the railway to better conserve its artefacts.

Another recent development has been the

addition of a third carriage to the railway's fleet. Having developed an 'in-house style' of converted Southern Railway PMVs, the line has embraced this unusual approach to coaches by rebuilding two vehicles into an accessible carriages for those with disabilities. During the coronavirus pandemic, the line has run all three together to increase its socially distanced capacity.

While the Middleton Railway has a long and rich past, rest assured it has not yet filled all of the pages in its history book!

My thanks go to all those involved over the last 60 years of what is, without doubt, a truly inspiring story. ■



Sentinel 0-4-0VBT No. 68153 steams upgrade towards Middleton Park with a demonstration freight train on March 27, 1993. In the distance, by the motorway bridge, is 0-4-0ST *Mirvale*. ROBIN STEWART-SMITH

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	BRITISH RAILWAYS £280			NOTTINGHAM £400	NOTTINGHAM £3000	SYSTEM £800	HUCKNALL BYRON £3600
				NOTTINGHAM £400	NOTTINGHAM £3000	WATERLOO £1000	GREAT BRIDGE NORTH £1000
				NOTTINGHAM £400	NOTTINGHAM £3000	PLUMSTEAD £400	ANSTRUTHER £2000
				NOTTINGHAM £400	NOTTINGHAM £3000	BASINGSTOKE £340	LARGO £850
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Driving through the changes on the ECML

In this final instalment, covering more than 40 years as a train driver on the East Coast Main Line, Newcastle-based Mick Ingledew tells **Fraser Pithie** about the period from National Express to LNER and the introduction of the 'Azuma' trains.

**PART
3**

WHEN National Express won the East Coast Main Line franchise, taking over on December 9, 2007, and adding to several other franchises it controlled, driver Mick Ingledew was less than impressed he'd be working for what he termed was a 'bus company'.

Mick quickly formed his opinions: "The corporate truck arrived complete with its one size fits all approach. The first action was a 'yes that'll do' style when the next change of uniform appeared for the frontline. So hundreds of staff having to unload their GNER uniforms into bin bags followed, taking the new one from a National Express uniform bag that it arrived in. As a manager, I could see the full negative effect this takeover was having."

While Mick became increasingly frustrated with more and more of the administrative

aspects of his management role, there was also the operational aspects of the position that could not be underestimated.

"It was always a mystery how an InterCity 125 set would leave King's Cross forming 'The Highland Chieftain' at 12 midday and perform well to Inverness, lay overnight with oil checks, essential maintenance carried out and be re-platformed and ready for the morning service, only to be declared a failure in the morning!

Exhausted

"If there were faults found it was often the need to arrange fitters to attend, based at Clayhills, Aberdeen, some 110 miles away. When all avenues were exhausted, I would get the call at Newcastle on many an occasion. This involved travelling on the 06.30 to Edinburgh, collecting the Class 67 'Thunderbird' and taking the

light engine to Inverness, which in itself was an adventure.

"With a head code 0, you were bottom of the regulation hierarchy, doomed for a time-laden journey. North of Perth is mainly single line with passing loops and a mixture of tokenless and track circuit block. Many of the loops are for the scheduled passing of working time table services. Once I'd arrived at Inverness and got coupled up, running as a Class 5, it's more or less the same regulation policy with the train at the bottom of the priority pile."

Based on experience, a hotel was booked at Edinburgh as the likely time of arrival was after the last southbound train back to Newcastle had departed. Even so, Mick's dedication to lodge working never waned. Even though the Newcastle lodge drivers worked well as a team, "They didn't and don't have the relative

It's almost 12 months since the last LNER HST worked out of King's Cross. Here, on May 14, 2019, power cars Nos. 43277 and 43311 sit at the buffer stops at platforms 3 and 4 ready for their next duties. Network Rail's work on the glazed roof has made a vast difference to the ambience inside the trainshed.





Bounds Green depot remains a key maintenance depot for LNER trains. Here's a view back on September 22, 2011, when operation of services was under Government control through the East Coast brand. Nos. 91125, 91129, 91109 and 91113 are undergoing maintenance checks at the end of a working day. ALL PICTURES: CHRIS MILNER UNLESS STATED.

‘Thunderbird’ traction knowledge, whereas Edinburgh drivers don’t have the requisite route knowledge beyond Perth.” Mick had both.

When National Express (NX) took over the franchise, it was confirmed they had committed to pay to the Department of Transport a £1.4-billion premium over seven years and four months. Rail analysts said at the time NX had overbid, and by 2009, with an economic downturn and diesel fuel prices soaring, revenue and NX were under pressure, and even introduced a £2.50 seat reservation fee.

Rejected

National Express wanted to renegotiate terms, but the then Transport Secretary Lord Adonis rejected the idea outright, saying he was “not prepared to bail out companies that are unable to meet their franchise commitments.”

At midnight on November 13, 2009, less than two years after taking over the ECML franchise, the Government took control.

The arrival of East Coast, run by Directly Operated Railways, was welcome Mick says, not least because of the arrival of Karen Boswell, who was an inspirational leader. Karen and her team were much more visible. It was in this period Mick took part in a couple of unique events.

“In March 2012, I was invited to take part in Project Parrot, a ‘Pendolino’ trial operation

on the ECML led by Paul Boyle. With me were fellow driver managers Steve Lowe, Newcastle, and Mick Barstow and Grant Sommerville of Kings Cross, with three drivers based on the WCML and their driver manager support. In the background were the technicians recording the performance of the set.

“The ECML team travelled north to Edinburgh to await the arrival of ‘Pendolino’ No. 390055 arriving into Waverley’s platform 11. Pleasantries completed, we were dispatched, where I had the unique experience of conducting the first ‘Pendolino’ on the ECML. In order not to place excessive power demands on the OLE, it was deregulated power-wise for the whole journey.

“For my part, I conducted as far as Newcastle, where Paul took over. At York, we were greeted by our control staff, including Richard Baker, a shift resource controller, who went on to become a driver at Newcastle.

There was an unplanned signal stop, and still in the signal post telephone era we had to contact the signaller. So here we have an ultra-modern machine, but to get down onto the ballast, Stevie had to manually wind the footsteps down. It was back to basics!

“The next evening we headed back to Edinburgh with the ‘Pendolino’. This time I had the privilege of conducting from King’s Cross, a little milestone in my career, which won’t be

repeated by anyone.” Then came something special for one of the family of 31 locomotives Mick knew well.

Class 91 No. 91110, which still holds the record as Britain’s fastest locomotive, was destined for a unique makeover and launch at the 2012 Railfest event. Sally Willett, a timetable planning specialist, called Mick and told him: “This really needs to happen as it’s a very high profile event for the business. Timescales are a nightmare.”

Fly-past

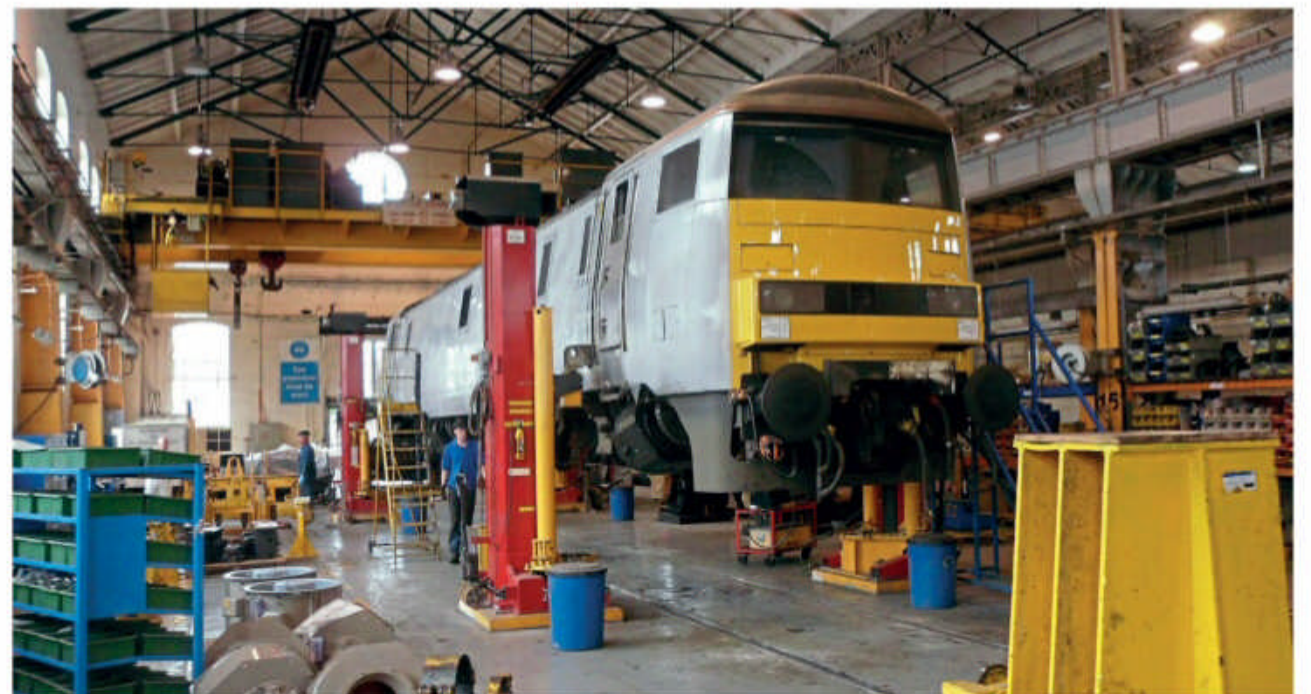
No. 91110 would be vinyl wrapped with a ‘Battle of Britain’ theme. It would be officially named *Battle of Britain Memorial Flight* during Railfest by TV presenter Carol Vorderman, while a Lancaster, Spitfire and Hurricane did a fly-past. With a priority timescale, Mick stepped up to the challenge, and its another clear recollection that he holds.

“I had the pleasure of meeting the Wabtec staff at Doncaster, who showed me the progress on fixing the new Battle of Britain vinyl to 91110. At this stage, it was jacked up in a similar position to where ‘A3’ No. 60103 *Flying Scotsman* would have received maintenance in its day.

“Sally and I met with Mathew Ellis, rail operations co-ordinator, NRM, to go through the moves from York Yard North and the



Mick Ingledew stops to thank Elena, one of the train cleaning team at King’s Cross. Mick says it’s important to take time with every person involved in running the railway, especially train cleaners, who are working much harder during the pandemic. FRASER PITHE



Class 91 No. 91110 sits on the jacks in Wabtec’s Doncaster works on May 23, 2012, ready to receive its Battle of Britain Memorial Flight vinyls. A week later, driver Mick Ingledew was involved in moving the finished loco to York for Railfest, under the cover of darkness. MICK INGLEDEW

LIFE ON THE FOOTPLATE

positioning of 91110 for its unveiling. It's a route few will have travelled, and consequently another milestone in my experiences.

"On the day of the move, I met Doncaster driver David Taylor at Newark where 5Z67 was waiting. Its formation was a Class 67, a Mk4 coach and two barrier vehicles. We departed Newark at 22.33 and rolled into Doncaster West Yard at 23.18. Accompanying me was Albert Brown, a Newcastle-based shunter.

"I don't think the outside world had any idea this was happening under cover of darkness when Doncaster station was locked up, all adding to the mystery.

Shunting

"As part of the planning, Sally and I had visited Doncaster power signalbox (PSB) to discuss the moves. The plan was the PSB would ensure 5 and 6 roads in the West Yards were free from other traffic from midday.

"91110 was wrapped in brown paper and under the supervision of Wabtec. Plenty of shunting took place to get the consist right. The Mk4 coach was to identify 'East Coast' as 91110 wasn't branded, so we wanted people to know it was ours. Setting off for York as 5Z91, (great head codes Sally!), the formation was Class 67, a barrier, 91110, Mk4, barrier and another Class 67, so you can imagine the shunting to be carried out to liberate the Class 91 and coach!

"A second Doncaster driver, Richard Coates, who by chance lived by NRM, was available

to join us at the initial walkabout regarding the route of the shunt. We completed the task, with the '91' stabled overnight alongside her 'elders' of 'A4' No. 4498 *Mallard* and 'Deltic' No. 55009 *Alycidon*. It was a job well done, only to return on Sunday, June 3 to do the reverse." On another occasion, Mick also made a similar move with No. 91101 when he took that to the NRM and placed it alongside other ECML 'giants'.

As pleasant and satisfying as the task was moving the '91s', this summary of Mick's career would be incomplete if it didn't also provide a measure of his ability, depth and experience as a train driver when faced with adversity.

It was December 2015 and the franchise had been taken over the previous March by a joint Stagecoach/Virgin Trains venture, and Hurricane Desmond did its worst across many parts of the UK. During the week leading up to the storm, Mick got a call from a colleague in control. He advised the Forth road bridge would be closed because of high winds, and ScotRail wanted to hire an HST to back up its services with the expected surge in passenger flow.

"The caller from control also told Mick there were no drivers with the Class 67 Carlisle route knowledge so if you can cover we'll release a Mk4 set for hauling. Mick questioned the planning of this and asked: "Have you considered the weather forecast ahead, is this not a risky option?"

At it happened, on the Friday evening, the overhead wires were damaged north of

Newcastle, all passengers either curtailing their journey or being advised tickets would be valid for the next day, leaving Virgin Trains East Coast sorting out hotels for passengers.

Saturday came and despite the usual 'don't travel unless essential' announcements, more passengers arrived at the station. The ECML was still closed, with some trains stranded for hours. Mick takes up the story: "Our option was to divert via Carlisle onto the WCML, but Cumbria was in an emergency crisis and getting a battering. No matter. It's my turn to tackle the journey into the unknown, accompanied (authorised) by my son and colleague David, who was in for an adventure.

"It was around 17.00 when we departed over the King Edward Bridge at Newcastle across the River Tyne, and the signs were there, the brown river water flowing fast.

"Flooding was evident. I was stopped and cautioned several times to examine the line, track flooding, embankments, all manner of things. Corbridge, a place I know as a beautiful country town, seemed to be nearly submerged!

"We battled on to reach Carlisle only to find out the WCML was shut. Flooding had damaged some of the lineside and lineside equipment. I was told, we need you to run round and head back to Newcastle please.

Silly

"However, now there was another problem. We had WCML customers boarding the train. I asked why and was told 'we've been told they have to go with this service'. It was a silly decision and not thought through. How was taking them to the closed ECML going to help? So I've a train of nine coaches, now full and standing with WCML passengers heading for no reason to Newcastle, where the ECML is still blocked for us to sort out! You couldn't make it up!

"Hugh Cowan, one of my drivers, took over the driving and I joined the train cold and wet ready for a brew. About halfway back to Newcastle, the train came to an emergency stand with all sorts of noises underneath the coach. It's a route which is very dark, very few town or city lights, and we'd stopped in a lonely spot called Gooseholme.

"Finding the emergency halogen light, I climbed down to investigate seeing Hugh in the distance. A tree with a three-foot diameter trunk had toppled onto the top of the buffet car. I could hear the eerie creaking sounds of the avenue of trees flanking each side of the railway.

"After eventually finding a route around the tree I reached Hugh, and there it was: another tree sprawling across the buffers and underneath the train, explaining the noise I'd heard earlier.

"We managed to get through to Haydon Bridge signalbox and get the line shut. This was lucky as the route has many dead spots for phones.

"With axe and saw from the emergency equipment cupboard at the ready, both were pretty useless with what we faced, but better than nothing. Hugh and I, twig by twig, branch by branch, finally cleared the buffer area, but the bogie was also intertwined with a tree.

"Crawling under, all the while updating control, the Class 67, DVT and Coach M were now clear of debris. It was now time to tackle the large tree lying across the middle of the train on the buffet. The guard cleared the coaches either side. Hugh contacted the signaller at Haydon Bridge, whose block section it was. He advised that help was on its way, but I knew there was

Right: On March 13, 2012, Mick was involved in the operation of Class 390 'Pendolino' No. 390055 along the East Coast Main Line from Edinburgh to King's Cross as part of a test run to assess whether a proven train design might be better for the ECML than the IEP being planned. As history shows, the 'Azuma' has transformed travel on the route.



A group photo of those involved in the East Coast 'Pendolino' test run, both as train crew and technicians from Alstom and observers from East Coast. Mick Ingledew is third from the right.

A driver's view of ECML modern traction

During his 42 years on the footplate, Mick Ingledew has driven most classes of modern traction. In class order, here are his top five locos – and his most loathed.

Class 37

A remarkable loco, reliable, and unique for me. I can't ever remember working a passenger train with one, perhaps as only a few were fitted with a boiler, usually the feared Clayton steam-heating boiler. It was a nightmare for secondmen, as its operation was truly complicated. The boiler had a limited output similar to that of the ETH-fitted Class 37/4s, suitable for around five passenger coaches. My favourite working was driving 37/7s in multiple working to Workington hauling 2,500 tons on 25 BBA wagons, returning with the empties. Cold starts were fun and I really liked the Class 37. It's a testament after more than 60 years service some are still out there on the iron road.

Class 45

I liked this locomotive, and found them ideal for freightliner workings. When I worked freightliners, the wagons were in a five fixed-vehicle formation, so for example a 25 vehicle consist would be 5x5. The length was equal to 72 single-length units (SLU's) at 21 feet each, so that's 505 yards.

In my sphere of route knowledge, which had been quite extensive, the maximum was 72 SLU's, which ensured a train could be recessed in loops for regulation purposes. Trains in excess of 72 SLU were deemed as out of gauge and subject to special workings. One example was 4539, Bathgate Cars, which exceeded 100 SLU on occasions.

We had an evening working from Darlington to Carlisle Kingmoor in each direction. The consist was 72SLUs, and with the Class 45s gearing/field diverts, for which there were five, they were perfect for accelerating these long trains and coping with the heavy gradients along the Newcastle to Carlisle route known as the 'West Line'.

Those who drove them would remember the power handle, a brass sculpture rising way up high from the desk. As you accelerated to full power, the controller wouldn't stay at max, and gradually drop back, so driver Jimmy Turnbull showed me how to overcome this by sliding it up your shirt sleeve and wedging your palm against the desk. It worked!

Class 47

My basic traction and probably the most versatile locomotive ever built. They were suitable for InterCity workings, initial MGR trains and everything in between. Many were fitted with slow speed controls necessary for loading and unloading MGR trains. Trouble was I could



Mick Ingledew's favourite class: It's 05.45 and 'Deltic' No. 55021 *Argyll and Sutherland Highlander* waits time at Newcastle Central on December 30, 1981, with the 00.05 from London King's Cross to Edinburgh Waverley, the hum of its Napier engine reverberating around the station. The next day the loco was withdrawn. TRACKS NORTH

never remember the meaning of the signal aspects for controlling loading/unloading movements.

Older drivers would often refer to them as the most versatile loco of all as they were a good all rounder.

Class 55

The Delicate Sound of the Napier. As a child growing up in the 60s, in my mind, sound was such a feature – the distinctive sound of certain cars like the Viva, Imp, VW, Cortina, or in the air a Vickers Viscount or perhaps the Dakota flying above, or even the sound of The Rolling Stones!

Oh, how I wished I'd begun my railway career at Gateshead years earlier. The 'Deltic' had that 'marmite effect', many of my peers hated them, "dirty, smelly, noisy, draughty..." But I bought marmite in bulk!

There my driver and I would be, poised waiting on a freezing cold platform, tea can in hand, then the easily recognisable frontage would gradually appear. I was so excited, thinking to myself "I wonder if the driver will let me have a hold?"

The words, "Haway son, get yourself into the seat" was further music to my ears.

Sticking to Joss Savoury's "rule of Napier", I'd feather the power controller open, then eventually to full power. Oh that sound, the shape and form, design of this superb form of traction.

Like all forms of traction the cab sound differs from that of the outside. This is evident when shutting off from full power to idle; only a cab

experience. I've been so lucky, lucky lucky.

Driving a 'Deltic' was an art, the 3,300hp had to be treated with respect more so than with any other form of traction I have been privileged to drive.

Cue my respect for my predecessor senior drivers who fired and drove prestigious steam locomotives out of Gateshead Depot.

Class 60

This hailed a new generation of freight locos and I was privileged to be one of the first at Tyne Yard to pass on Class 60s.

Everything about them was different. The new concept of braking commands, which originate as electrical signals, translated into pneumatic signals to control the brake pressure. Plus the power unit with power distribution to the traction motors.

There are two particular elements that are excellent in these locomotives. The first is the SEPEX control, with each of the six traction motors having an individual microprocessor-controlled power supply with an ability to separately excite the motor so speed can be controlled and wheelslip reduced – hence the name SEPEX.

Fault finding was easier, too.

In addition to the general fault light, a panel had 64 LED lights each with a description of which circuit had a fault. It was a great advance and I led the conversion courses training all Tyne Yard drivers.

Straight away this heavy freight locomotive was put to use on the

Workington steel trains working out of Tyne Yard, gradually phasing out the double-headed and beloved Class 37s.

Performance wise, the Class 60s were excellent from a standing start, and decent acceleration up to around 30mph was greatly reduced compared to a multiple Class 37 haulage.

And the worst...

Class 31

I could never understand their popularity as to me they were useless for much of the type of work allocated, and were underpowered.

At 1,470 bhp, and a bogie arrangement of A1A, where the middle axle was merely a carrying axle, it subjected them to wheel-slip problems.

Take No. 31305, fresh out of the works with a shiny new nameplate *Cricklewood*. I recall leaving Tyne Yard bound for Southwick scrap sidings on the banks of the River Wear, with five loaded wagons to swap over with five empties.

With no more than 300 tons, this '31' wouldn't have it. It was slip sliding on the gentle gradient.

One fun use of Class 31s was snow ploughs. Two would be coupled in multiple with the old-fashioned snow ploughs at either end. For this the driver drove from the rear loco, which I did on many an occasion. It was fun looking ahead, seeing a drift, then swoosh as an avenue of snow passed over us.



For Railfest in 2012, Mick's task for the day involved collecting No. 91110 *Battle of Britain Memorial Flight* from Wabtec Doncaster, and move the loco, which was covered in brown paper, to York, and position it facing another East Coast Main Line icon, 'A4' No. 4468 *Mallard*.



On October 14, 2012, East Coast was named *For The Fallen* in a ceremony at Newcastle. It carried a unique memorial livery, this rear three-quarter view showing the prominence of the poppies. This loco, along with No. 91111, is receiving a G exam at Wabtec Doncaster. The vinyl wrap also contains a mouse (inset 8A) as a nod to railway artist Terence Cuneo.



The introduction of the sleek Hitachi 'Azuma' train has brought a significant transformation to both travel and performance on the ECML. Mick Ingledew is at the controls of set No. 801112 on November 12 as it passes Frinkley Lane crossing, Grantham, with the 07.52 Aberdeen-King's Cross working. CHRIS MILNER

no chance of the help arriving soon as all roads on the way to Carlisle with the main-route A69 were stopped due to flooding. No one was moving anywhere fast, especially towards us, and we were in possibly the worst location.

"The sheet rain falling heavily, we were beyond being cold, rain running down our necks, we battled on but to no avail with the equipment at hand. Urgent measures needed to be taken, initially to split the train. Control put me in touch with Bounds Green to go through the procedure for splitting a Mk4 set. I've spent 30 plus years un/coupling but never coaching stock. I said I'd get back to them. Back on the ground I re-evaluated the situation.

"The tree had fallen at an angle and meant we had to consider if we could safely move in any direction. Hugh and I concluded that moving east towards Newcastle very tentatively was the best option and that's what we decided. I spoke to Chris at control, we went through our assessment, and he consented.

"At less than a snail's pace, Hugh edged the Class 67 forward as this is where the trunk would interact between two coaches. The angle, had we tried going west, meant it might have got wedged. So far, so good. Hugh edged on again as it rubbed against the side of the train until reaching the dead Class 91 at the rear, where we paused the movement.

Delight

"Then very carefully, Hugh started to move the train again and as I thought the tree catapulted free with a swoosh like a medieval weapon. We've done it. We're free! Back in touch with control, it sounded like a successful space mission in the background, cheers of delight. Hugh, bless him, continued the driving at extreme caution back to Newcastle. I got in the train, not the cab. However, more challenges now existed and were about to face me.

"We were carrying a few passengers who were now two days behind their schedule, and the main concern was essential medication needed for some of them.

"I got a call from Louise Rutherford at Newcastle, one of our customer ambassador's, asking if she could help. Indeed you can I said. I then explained the medication issues, with an urgent need to get them home quickly, and agreed for taxis to be waiting at the West End dock, a staff area. With the on-board team, including Claire and Peter, doing a fine job looking after all the very patient passengers, it was also the moment I made my first and last ever announcement on the PA. It seemed to go down a treat; not scripted. I just said it how it was.

"Arriving into Newcastle in the small hours, Louise and her loyal staff were there and went the extra mile, dealt with hundreds of passengers needing hotels. It was a great bonus night for the hospitality industry in Newcastle and beyond as the city couldn't accommodate everyone. Meanwhile, those with medical needs were dealt with as a priority.

"My son, who also works on the railway, was so impressed seeing his dad effectively going beyond the call of duty, and starting to fully appreciate what happens when you get called out, and how you sort the problem.

Hugh deserves considerable praise too, and I nominated him for recognition. Nothing ever came of it. I later found out that I also had been nominated by the control team and Louise, but we were pipped at the post by a member of staff



Into the Virgin East Coast era, which lasted a little more than three years. On March 18, 2016, the first IEP train was shown to the media and stakeholders at King's Cross, and the fleet name 'Azuma' announced. Set No. 800101 rubs shoulders with Class 91 No. 91104 and an HST, with No. 43308 at the country end. It would be a further three years before the 'Azuma' was launched into service – see image on opposite page.

at Doncaster for fixing an IT issue. That's life on the railway.

"I took to sleeping in the spare bedroom when I was on call as over the years many a disturbed night's sleep became unfair on my long-suffering wife. One night, my mobile rang just before 01.00. It was Jenny Clare, shift duty manager. She said: 'Mick, our driver at Aberdeen has admitted himself into the Aberdeen Infirmary. We have no driver for the 07.52 Aberdeen-King's Cross'. I paused, 'so what would you like me to do Jenny'? She replied, 'How far is Aberdeen from Newcastle, do you think you can help'? I responded, 'Aberdeen is 250 miles from Newcastle, I can only do my best, send a taxi in 30 minutes'. This gave me a chance to shower and liven up.

"The problem was it was winter; road conditions were horrendous. Despite this, the taxi driver was one of those who preferred to use the cruise control setting to adjust the speed of the car. It was annoying me intently so I asked him to resist several times and in the end, it was 'use your bloody foot brake' which got the message through.

"Snow flurries persisting, we forged on north, but I insisted he took a break on the Edinburgh periphery, which he did, grabbing a coffee. Over the Forth Road bridge in a blizzard enhanced by the gales coming from the east, we entered more tranquil weather conditions, making the journey a lot more pleasurable, and nearly seven hours later I arrived at Aberdeen station.

"My train was on Clayhills Depot, entailing a shunt and a change of ends to platform it. All I wanted was a coffee, but nothing was open, the HST galley was also closed.

George King, my train manager, promised me a coffee and a bacon roll at Stonehaven, and it was thankfully received – I was revived! I was always glad to be in the driving seat of the IC125, taking me to Newcastle, and feeling

"I have loved my railway career, but I couldn't have done it on my own. It's my family who supported me through thick and thin, and still do, but yes, I would do it all again."

proud of myself for providing customer service."

However, by 2015 the requirements for management were becoming too divorced from what they had originated from in Mick's opinion.

"As National Express and Stagecoach entered, they had taken a swathe of dramatic decisions involving the workforce, centralisation and so on, which in my view burdened managers like myself with all manner of different non-related specialities. It drastically reduced my ability to do 'my job' efficiently, and from a 'people-based' perspective.

Proud

"I couldn't see a future for me and was aware several colleagues who were a little bit older, decided it was time to go and opted for early retirement. In many respects, it was a sad loss."

Mick's management chapter in his career of 42 years to date came to an end in 2016 when he applied for a vacancy to return to driving at Newcastle. Mick was successful and went back to driving, and feeling proud as punch.

"I re-entered the driving grade with, to my knowledge, no rebuke from those drivers I'd managed for many years, so my return to driving as a driver was with ease and satisfaction.

"My return pretty much coincided with LNER taking over the reins on the ECML in June 2018 and the way things have developed couldn't have been better. Managing director David Horne and his team have taken us that extra mile for the first time since those buccaneering days of GNER, though Karen Boswell also did a great job, too.

"I believe we have great customer service values. In my opinion, LNER has been so innovative in enhancing staff tools for them to use to benefit customer service, with the consequence that improvements have been made in leaps and bounds.

"The 'Azuma' introduction and saying goodbye to most of our legacy trains has also been relatively smooth. I love the Hitachi 'Azuma'. Having said that, the second day into my training course I was starting to think these modern trains are way too complicated! It is a testament to the dedication and professionalism of a great trainer called Steve. He spent many late nights emailing our class 'simplifiers', and our class worked well together.

"I failed my initial assessment on the simulator for a good reason; I opened the doors on the wrong side! Any driver will tell you, learning permissible speeds through history was on the 'approach to'. Not the 'Azuma', it's rear end speeds which are crucial, such is their acceleration capabilities in electric mode.

"Yes, the 'Deltics' will always be my favourite loco to drive, '37s' played their part and Class 60s, which was the last game-changer before the introduction of 'Azumas'."

There is much more that Mick can tell arising from his 42 years on the ECML.

And it is only right Mick Ingledew has the last word: "I have loved my railway career, but I couldn't have done it on my own. It's my family who supported me through thick and thin and still do. But yes, I would do it all again." ■

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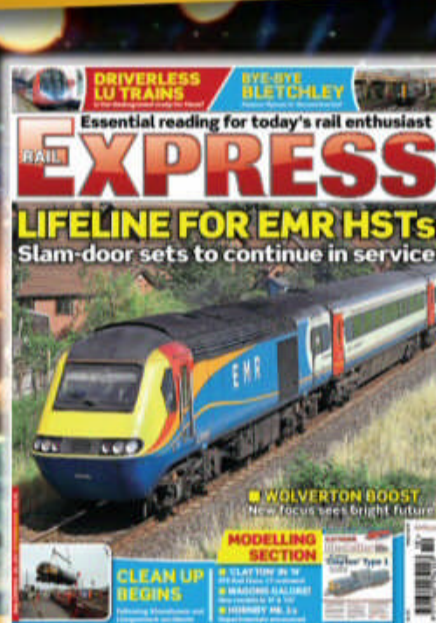
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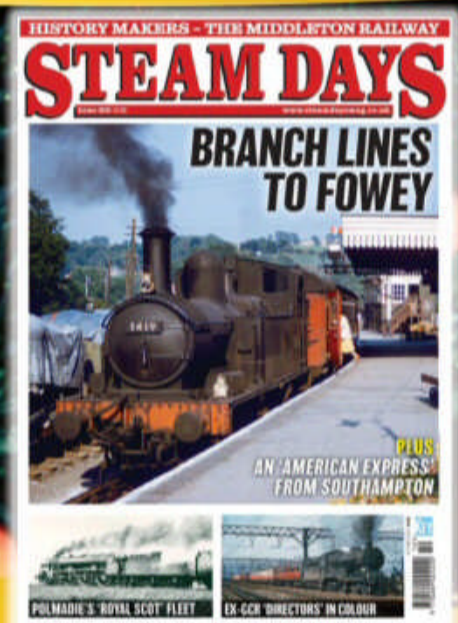
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Destination Bala!

The narrow gauge Bala Lake Railway in Mid-Wales has long held an ambition to extend its services from its current terminus into the heart of Bala town itself. This goal is now within touching distance as **Gary Boyd-Hope** discovered.

ASK Bala Lake Railway Trust (BLRT) chairman Julian Birley what he'd like for Christmas this year, and his answer would be simple...£210,000!

Wouldn't we all, I hear you cry.

Well of course we would, but for Julian and the BLRT, securing £210,000 by the end of the year – or a large percentage of it, at least – could make the difference between the Bala Lake Railway (BLR) getting to fulfil its long-held ambition of extending into Bala town centre, or resigning itself to never

achieving its full potential. It's that simple!

You see, as part of a £6million package of upgrades to the flood defences around the town, Natural Resources Wales (NRW) has to reconstruct part of the eastern shoreline of Bala Lake, precisely where the railway would like to extend.

Therefore NRW has agreed to include the railway's requirements (300 metres) in its planning application *and* carry out the necessary work, but only if the railway can

contribute £276,000 towards the overall costs.

Consequently, Julian and the BLRT have to at least demonstrate the trust can come up with the required sum by the end of the year in order for NRW to proceed, and have already raised £70,000 in public donations. In short, it is an opportunity that cannot be missed.

To fully understand why the BLR is so keen to extend the 1,200 metres from its present terminus into the town itself, it is worth taking a moment to consider its current operation. ▶





Above: The locomotive exhibits on display in the Heritage Centre at Llanuwchllyn include former Penrhyn Quarry 0-4-0ST *Nesta*, owned by Rob Gambrill and repatriated from a swamp in Puerto Rico, and ex-Dinorwic Hunslets *Alice* (awaiting a new boiler) and *George B*. ALL PHOTOS BY GARY BOYD-HOPE UNLESS STATED



Ex-Dinorwic Quarry Hunslet 0-4-0ST *Alice* heads a rake of empty Dinorwic slate wagons towards Llanuwchllyn, near Bryn Hynod, on April 19, 2013, during a David Williams photo charter. The view across the lake towards Bala is spectacular. ROBIN STEWART-SMITH



Above: This replica of Lord Penrhyn's private saloon has been constructed by Bala Lake Railway supporter David Hale at his home in Somerset, but has since moved to Llanuwchllyn for completion. The standard of the finish is exemplary (inset). The original saloon is on display at Penrhyn Castle.





An aerial view showing the route of the Bala Lake Railway's planned extension from its current Pen-y-Bont terminus to the centre of Bala itself. BALA LAKE RAILWAY TRUST

For those unfamiliar with this delightful 2ft-gauge gem, the BLR has been running steam services over its 4½-mile length in the heart of the Snowdonia National Park for more than four decades. It follows part of the former standard-gauge Great Western Railway route that once linked Ruabon with Barmouth, starting at Llanuwchllyn and paralleling the southern shore of Bala Lake (Llyn Tegid) to its current terminus at Pen-y-Bont (the site of the old GWR Bala Halt), just outside Bala.

The railway is well-known for its use of ex-Dinorwic and Penrhyn 'Quarry Hunslet' 0-4-0STs, and at the time of writing is home to no fewer than six of them.

Fine collection

Llanuwchllyn serves as the line's headquarters and includes the main station buildings (built by the Bala & Dolgellay Railway in 1868), cafe, loco shed/workshops and railway offices. A recent addition to the site is the Heritage Lottery-funded Llanuwchllyn Heritage Centre, which houses a fine collection of artefacts pertaining to the North Wales slate industry. This includes locomotives, wagons, tools, signals and rail among many other items.

From Llanuwchllyn the line follows what is believed to be the longest stretch of straight track on any UK narrow-gauge railway (1¼ miles long) before reaching Pentrepiod Halt. This was the original terminus in 1972, and today serves as a request stop.

Glanllyn Halt comes next, after which the line runs onto the Ffynnonogower embankment, which offers spectacular views over the lake and a stunning vista of the Arenig Fawr, Aran Benllyn and Aran Fawddwy mountains.

The BLR's principle intermediate stop is at Llangower, just under two miles from Llanuwchllyn. All trains call here, and a passing loop is provided for when the railway operates a two-train service. The station is a popular stop

for families who wish to break their journey and enjoy a picnic on the foreshore of the lake.

Journey's end is at Bala (Pen-y-Bont), which is a 10-minute walk from Bala's main high street and occupies the site of the original Bala station of 1868. The station closed in 1886 when a branch from Bala Junction reached the town, but the GWR built a small halt on the site in 1923.

The narrow-gauge line reached Pen-y-Bont in 1976, and at that time it was hoped to extend the line into Bala's town centre.

A target date of 1981 was set to complete this final section; the railway even acquired the Loch Café, near Bala Leisure Centre, where it hoped to build a terminus. However, the scale of the work required to construct this extension proved too much for the fledgling BLR at that time, and the plan was reluctantly placed on the back burner in 1981.

It is important to stress, however, that the extension plan was never officially abandoned, and reaching Bala remained the ultimate goal. As a consequence the station at Pen-y-Bont has never been fully developed despite serving as the terminus for more than 40 years and, apart from a waiting shelter, there are no other passenger facilities, something the BLR actually apologises for in its guide book.

There is limited parking at Pen-y-Bont, which combined with a poor visible profile and lack of amenities means few passengers actually venture into Bala town, instead choosing to return to Llanuwchllyn with the train they arrived on. Conversely, visitors to Bala are often unaware of the railway's existence, and as such the relationship between the railway and town has never maximised its full potential.

Julian Birley became involved with the BLR in 2010 when he acquired the ex-Dinorwic Hunslet 0-4-0ST *Alice*, which was based on the line. It didn't take him long to see the potential of the BLR as a tourist attraction and, together

with the railway's then management, soon set about expanding the BLR's profile with the 'Quarry Hunslet' fleet and their connection to the North Wales slate industry at its core.

They realised that, as a former standard-gauge route, the BLR is not allied to any one quarry system, and could thereby demonstrate trains representative of any quarry.

Strings of ex-Dinorwic and other slate wagons were acquired, a replica Penrhyn Quarry miner's train created, other vehicles obtained and restored, with the 'cherry on top' being Julian's repatriation of ex-Penrhyn 'Quarry Hunslet' *Winifred* from the USA in 2012 and its subsequent restoration.

All this ultimately led to the formation of the Bala Lake Railway Trust to promote the restoration, maintenance and exhibition of operational steam locomotives, rolling stock and other railway artefacts, directly associated with the slate industry of North Wales.

'Outstanding' award

The aforementioned Heritage Centre at Llanuwchllyn was built to house the ever-growing collection, the museum winning the Outstanding Visitor Attraction category at the Heritage Railway Association awards ceremony earlier this year.

The Bala Lake Railway could now offer more than just a train ride, and became a popular destination for the photo charter market thanks to its array of heritage rolling stock. Yet for the BLRT this was only part of the wider vision for the railway, and it determined that the only way the BLR could fully reap the benefits of its proximity to Bala, and the town then exploit its own little railway, was if the extension into the town was built.

Therefore in 2014 the trust launched the Red Dragon Project, a £3.5million scheme to not only construct an extension into the town from Pen-y-Bont, but also equip the railway



1. Looking east at the Bala Lake Railway's current terminus at Pen-y-Bont. The extension will leave the main line behind the camera, then pass beneath the left-hand span of the footbridge and curve sharply northwards along the fence line in the distance.



2. This 18th century Grade II-listed stone bridge used to carry the main road until the current improvements were made in the 1950s. The new extension will cross the B4403 (in the foreground) then cross over the bridge as it heads towards Bala.



3. Looking towards Bala: The Bala Lake Railway Trust proposes widening the bridge on the eastern (right-hand) side and slewing the carriageway, allowing the trains to run on a reserved track, where the left-hand pavement is now.



4. This is the section of the route that Natural Resources Wales will construct if the Bala Lake Railway Trust can find the money. The flood defences are being improved here, with the extension following the line of the grass verge on the left of the pavement.



5. Having left the lake foreshore and crossed a public footpath, the new railway will continue towards Bala through the grounds of Bala Rugby Club. The land has already been acquired, the route following the approximate line of the floodlights.



6. It may not look like much, but this empty plot of land will be the home of the new Bala Town station. The site is already owned by the Bala Lake Railway Trust, and a 125-year lease agreed for the land beyond.

with new amenities and a fleet of new purpose-built coaches that will allow passengers to get the best from the new vistas across the lake that the extension will open up.

A 12-month consultation with local residents, councillors, politicians and businesses, along with the Bala & Penllyn Tourist Association, resulted in unanimous support of the scheme, giving the BLRT the confidence to proceed with the proposal.

“Never in more than 25 years of working in railway preservation have I worked on a project with such unanimous support,” says Julian.

And Julian is not alone in steering the trust towards its goal. Joining him as trustees are some well-known and well-respected individuals from the world of railway preservation, including former National Railway Museum chief Steve Davies; ex-Bala Lake Railway general manager Roger Hine;

Roland Doyle, who managed the construction of the Welsh Highland Railway from Caernarfon to Porthmadog; Toby Watkins, chairman of the Locomotive Conservation & Learning Trust (LCLT); and Christina Kennedy, who has also worked with the LCLT, as well as the North Norfolk Railway.

So how much difference would the extension actually make to the railway's – and the town's – fortunes?

‘Huge difference’

“Our forecast predictions show it will make a huge difference,” Julian explains.

“Around four million people live within a day trip of Bala, and the railway currently carries in the region of 30,000 visitors a year. Our business model projection points to that figure rising to 55,000 visitors every year.

“A report into the economic impact of

preserved lines by the All Party Parliamentary Group for Heritage Railways highlighted that for every pound spent on a railway, £2.70 goes into the loco economy.

“Visitors use local pubs and restaurants, buy a paper from a local newsagent, fill up their car with petrol at a local garage, and even stay in local accommodation, purely because a preserved railway has brought them to that area.

“By that token the Bala Lake Railway already puts some £600,000 into the local economy annually, and the extension could see that figure rise to £1.2million as Bala would become the main starting point for the railway. As a consequence Bala becomes a destination rather than somewhere you pass through.”

To date the BLRT has spent more than £1.5million on preparing the plans for the extension, including the 2017 purchase of the

EXTENSION PROJECTS

proposed terminus site on Aran Street in Bala. The site is directly opposite the large Plassey Street car park, and the BLRT hopes to use this facility to attract people into Bala and leave their cars there for the day, using the railway to access the lake and thereby keeping cars off the roads.

And there are jobs to be made too, as Julian explains. “Construction of the extension will create the equivalent of 10 full-time jobs in the Bala area, and support a further nine over a 12-month period.

Boost economy

“When completed, the extension will support 12 full-time jobs in the local economy. With the ongoing effects of Covid-19, never has there been a more urgent need to boost the economy in the Snowdonia National Park.”

It is worth noting that of the BLRT’s estimated £2.5million construction cost, it anticipates 55% (£1.375m) would be spent in

the local area, using companies such as local contractors and suppliers.

The 1,200-metre extension itself will start at a point close to the current station throat at Pen-y-Bont, then curve sharply north through what is currently the station approach to reach a new level crossing over the B4403.

The level of the road will be raised to facilitate this, which will not only improve the approach to a nearby T-junction, but more importantly place the railway at the correct height to cross the old 18th century stone bridge that once carried the main road. The bridge has been structurally assessed and has been deemed fit to carry the narrow-gauge trains.

The next 100 yards offer what Julian describes as “85 percent of the challenges for the entire route” as the extension needs to cross the River Dee where it flows into the eastern end of the lake.

To do this the railway intends to share the

New Dee Bridge (Pont Mwnwgl-y-llyn) that carries the main B4391 road into Bala, in a manner similar to the way the Welsh Highland Railway traverses the Britannia Bridge in Porthmadog. The original proposal involved widening the 1955-built bridge on the western side, but the immediate vicinity on that side of the bridge is a Site of Special Scientific Interest (SSSI), so a new plan was drawn up.

This will see the bridge widened on the eastern side and the highway shunted over that way. The railway will then occupy a reserved track on the western side of the bridge where the current pavement runs; a new pavement separating rail from road.

Two new zebra crossings will be provided at either end of the bridge for safe pedestrian access to the lake. Gwynedd County Council Highways Department has agreed in principle to the bridge improvements, and both parties are now working together towards a formal agreement.

Once across the Dee, the extension reaches the section that will follow the foreshore of the lake, and which is the subject of the current fundraising drive. As already mentioned, Natural Resources Wales (NRW) will carry out the necessary structural works required for the railway as part of its flood defence upgrade, subject to the BLRT being able to make its £276,000 contribution to the costs.

‘Piggyback’

“We cannot miss this opportunity to piggyback the Natural Resources Wales job,” says Julian. “Once NRW has its planning approval, we can submit our own planning application, which has cost £150,000 alone to put together.

“We have raised £70,000 so far, but it is absolutely vital that we raise the £206,000 still required. Missing this opportunity could set us back years.”

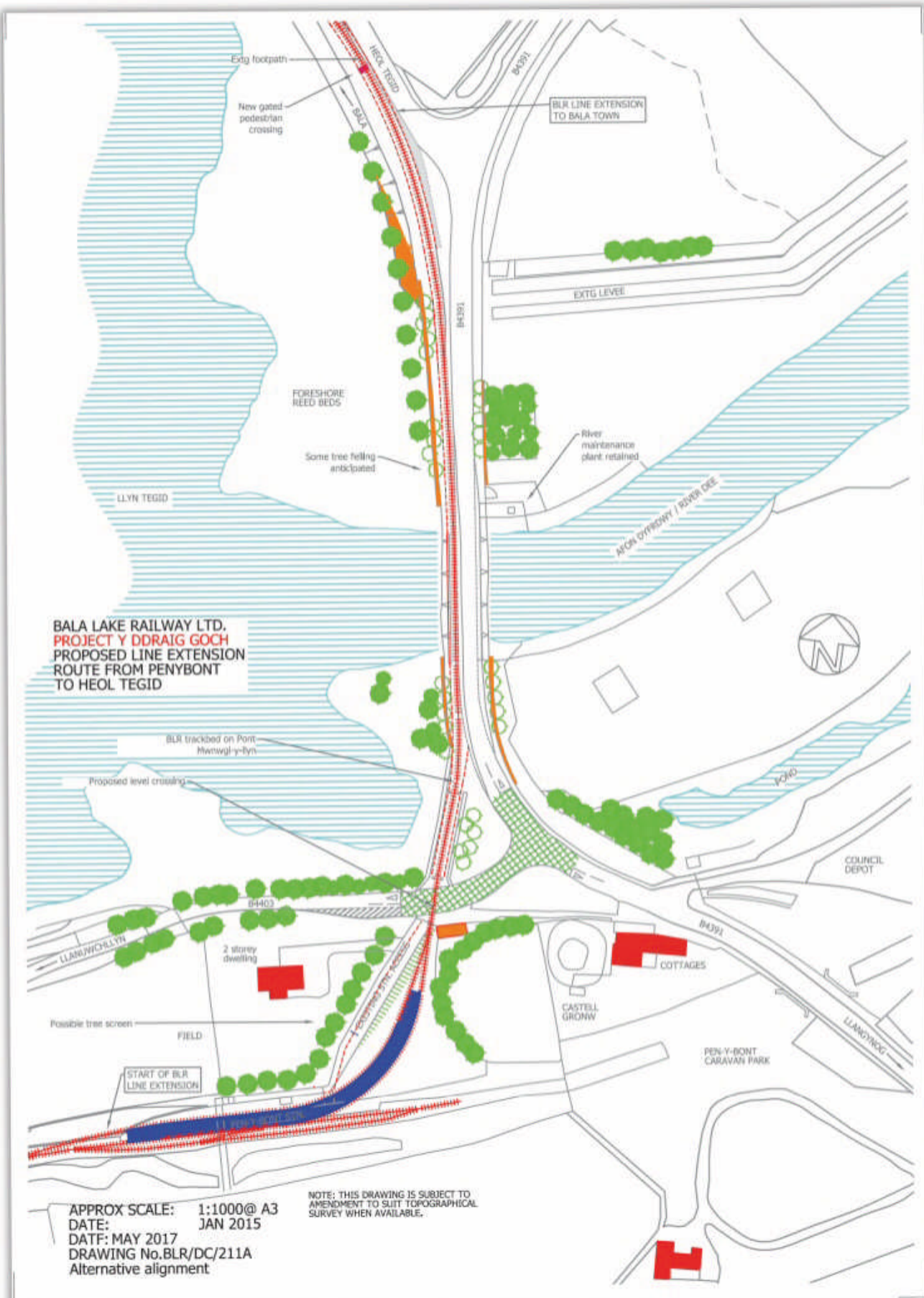
This section of the extension will open up a spectacular view along the length of Bala Lake, which is currently only available to users of a public footpath. The railway will parallel this path for a short distance, then cross it on the level, before veering north-westwards past the Bala Rugby Club (Clwb Rygbi Y Bala) ground. The club has been very supportive of the project, and has sold the required strip of land to the BLRT for the extension.

Julian adds: “We were particularly happy to receive the support of the rugby club, not only because it agreed to sell us the land we needed, but also because the money we paid has gone directly to a community asset.”

Just beyond the rugby club, the route of the extension enters a field upon which a new sub-shed will be constructed. This will be used to stable the locomotive(s) rostered to work the first train each day from the new station to Llanuwchllyn, which will remain the principle loco shed and maintenance facility.

The new Bala shed has been purposefully situated away from the station site and on the edge of the town, so that smoke emissions and noise do not become a hindrance to local residents.

Immediately behind the shed site the railway will cross the footpath again and cross another field before reaching the new Bala Town station. The site was previously occupied by a derelict warehouse, which the BLRT has since had demolished. Behind this site is another small field owned by Gwynedd County



A layout map showing how the proposed route will swing away from the current Pen-y-Bont terminus and cross the old 18th century bridge before traversing the widened New Dee Bridge. BALA LAKE RAILWAY TRUST

Council. A 125-year lease has been agreed with the BLRT, which will use the site to provide new parking provision for residents of Aran Street. At present residents park on the narrow roadway in front of their houses, but the new parking area will allow the road to be kept clear for the increased number of cars accessing the extended railway.

The proposed Bala Town station will be built in a sympathetic, traditional railway style, having a two-storey frontage surmounted by a clock tower. The building will include retail and catering facilities on the ground floor, with office and volunteer accommodation above. The Bala Tourist Information Centre will ultimately be relocated to within the station building.

Secure storage

A covered train shed will span two platform roads and run-round loop, which will also be used to provide secure overnight storage for the passenger rolling stock. It may also be made available for the town's usage for such events such as craft fairs and farmers' markets outside of the running season.

There's no doubt the BLRT has left no stone unturned in preparing the plans for the extension, carefully considering every possible benefit, and potential drawback, the railway might bring. These are not solely confined to local economics, as the BLRT is also very mindful of the extension's ecological impact.

"Our proximity to a SSSI has meant we've had to look very carefully at the impact the railway could have on its surroundings," Julian explains.

"We have had someone out to count the local bat population, and we've had surveys done of lingering smoke and the time it takes to dissipate. We have even had the ballast supply analysed to ensure it is not detrimental to the ground it's laid on.

"There are a lot of hoops to jump through, but we're taking each one in turn as we want to do this right. It's all dependent on the funding."

Which brings us back to where we started this feature.

The NRW flood defence work is the primary focus at present, and the BLRT would welcome donations of any size to help it raise the £250,000 it requires.

A Red Dragon Appeal is running to help finance the project, which operates in two ways: general donations or on a subscription basis.

If you become a subscriber, in return for a regular monthly donation you will receive a range of benefits as a 'thank you' from the BLRT. The benefits are accrued as you make your donations, but you can opt to pay the full subscription amount as a one-off payment if you wish.

Full details of how to support the project can be found at: <https://tinyurl.com/y5ohwr69>

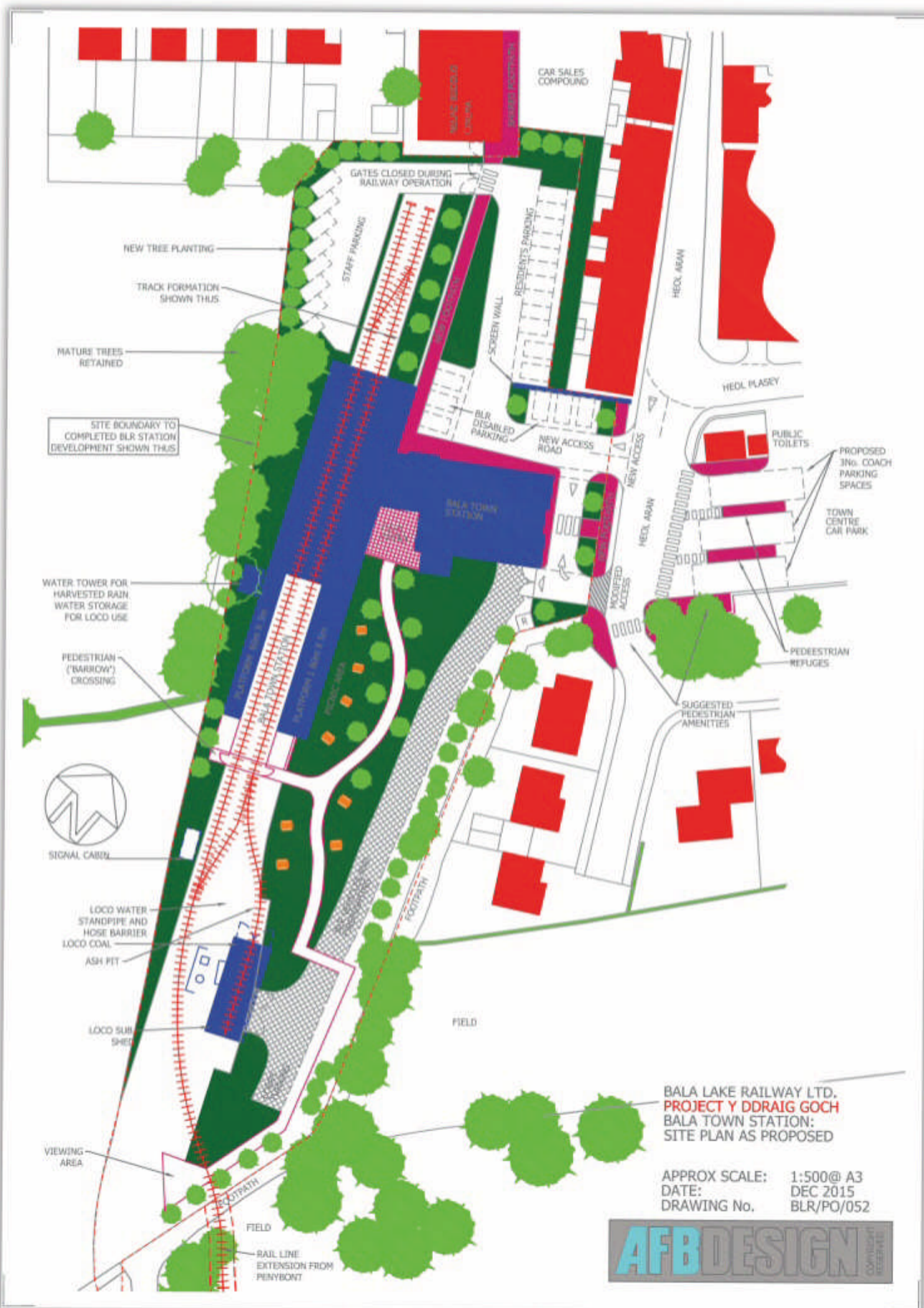
An online Change.org petition was launched in mid-September, calling on the Welsh Government to support the project and help fund the £2.5million still needed.

The petition received more than 700 signatures within 24 hours of going 'live', and at the time of writing had passed 2,300 of a 2,500 target.

The petition can be found at: <https://tinyurl.com/y2kbwmej>



An artist's impression of the Bala Town station frontage. BALA LAKE RAILWAY TRUST



A plan of the new Bala Town station site showing the overall roof and improved site access. BALA LAKE RAILWAY TRUST

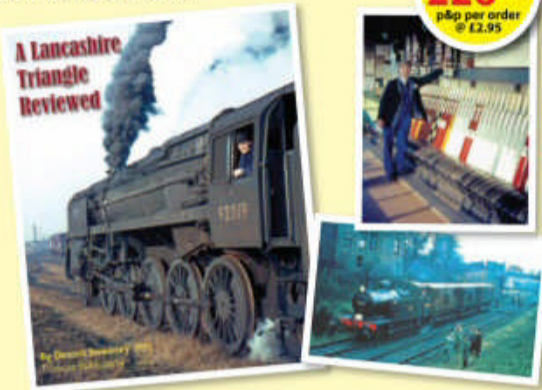
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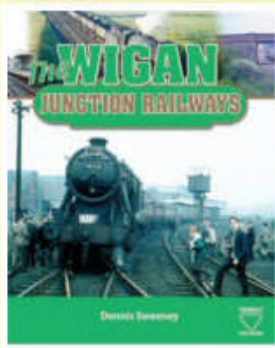


This updated version of the Lancashire Triangle books first published in 1996, brings together the Wigan-Tyldesley-Eccles route and the Tyldesley-Leigh-Pennington branch that were constructed under the L&NW 1861 Acts. Plus the "Black Harry" line from Patricroft to Clifton. Updated text with, but for 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.

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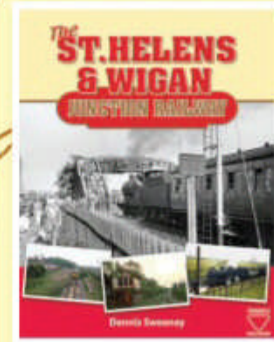
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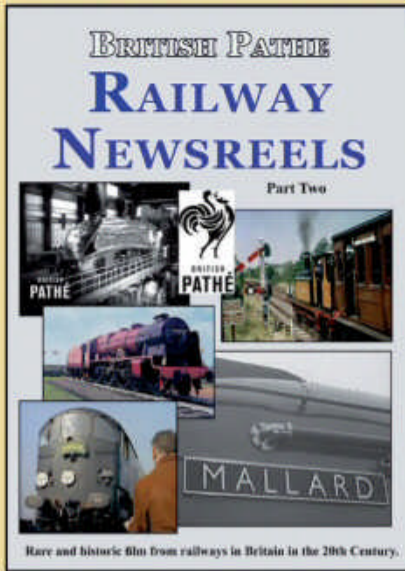
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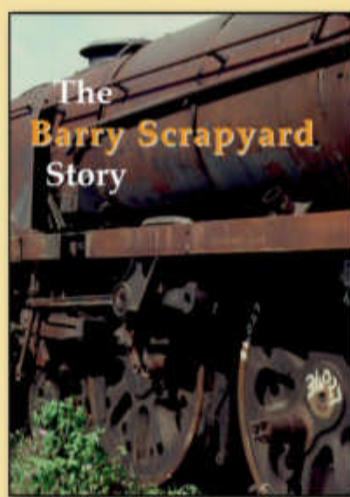
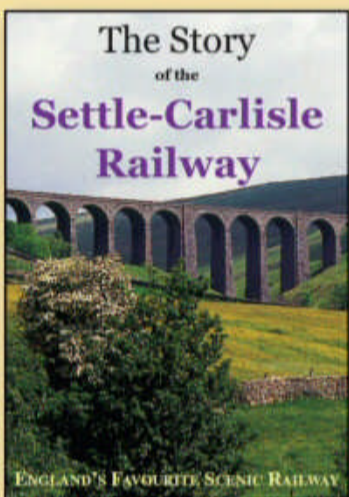
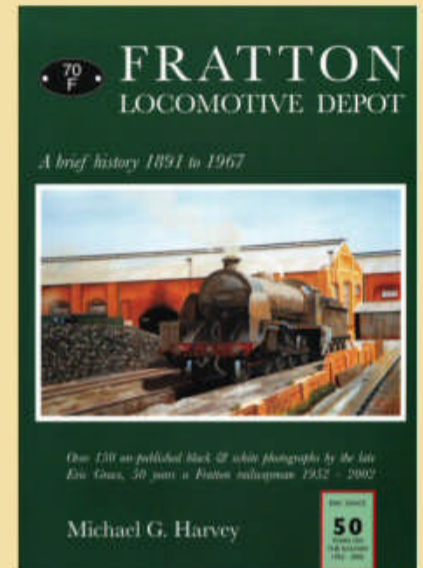
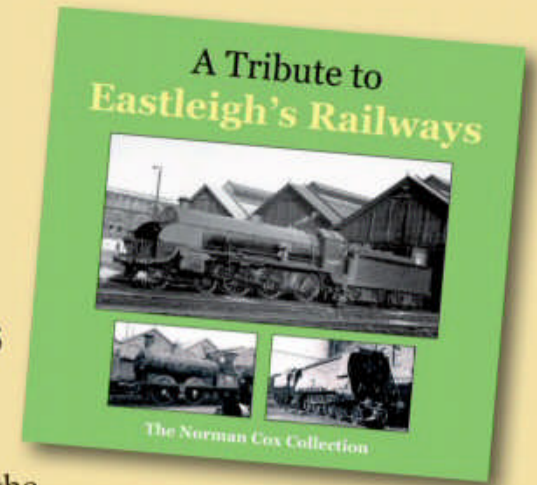
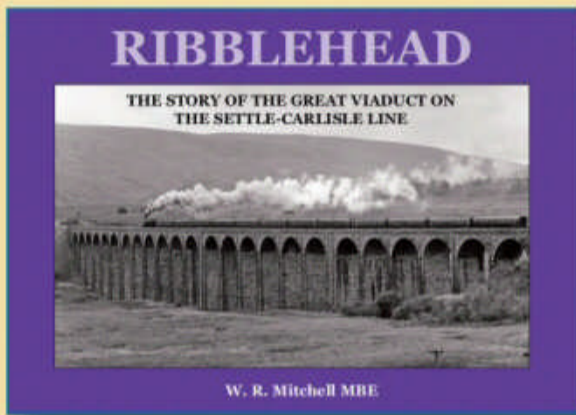
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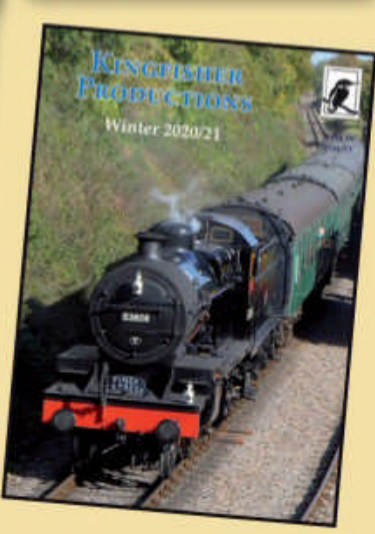
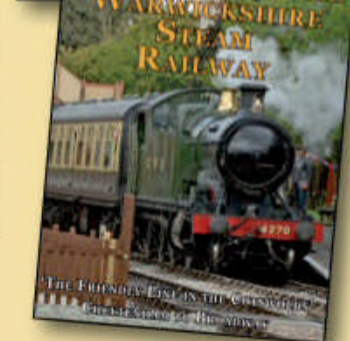
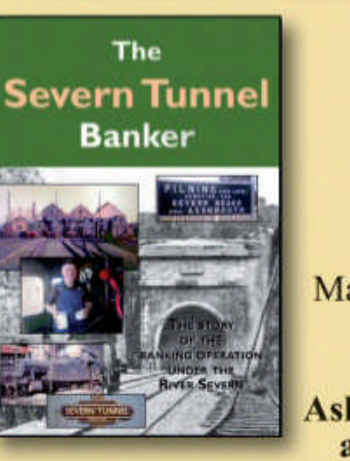
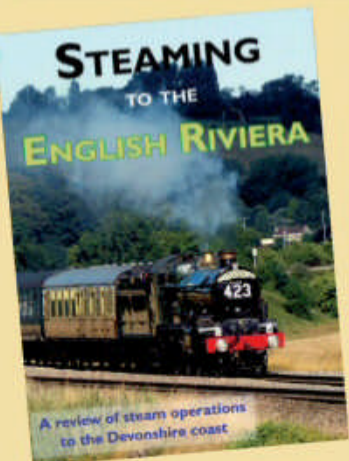
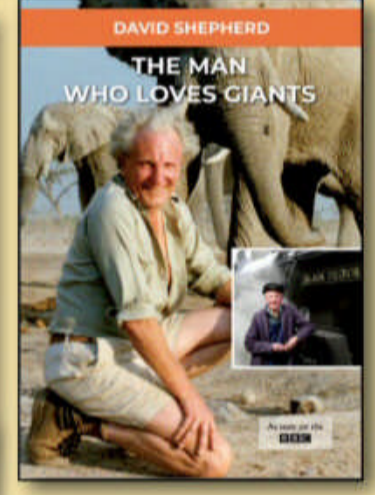
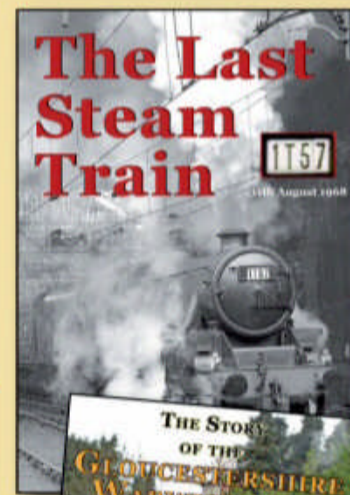
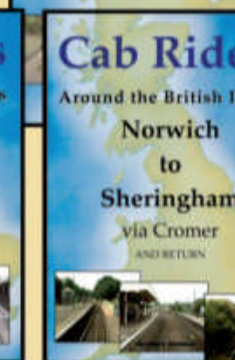
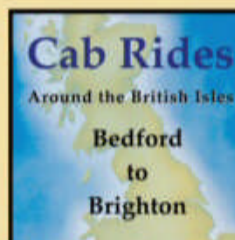
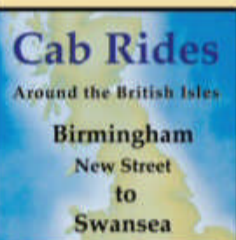
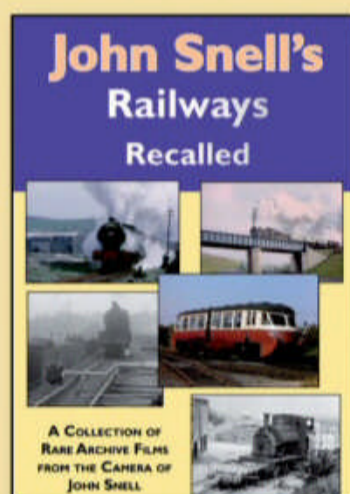
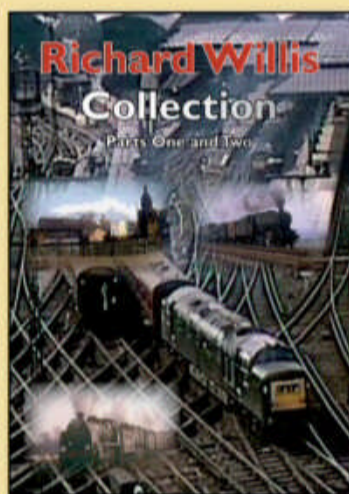
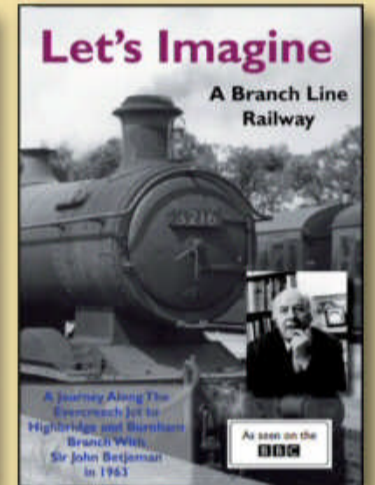
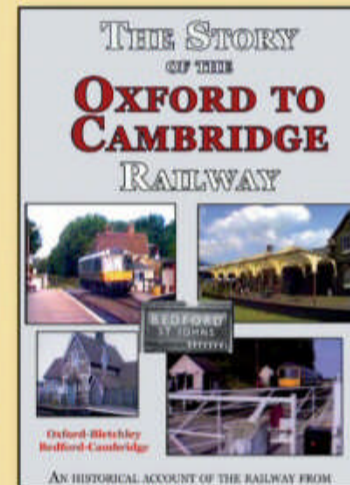


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A BRIEF GHOSTLY ENCOUNTER...

The RM's annual spooky story comes from the pen of **Russell P Carrof**

MY HOLIDAY in the north-west of England was not going well. To be honest, December was the wrong time of year to be camping on the Morecambe Bay shore.

My clothes were soaked. I was spattered with mud, weary and fed up. A few days before Christmas I abandoned the Lancashire Coastal Way, trudged inland and pitched my tent for the night next to the West Coast Main Line.

Tomorrow, I would walk to the nearest town and thaw out with a brandy in a cosy B and B.

I must have been dog-tired, as I awoke with a start in the early afternoon. The weather was misty and chilly and there was a keen breeze. I munched an energy bar, splashed my face tentatively in a freezing stream, packed up the tent and set off in a northerly direction along a farm track by the main line, hoping to find a place to stay before nightfall. The landscape was barren and there was not a soul to be seen.

Then, in the fading light, I heard the unmistakable sound of a steam locomotive whistle faintly in the distance. What luck! A steam excursion on the main line from the Carlisle direction!

I dropped my rucksack and tent and sat on the grassy bank, looking forward to the spectacle.

In the distance, I could see white smoke pumping skywards against the darkening backdrop, suggesting an urgent and high-speed descent from Shap summit. The train was approaching much faster than I was expecting. It must have been travelling at close to 90 miles per hour. I felt my pulse increasing.

The next few seconds passed in a blur. What I saw caused a sharp intake of breath that I struggled to release. I felt paralysed and bewildered. The locomotive rushing towards me was, without any doubt whatsoever, a plain black, work-stained and streamlined 'Coronation' class Stanier pacific. The locomotive swept past in a swirl of steam and noise, and I could just make out the number and name: 6222 *Queen Mary*.

The grubby carriages roared and rattled past, each in London, Midland and Scottish Railway colours of crimson lake. As the red glow from the tail lamp wobbled and receded into the twilight, I tried to absorb what I had just witnessed. This was no modern-day steam excursion. Was it a dream? Was someone playing a trick on me? Surely not!

I was in a cold sweat as I picked up my belongings to continue walking northwards.

Only then did I glance up and, for the first time, register that there were no overhead wires above the railway tracks. If this was a dream, then it was the most powerful I had ever had.

After an hour, I had calmed down and found myself wandering aimlessly through the darkened and empty streets of an unfamiliar town. I passed Boots the Chemist, a closed coffee shop called Kardomah, a hospital and the Palladium Cinema, which advertised a feature called *Flames of Passion* at one shilling and ninepence a seat. I saw a street sign, *To The Station*.

Milford Junction

On impulse I followed the pointed finger and soon found myself in the welcoming arms of a dimly lit but sizable railway station. The nameboard baffled me. Milford Junction.

I could see lights from what appeared to be a refreshment room on one of the platforms. That was when I felt my hunger and thirst. I had to get onto that platform. I entered the booking hall and approached the tiny ticket window. The booking clerk was half hidden in the gloom. I could see his waistcoat but not his face. I bent over and spoke into the opening.

"A platform ticket, please."

"A penny," came the muffled response as he date-stamped a ticket.

A mild panic enveloped me as I fumbled for loose change. The smallest coin I had was a ten pence piece, decimalised of course, but worth two shillings in old money. I pushed it gingerly across the counter. The clerk picked it up, studied it closely, then quickly pushed it back. It was not a surprise.

"It's foreign," he barked.

"Look, I'm really sorry about this, but I assure you that the coin is worth many times the value of a platform ticket. It's all I have on me. Could you kindly make an exception? You can keep the coin."

I pushed the silver piece gently in his direction once more. He studied it anew, then leaned down to get a better view of my face, weighing his options.

"Seeing as it's Christmas, I'll let you have the ticket," he said, "but I'll keep this coin of yours. As it is, my books won't tally when I pack up tonight. You know that, don't you?"

I thanked him and walked through an underpass and up a long ramp to get to platforms 2 and 3. Along the walls were LMS-branded

posters promoting the likes of Gloucester Cathedral and Llandudno. As soon as I reached the platform, I heard the tinkling of bells in a distant signalbox as codes were tapped out to ensure the safe passage of a train.

Then came the rustling sound of wires moving through a network of pulleys as the signals were 'pulled off' for a Down train. It was five-thirty, according to a large overhead station clock, and the night air was decidedly chilly.

A minute later I stood dumbstruck as another steam-hauled express roared out of the darkness into the pools of light thrown by platform lamps. An unrebuilt 'Royal Scot' class locomotive, easily recognisable by its outsized smokebox, thundered past in a swirl of steam and dust, whistle screaming and a rake of LMS carriages in its wake. The platform trembled as the train whooshed through the station, leaving a slipstream of cold air that unsteadied me.

Now the panic returned, and I felt my heart racing.

There was no possible explanation for these wild experiences. I could not deny what I was seeing and feeling. Everything was far too real for it to be a dream. I had been literally transported to another time! My breathing was becoming laboured and I was shaking with fear.

I walked past a collection of porters' trolleys and wicker baskets, then looked up to see a finger board for a train to Hellifield, Skipton, Keighley, Leeds and Bradford. It was something of a relief to see familiar place names. I entered the refreshment room.

There was a long wooden bar, crowned with two large tea urns. Alongside the bar were wooden stools, all empty. At one end of the room was a coal-fired stove, with a thin chimney rising to the ceiling. Behind the stove were two small circular tables, and a collection of antique-looking Bentwood chairs.

At one table sat a woman of around 30 years old in a plain coat, and a somewhat older man in a tweed jacket, tie and pocket handkerchief. Both were gazing with glum expressions at untouched cups of tea. Curiously, a third person at their table, a woman in a fur coat with her back to me, was talking to the other two at breakneck speed, although they appeared not to be taking any notice.

A uniformed member of staff, with a Ticket Collector badge on his hat, was leaning across the bar engaged in desultory conversation with

what I took to be the manageress, who was busying herself polishing a glass. Her blond hair was puffed up in a large top bun. She sported a fair amount of jewellery, and a nurse's watch was pinned to an ample chest.

I coughed to catch her attention and asked for a brandy. She straightened up, looked back at the ticket collector and addressed him in an exaggerated and refined accent,

"Excuse me one moment if you please, Mr Godby." She glanced up at a clock on the wall, turned to me and said: "I'm very sorry but I cannot serve you out of hours. It's just gone half past five, so you'll have to wait another half an hour."

The thought dawned on me that my modern money would be useless anyway. Wordlessly, I withdrew, turned around and stood looking out the window. Just then, a platform bell sounded, along with a tannoy announcement: 'The five-forty train to Churley, Leigh Green and Langdon is arriving at platform four.'

Where were these places? What had happened to my life? I was in turmoil.

Madness

The man at the table with the two women stood up, grabbed a mac and a trilby hat. He paused a moment, gently squeezing the shoulder of the younger woman and left the refreshment room.

The talkative woman in the fur coat was saying to her companion that he would have to run to catch the train. Through the window I saw Stanier 2-6-4 tank number 2429 labour into the opposite platform with a rake of third-class carriages.

This is madness!

Another ring of the platform bell and I heard someone say that an express was due. In a blind panic I heard myself saying, 'I'm going to do it! I really am!'

My head filled with the screaming of the whistle. I rushed out of the refreshment room and kept running across the empty platform, sensing that the express would be upon me within a fraction of a second. I jumped, and then... darkness and silence.

I awoke in a bright, sunlit room. As I came to my senses, I realised that I was alone, in a bed, wearing a white gown, with one eye bandaged and nursing a crushing headache. My vision cleared and with some effort I managed to sit up. I noticed that my meagre belongings, along with my clothes, were piled next to the bed.

The events at the railway station suddenly flooded back.

Then I saw a laptop computer on a small table in the room and breathed a sigh of relief. The nightmare was over. A thought hit me. I reached over and pulled from my jacket pocket a platform ticket, marked Milford Junction, priced at one old penny. I was still gazing at the ticket in bewilderment when a man in a white coat entered the room.

"Ah, I see you're awake at last," he said as he sat down on a chair next to the bed.

"Where am I?"

"In hospital. You're quite lucky, you know. You took a tumble and fell onto the tracks at Carnforth railway station. If it hadn't been for Mr Godby, the ticket collector, you might have been hit by a train.

"You've got him to thank for pulling you back onto the platform. According to Godby, you were out cold for a moment or two. Luckily, Mrs Bagot in the refreshment room spared you a shot of three-star brandy; not that you're likely to remember, though."

I was struck by his clipped accent and perfect diction. But there was something else about him that unsettled me.

"Forgive me," he went on, "I should have introduced myself. I'm Doctor Alec Harvey and I practice here. I happened to be on the other

platform, so I took you under my wing, as it were. You were rather groggy, to say the least, so I saw to it that you were brought here by taxi.

"In case you're wondering about the eye, let me assure you that it's nothing to worry about. You had a bit of grit in your eye, that's all. You'll be right as rain in no time."

Surely, it couldn't be?

"You won't be seeing me again. I've got a posting in Johannesburg, so I'm passing you over to a colleague."

Shock

There was no doubt that Doctor Alec Harvey was the very man I saw in the Milford Junction refreshment room, rushing to catch a train. I could not conceal my shock.

"You're looking a bit peaky," he said with a kindly smile.

He looked down at my hands. I was still clutching the platform ticket. The smile vanished and he looked me in the eye. What was that expression? Fear? Irritation? He leaned forward, his face close to mine as he gently prised the ticket from my grasp.

"Let me take care of this, there's a good chap," he whispered, slipping it into his pocket. He stood up and his fatherly demeanour returned.

"Looks like you've just seen a ghost."

Doctor Harvey turned and walked away. ■



PICTURES: JACK BOSKETT

FINAL JOURNEY

CENTENARY OF UNKNOWN WARRIOR'S LAST JOURNEY

Last month marked the centenary of the return of the body of the Unknown Warrior, who is buried in Westminster Abbey. **Keith Fender** tells this poignant story.

TRAVELLERS passing through London Victoria may have noticed a small plaque beside platform 8.

It commemorates the station's role in bringing back to the UK the 'unknown soldier' from the First World War. Similar small memorials exist at other places in the journey from France – at the former Dover Marine (Western Docks) station in Kent and outside the station at Saint-Pol-

sur-Ternoise, in northern France.

A century ago, on November 10, 1920, a train arriving from Dover at platform 8 at London Victoria was greeted by a military honour guard.

The train was carrying the coffin holding the body of the 'Unknown Warrior', which had been brought from the battlefields of France for burial in Westminster Abbey exactly two years after the First World War had ended.

It was fitting the last journey was by rail as it was very likely the soldier, like most of his compatriots, had set off to the war in France by rail in the first place, many of them from Victoria. The coffin, which had been guarded the previous night by French soldiers at Boulogne Castle, remained in a South Eastern & Chatham Railway (SECR) van at Victoria until the next morning, guarded by a detachment from the Grenadier Guards.



The First World War led to hundreds of thousands of soldiers on all sides of the conflict buried with no known grave or without any record of their identity.

During the war the idea of recovering the body of one of the ‘unknown soldiers’ and burying them in Westminster Abbey as a memorial to all those lost without a known grave had been suggested around 1916 to the British Commander-in-Chief Sir Douglas Haig by an Army Padre named David Railton, but nothing was done.

In August 1920, the Rev Railton, by then a vicar in Margate, wrote to the Dean of Westminster Abbey making the suggestion again. After the Dean was initially told the King did not think it a good idea, he wrote to Prime Minister Lloyd George and senior military figures, who all thought it an excellent idea – and between them persuaded King George V that it was, too.

So, in a few short weeks, from mid-October, preparations were made, with the British Army still in France responsible for most of the logistics. The then Foreign Secretary, Lord Curzon, was put in overall charge of the effort, showing how important the Government saw the project.

Unknown to Mr Railton, in 1916, a similar suggestion had been made in France, and in 1920 both countries’ governments agreed to inter an ‘unknown warrior’ at the same time and same day on the second anniversary of the Armistice ending the First World War.

Secret orders

The British tomb is in Westminster Abbey in the centre of the nave. The French tomb is underneath the Arc de Triomphe, at the end of the Champs Elysée in Paris.

Secret orders given to Brigadier-General Louis Wyatt, the senior officer commanding the army in France in mid-October 1920, instructed him to exhume four bodies of ‘unknown’ British soldiers from the key battlefields where British troops had fought at the Somme, Arras and the Aisne, in France, as well as Ypres in Belgium.

The four unidentified bodies were brought to the army HQ at Saint-Pol-sur-Ternoise on November 7 and placed in the makeshift garrison chapel. Here, on November 8, Brigadier-General Wyatt selected one body, all of which were covered in Union flags, and this was placed in the coffin sent from England.

The other bodies were removed and taken away for re-burial, although accounts differ as to where – there’s more information on the National Army Museum website (see p46).

A bi-lingual memorial commemorating the event is located outside St Pol station, although the station itself is modern, having been destroyed during the Second World War, following Allied air raids in 1943.

The coffin carrying the Unknown Warrior was moved to Boulogne Castle on November 9 by ambulance with a military escort, and laid in a temporary chapel at the castle. The coffin was placed inside the casket specially made in England using oak from Hampton Court Palace, and sealed using iron rings, which held in place a medieval sword dating back to the Crusades, donated by King George V.

Left: Homecoming of the ‘Unknown Warrior’: The coffin inside SECR Van No. 132 at Victoria station on the morning of November 11, 1920. MIRRORPIX



The cortege makes its way from *HMS Verdun* along the quayside at Dover to the train for London Victoria.



SECR van No. 132 – the ‘Cavell Van’ – as restored at the Kent & East Sussex Railway. MICHAEL ROOTS/CREATIVE COMMONS ATTRIBUTION

“It was fitting the last journey was by rail as it was very likely the soldier, like most of his compatriots, had set off to the war in France by rail in the first place.”

The coffin carried the inscription ‘A British Warrior who fell in the Great War 1914-1918 for King and Country’, and was guarded overnight by the French 8e régiment d’infanterie overnight.

The coffin left Boulogne Castle at 10.00 on November 10 on a horse-drawn carriage and was taken to the docks, where after ceremonies, including speeches from Marshal Foch of France and British officials, it was taken on-board British warship *HMS Verdun*, deliberately chosen as it was named after the most intense battle fought by the French Army during the entire war.

With a ceremonial escort of six Royal Navy destroyers, *HMS Verdun* crossed the English Channel from Boulogne to Dover, both leaving Boulogne and arriving in Dover to the sound of a 19-gun artillery salute.

HMS Verdun docked at 15.30, and the coffin, by now covered in wreaths from Boulogne, was carried off the ship by six warrant officers from the Army, Navy and Air

Force. They were replaced as pall bearers by six senior officers, who carried the coffin to the train at Dover Marine station, with a guard of honour drawn from several regiments.

‘Cavell Van’

A plaque placed at the station by the Dover Society at Dover Western Docks (renamed in 1979 and now the Dover Cruise terminal) commemorating these events was unveiled by then Chief of the Defence Staff General Sir Charles Guthrie in May 1997.

The train carrying the coffin left Dover Marine at 17.50 hauled by SECR ‘E’ class 4-4-0 No. 506, arriving at platform 8 at Victoria at 20.32. Sources vary as to whether it was a special train or attached to the front of a scheduled mail train.

The coffin was carried in SECR Parcel Van No. 132 – known as the ‘Cavell Van’, as it was previously used in 1919 to carry coffins carrying the bodies of British nurse Edith Cavell and Merchant Navy Captain Charles

“Arriving at Westminster Abbey, the coffin was welcomed by a guard of honour comprising 100 holders of the Victoria Cross.”

Fryatt, both of whom had been executed by the German Army in Belgium during the war.

A passenger coach for the escorting soldiers was also attached. The van, built in 1919, was a prototype for future PMV vans. Its roof had been painted white to enable spectators beside the lineside to identify it in the train, and remained in use into BR days, ending up as an internal user vehicle at Guildford. Finally withdrawn in 1991, it is now preserved at the Kent & East Sussex Railway, and was fully restored in 2010.

A memorial next to platform 8 was unveiled on November 10, 1998, with The Western Front Association commemorating the train and the fact the coffin was at the station overnight on November 10, 1920. Several historic pictures and other information about the event were attached to nearby railings in mid-2020.

The Unknown Warrior’s coffin remained in the van guarded by the Grenadier Guards, with large crowds coming to view it.

Procession

On Armistice Day, 1920, the coffin was loaded onto a horse-drawn gun carriage, and left the station at 09.40. It then formed part of a procession watched by huge crowds via Hyde Park Corner, past Buckingham Palace, down The Mall and into Whitehall, where it paused at the new Cenotaph war memorial, which was also officially unveiled that day, having been covered with two huge Union flags. The King laid a wreath at the Cenotaph and on the coffin as he accompanied the cortege.

Arriving at Westminster Abbey, the coffin was welcomed by a guard of honour comprising 100 holders of the Victoria Cross. A funeral service was conducted, with King George V adding the first French soil brought from the French battlefields as the coffin was buried after the service.

The second Armistice Day remembrance was marked around the country by the unveiling of new war memorials. One, installed by the Metropolitan Railway, was inaugurated at Baker Street station that day and was reported in *The Railway Magazine* December 1920 issue. Strangely, there is no mention in *The RM* from 1920 of the train carrying the Unknown Warrior.

Plans to commemorate the centenary of the journey from France to Westminster have been badly disrupted by the coronavirus pandemic, with rules now limiting gatherings to six people. Plans to return the ‘Cavell Van’ to Dover Marine, now the Cruise Terminal, had been made, but unfortunately the major event that had been planned had been cancelled. A much more limited event went ahead with a handful of local dignitaries, including David Statham, managing director



Above: The commemorative plaque at London Victoria. KEITH FENDER

Left: The bi-lingual memorial outside St Pol station in France. KEITH FENDER



The tomb of the Unknown Soldier in Westminster Abbey. CREATIVE COMMONS ATTRIBUTION

of South Eastern, as the successor to the SECR, which ran the original train.

The Western Front Association has held a remembrance service at Victoria station beside platform 8 on November 10 for many years, but sadly, pandemic restrictions meant the centenary was much more limited.

Between October 20 and February 14, 2021, a special exhibition entitled *Buried Among Kings* is being held at the National Army Museum in London. It will display the story behind the selection and burial of the Unknown Warrior. See: www.nam.ac.uk

The LMS-Patriot Project is building a new – and 53rd – ‘Patriot’ class 4-6-0 No. 5551 at the Midland Railway-Butterley, which will be named *The Unknown Warrior*.

The project was launched back in 2008, and the intention is for the new main line-certified loco to be the National Memorial Engine. It will be a unique ‘contribution for Remembrance – a permanent memorial to all fallen servicemen and women’.

For historical information on the selection and burial of the Unknown Warrior the National Army Museum website has a dedicated section: www.nam.ac.uk.

Another detailed account of the history is available at: <https://tinyurl.com/yypcgg2w>

For information on the project to build a new LMS Patriot named *Unknown Warrior* see: www.lms-patriot.org.uk

■ Our thanks to The National Army Museum for some of the information used in this feature.



The LMS-Patriot Project

CREATING THE NEW NATIONAL MEMORIAL ENGINE

HELP US FINISH THE UNKNOWN WARRIOR

The LMS-Patriot Project was formed to build an entirely new 'Patriot' steam locomotive as all 52 of the class were scrapped by British Railways in the early 1960s.

No. 5551 was named **The Unknown Warrior** in 2018 by our Patron, Simon Weston CBE, it will be the new national memorial engine, dedicated to keeping the memory alive of those who have made the ultimate sacrifice in two World Wars and more recent conflicts. It will be a lasting, moving memorial for the British public to see and cherish.

HOW YOU CAN HELP US

Become a member. To download a membership form visit www.lms-patriot.org.uk/membership

Make a monthly donation by standing order
(suggested minimum £10)

Make a one-off donation or sponsor a component
www.lms-patriot.org.uk/sponsorship

Join our **5551 Club** for a chance to win a ticket on the first train hauled by The Unknown Warrior

Make a purchase from our wide range of merchandise
www.lms-patriot.org.uk/shop

For more information:
visit www.lms-patriot.org.uk, telephone 07801 945689,
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The LMS-Patriot Company Ltd.,
The Hub, 17 Eastgate Street, Stafford ST16 2LZ.

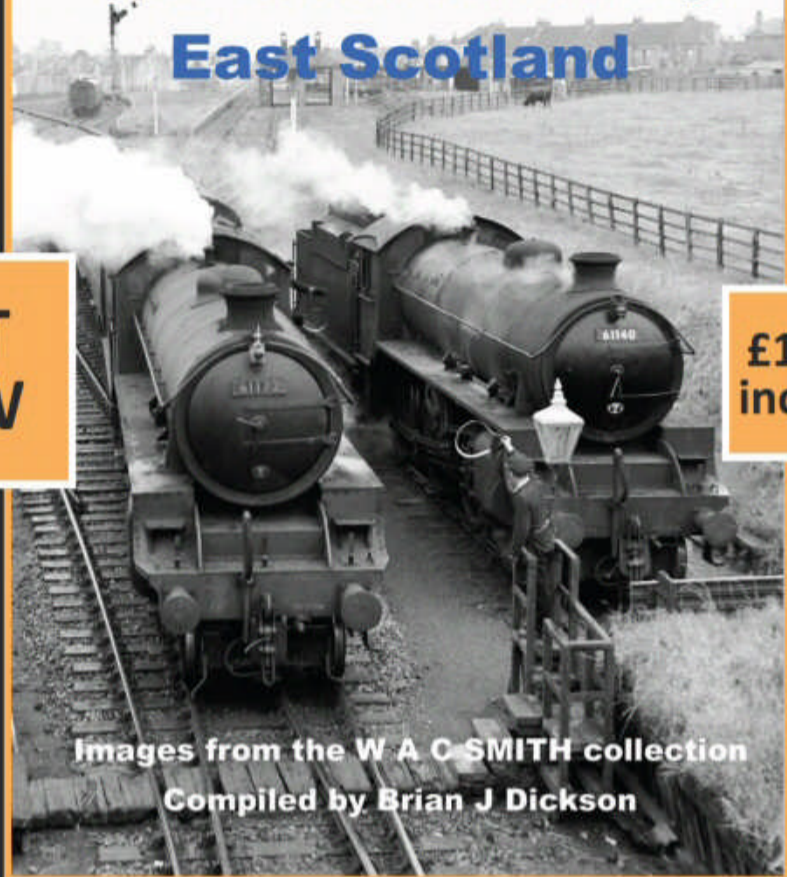
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FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
 DECEMBER 1920

Pullman cars on display

On Monday, November 8, the first two Pullman cars built for service on the Great Eastern Railway were placed on public exhibition at Liverpool Street Station, and some hundreds of people took the opportunity of inspecting these palatial vehicles.

Ten of the 20 cars are being constructed at the works of Clayton Wagons Limited, at Lincoln. The two cars so far delivered – the *Arcadia* and the *Corsair* – commenced duty on Armistice Day on the following trains: the former leaves Cambridge for Liverpool Street

at 7.49 a.m., returning on the 6.30 p.m. down train; the other car makes a number of trips between Southend, Liverpool Street and Clacton.

New locos for Metropolitan Railway

To meet the growing needs of traffic on the extension line to Aylesbury, and in view of the addition of new heavy rolling stock for the principal trains, eight locomotives having the 4-4-4 wheel arrangement are being placed in service on the Metropolitan Railway.

Designed by Mr. Charles Jones, Chief Electrical & Locomotive Engineer, they have been built by Kerr, Stuart & Co. Ltd.



100 YEARS AGO: Metropolitan Railway H class 4-4-4T No. 103 ready to enter traffic on services to Aylesbury. The eight locos were transferred to the LNER, numbered 6415–6422, classified as H2 and then moved to work suburban services in the Nottingham area in 1941. All were withdrawn and scrapped between 1942 and 1947.

50 YEARS AGO
 DECEMBER 1970

Steam railway suggested for Peterborough

IT HAS been suggested to Peterborough Development Corporation by Peterborough Locomotive Society that the seven miles of railway from Peterborough to Wansford, on the former LNWR & GE Joint line, which runs through what is to become Nene Park, should be retained as part of the park, with steam-hauled trains running on it. This track is still used for a thrice-weekly iron ore train to Oundle, but this traffic was expected to cease at the end of 1970. The society owns a British Railways standard class 5 4-6-0, No. 73050, which it would be prepared to make available.

Shilling on Sundays

FURTHER alterations in BR refreshment prices from October 11 have increased the cost of a cup of tea from 11d. to 1s., but only on Sundays and Bank Holidays, and between 22.00 and 06.00 nightly. Coffee and other items are surcharged at the same periods, when staff are receiving overtime wage rates.

Hixon line not to close

PLANS to close the eleven-mile stretch of line between Stone and Colwich, by-passing Stafford, which includes the notorious Hixon level crossing, have been abandoned by British Railways.

20 YEARS AGO
 DECEMBER 2000

Connex sacked from South Central

THE French firm Connex has become the first company to lose a train operating franchise.

It was announced by the Strategic Rail Authority that Govia – operator of the rival Thameslink franchise – has won the right to run the South Central TOC from 2003. The franchise will be called the 'New Southern Railway'.

Connex has come in for extremely heavy criticism from commuters for late or cancelled services, and using old, dirty rolling stock.

Govia's first task now is to try to persuade Connex to sell it the remaining portion of the existing franchise.

■ Govia did buy the franchise and took over in August 2001 – Ed.

First Virgin 'Voyager' starts tests in Belgium

THE first of a Virgin Trains order for non-tilt Class 220 'Voyager' train sets was finished in the Bombardier factory at Brugge, Belgium, in early October and awarded its Railtrack design certificate. From mid-October, the set – two vehicles each from set Nos. 220001/2 – underwent low-speed testing on the Brugge test track before the start of higher-speed dynamic tests began on the Belgian national rail network.

RCTS Britain's leading Railway Society

The RCTS: then and now

RARELY a volume of the *Railway Observer* passes without some reference, feature or photograph, of the Romney, Hythe & Dymchurch Railway (RH&DR).

The brainchild of Captain Howey and Henry Greenly, the 15in-gauge RH&DR was in every sense of the word a miniature mainline, with 4-6-2s based on Nigel Gresley's LNER 'A1s'.

Running 14½ miles from Hythe to Dungeness on the Kent coast it quickly became a useful public service and holiday attraction. By the time trains started running on July 16, 1927, the railway had already been visited by the Duke of York and Nigel Gresley.

The history of the line appeared in the February 1938 RCTS when R W Shipman wrote a well-researched article called, appropriately, *The Romney, Hythe & Dymchurch Railway*.

The author, however, points out the line does not actually serve Romney, or more accurately New Romney, as the station here is in Littlestone.

During the Second World War the line was taken over by the Somerset Light Infantry in 1940. Two of the railway's bogie ballast wagons and 4-8-2 *Hercules* were sent to Ashford Works for fitting with armour plating.

On their return the wagons were equipped with two Lewis guns and a Boyes anti-tank rifle.

Following the end of the war, the railway was gradually returned to public service, with the last section, that to Dungeness, reopened on March 21, 1947 by comedy legends Laurel and Hardy. Such was the popularity of the comedy duo that the RH&DR gained extensive national publicity and a boost in visitors.

The RCTS was not slow to organise a trip from Charing Cross for 57 members on Sunday, July 2, 1950.

The hope was for a non-stop run from Hythe to Dungeness. The special was hauled by 4-6-2 *Typhoon*, driven by member George Barlow, with the non-stop run successfully accomplished. The trip was fully reported in the *RO* (No. 257).

The next detailed account of the RH&DR came in the May 1955 *RO*, when a full update on the locomotive stock was printed.

The East Midland Branch of the RCTS was also in the process of organising a visit to the line on July 25, which would again feature a non-stop run. This time 4-6-2 *Northern Chief* was the motive power, and provided a thrilling ride, completing the Hythe to



Heritage lines have lost many operating days this year because of Covid-19, but fortunately at least some of the summer season was salvaged. The Romney, Hythe & Dymchurch Railway was an early opener, and on July 5, No. 2 is seen approaching Dungeness. DAVID COX/RCTS

Dungeness run in 42 minutes.

On the return journey a break was made at New Romney to visit the engine shed and locomotive works. On March 30, 1957, HM The Queen, the Duke of Edinburgh, Prince Charles and Princess Anne visited. The two children and their father took turns to travel on the footplate of 4-6-2 *Hurricane*.

In today's more crowded heritage world, lines like the RH&DR only come to the attention of enthusiasts when noteworthy events occur.

Unfortunately, in the case of this line, the last two have involved collisions at crossings, in both cases because of the vehicle drivers rather than any fault of the railway.

TALKING POINTS

Ribblehead shocker

I AM shocked at the £2.1 million for repairs to brickwork and removal of vegetation and repairs to damage caused by plants and weeds, which surely should have been kept under control annually?

Network Rail certainly seems to have a blind side when it comes to vegetation control.

They could save themselves a goodly sum by annual weeding rather than letting their estate here, as elsewhere, be taken over by buddleia, fireweed, ragweed and other obnoxious and invasive plants.

Roy Lemberger
By email

✓ PUTTING THE RECORD STRAIGHT (RM NOV)

PAGE 6: The picture last month of the wedding couple being photographed at Sleights, Whitby, was not a CCTV image but one taken by Northern conductor Jonathan Irwin.

He says the train from Whitby was forced to brake heavily and hooted, and after it passed, the wedding photography resumed, at which point he took his picture using a phone.

Mr Irwin also advised *The RM* he had not given Network Rail permission to distribute it with their press release.

We asked Network Rail to contact Mr Irwin over the use of his image. *The RM* used the image in good faith and is pleased to present the correct version of events.

EDITORS NOTE

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

★ STAR LETTERS

Photography and the virus: difference stances and an inconsistent approach

IN REFERENCE to your editorial (*RM Nov*), my wife and I went to Shrewsbury station on August 5 to see No. 70000.

Appreciating this was during the Covid restrictions, we approached the platform via the outside lift onto platform 3; one other person was waiting, but not close to us.

Just before the train's arrival, a female member of TfW staff approached, and asked what we were doing.

After explaining, she said we could not wait on the platform and were moved from an area, where there were three of us, to an area where there was a travelling public and observers of No. 70000, contradicting the idea of distancing!

I have never previously experienced any such problem at Shrewsbury station, and even BTP has been friendly, helpful and

cooperative with everyone.

I later emailed TfW, asking for an honest and factual response relating to this incident.

Part of TfW's response said: "In the current climate, due to Covid-19, I would advise against attending any train station for purposes outside essential travel.

Though I appreciate it is an enjoyable hobby for many people to 'Train Spot', unfortunately this is something we cannot facilitate."

Ken Worland
By email

✉ If TfW is referring to essential travel, which has been different in England and Wales, why were the other enthusiasts allowed on the other platform? Until the

virus subsides, the situation on whether platform access is permitted could be down to individual station staff, and our experience is some are more amenable than others. At unattended stations, the photography issue appears less of a problem – Ed.

I AM pleased to say I have been taking pictures quite regularly at GWR stations since the first lockdown finished in the summer, including at Reading, Didcot Parkway, Oxford, Slough, Twyford, Paddington, and at some SWR stations on the Reading line, without challenge.

I have to say GWR staff generally are well aware of the enthusiasts' guidelines.

Stuart Hicks
By email



Skegness Miniature Railways information appeal

I AM researching the history of the various miniature railways that have operated in the well-known East Coast seaside resort of Skegness.

The railways concerned are: 15in-gauge line on the North Beach in the 1920s; 10¼in-gauge temporary lines operated by Ernest Dove from 1945/46; 7¼in-gauge line in the Derbyshire Miners' Holiday Centre in the 1950s; a line of unknown gauge north of the Pier in 1947; 10¼in-gauge line by the

Boating Lake, which operated from 1951 until 1992; 12¼in-gauge electric tramway, which replaced the 10¼in-gauge line, and operated 1994/95.

I would be very pleased to hear from anyone who has further information or photographs/postcards of any of these railways. All costs refunded.

Peter Scott
93 Josephine Court, Southcote Road,
Reading, RG30 2DQ
scott.pe@btinternet.com

Address missed off! Would Mr J E Hayton, who sent a cheque on October 11 for a book from the North Eastern Railway Association, please send his address to the sales officer so his book can be sent – there was no address given on the letter received.



Railways in Parliament

by
Jon Longman

Country lines revival

BARONESS Kennedy of Cradley asked Her Majesty's Government in the House of Lords what assessment has been made of the potential social benefits of reopening countryside railways.

Transport Minister Baroness Vere of Norbiton said: "As part of the levelling-up agenda, the Government announced in January that it has pledged £500million for the Restoring Your Railway fund to deliver its manifesto commitment and start reopening lines and stations, reconnecting smaller communities, regenerating local economies, and improving access to jobs, homes and education.

"We recognise that improved connectivity has social benefits which are hard to quantify, and are therefore not explicitly reported in terms of social value."

Ticket price review

LIFE peer Lord Bradshaw asked what plans the Government has to modify railway fares in the light of changing demand.

Transport Minister Baroness Vere of Norbiton replied: "The Government remains committed to modernising rail

fares and ticketing despite the impact of Covid-19.

"The Government recognises that the pandemic has caused a fundamental change in working patterns which could have long-term effects on commuter behaviours.

"We are actively considering how we can modernise our fares and retailing offer, to develop more convenient and better-value options for passengers."

Five bridge bashes daily

SLOUGH MP Tanmanjeet Singh Dhese asked how many railway bridge bashes have taken place in each of the last 10 years on the main line and the London Underground.

Transport Minister Chris Heaton-Harris said: "The Office of Rail and Road publish the number of bridge strikes on the main line and London Underground in Great Britain.

"The number of railway bridge strikes each year on the whole network (main line and London Underground) since 2010/2011 are: 2010-11, 1,740; 2011-12, 1,658; 2012-13, 1,625; 2013-14, 1,664; 2014-15, 1,698; 2015-16, 1,621; 2016-17, 1,675; 2017-18, 1,927; 2018-19, 1,976; 2019-20, 1,743."

Black Country line wires

WOLVERHAMPTON South West MP Stuart Anderson asked what assessment the Department of Transport (DfT) has made of the merits of Network Rail's proposal to electrify the Birmingham-Black Country-Shrewsbury route in the Traction Decarbonisation Network Strategy (TDNS).

Transport Minister Chris Heaton-Harris replied: "The DfT will consider the recommendations of TDNS carefully, and will develop individual electrification schemes where appropriate, ensuring they are deliverable and provide value for money for taxpayers."

Tackling railway flooding

SLOUGH MP Tanmanjeet Singh Dhese asked what assessment the DfT and the Network Rail Earthworks Management Taskforce have made of the role the Hubble vegetation management system could have in the early detection of flooding on the railways caused by extreme weather events.

Transport Minister Chris Heaton-Harris said: "The scope of the independent Earthworks Management

Taskforce, led by Lord Robert Mair CBE FEng FRS, includes examining new technologies and innovations.

"Network Rail will use the task force findings to better manage its earthworks portfolio. The task force will report in due course."

Decarbonisation on hold

WOLVERHAMPTON North East MP Jane Stevenson asked when Network Rail plans to publish its Traction Decarbonisation Network Strategy.

Transport Minister Chris Heaton-Harris replied: "The Traction Decarbonisation Network Strategy (TDNS) Interim Programme Business Case was published by Network Rail in September 2020.

"No date has yet been agreed for further TDNS publications."

Veterans salute railcard

SLOUGH MP Tanmanjeet Singh Dhese asked how many Veterans railcards have been sold.

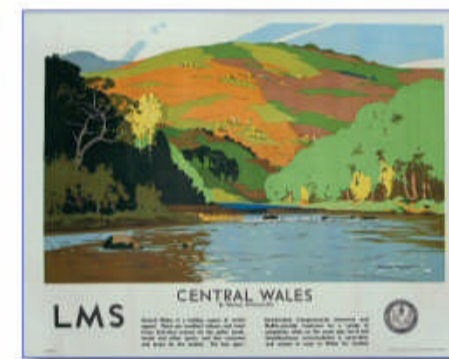
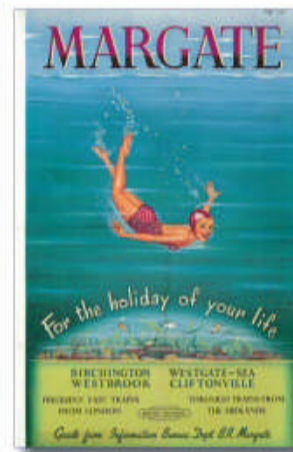
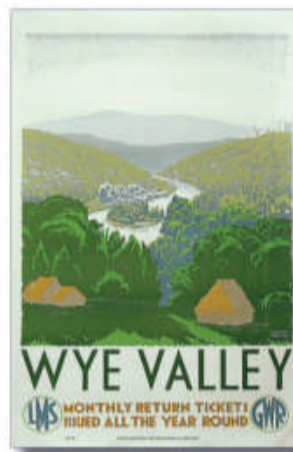
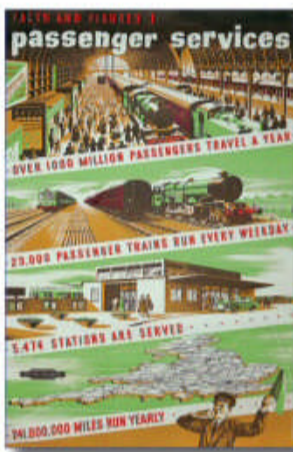
Transport Minister Chris Heaton-Harris said: "As of November 4, 6,303 Veterans' railcards have been sold — 2,911 one-year railcards and 3,392 three-year railcards."

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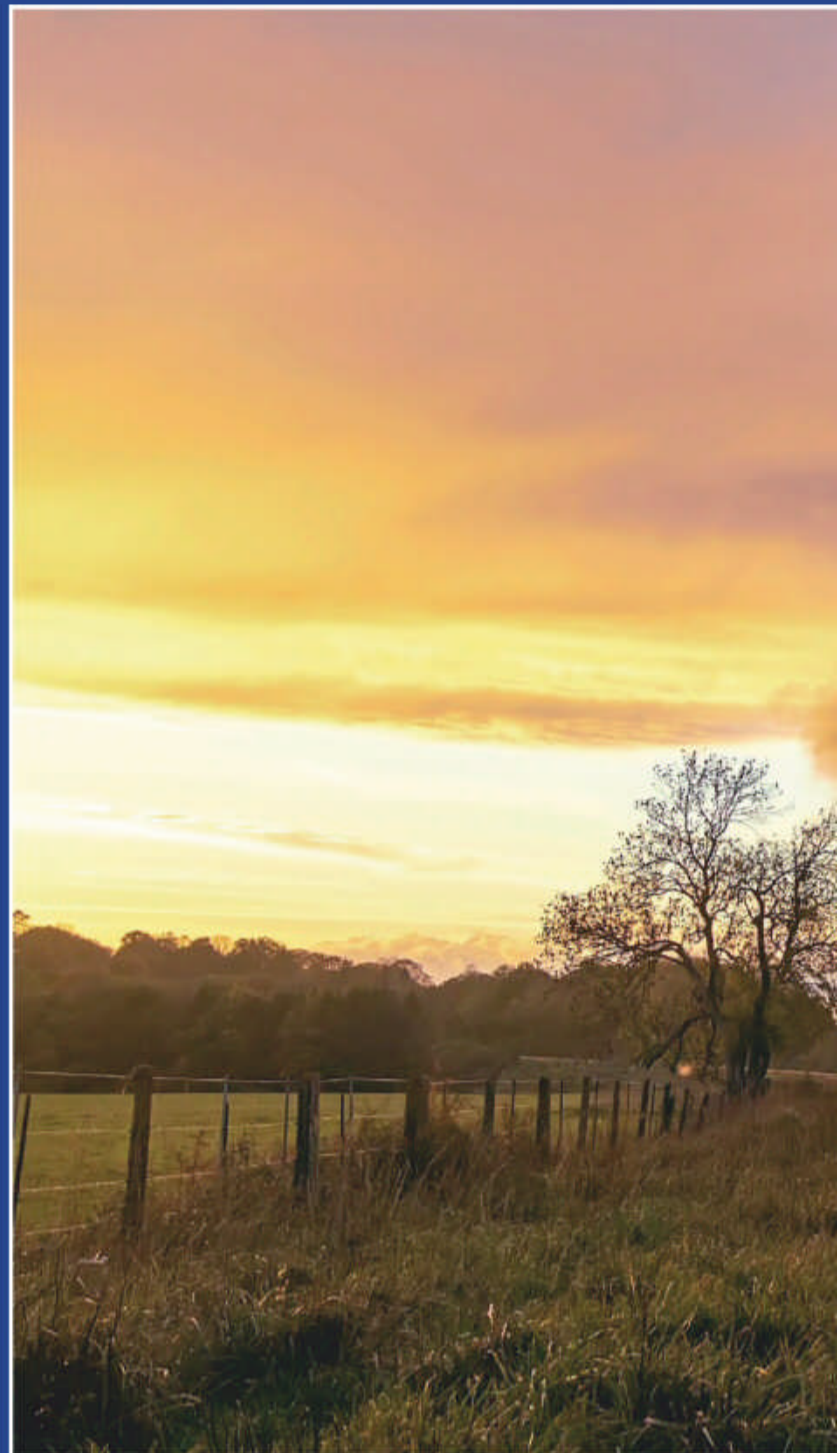
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Panorama



Driver Andrew Young waits patiently for the water tank of the Talyllyn Railway's veteran 0-4-0WT *Dolgoch* to fill at Dolgoch Falls station while working the 10.30 train from Tywyn Wharf to Nant Gwernol on October 17. BARBARA FULLER



Visiting 'Jubilee' No. 45596 *Bahamas* heads a fitted goods train at the Mid-Hants Railway on October 23. The day had been dull with some heavy showers, but just before sunset the weather changed to produce this sky. DAVE BOWLES



In a scene oozing with industrial atmosphere, the Sittingbourne & Kemsley Light Railway's Kerr, Stuart 'Brazil' 0-4-2ST *Melior* heads a mixed train towards Sittingbourne Viaduct station on October 13, 2012. ROBIN STEWART-SMITH

After the passing of Storm Aiden earlier in the day on November 1, GB Railfreight Class electro-diesel No. 73963 is bathed in sunshine as it heads a RHHT south from Norbury Tunnel on the Leatherhead to Dorking route. Classmate No. 73965 is at the rear. IAN DOCWRA

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Panorama

The orange & yellow livery of Colas Railfreight Class 70 No. 70816 seems to complement the autumnal surroundings as it crosses Lydgate Viaduct at Todmorden with the 10.05 Preston Ribble Rail-Lindsey Refinery tankers on November 4. TOM McATEE



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TRACKRECORD

The Railway Magazine news digest

Colas Rail Class 37 No. 37175 powers past the Chevin ridge, near Milford, with the 10.17 Derby RTC-Inverness Millburn C.Rail test train working (3Z37) on November 22. STEVE DONALD



P58 STEAM

First trains for West Somerset



P74 CLASSIC TRACTION

Dean Forest's EWS Class 31



P82 TRACTION & STOCK

EMT bi-mode trains named

ALSO INSIDE:

P63 INDUSTRIAL STEAM

P66 NARROW GAUGE

P68 METRO

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Steam & Heritage Track Record

'Santa' season on a knife edge as lockdown forces railways to close



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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

HERITAGE Railways across England were closed again at the time this issue of *The RM* went to press as the nation faced its second coronavirus lockdown.

However, for a number of railways it has been a time of great tension, with many hoping the restrictions would be lifted as planned on December 2, and the festive season trains will be able to go ahead.

The annual pre-Christmas operations are some of the most financially lucrative for railways across the UK, be they traditional 'Santa Specials', 'Polar Expresses' or the more recent 'Train of Lights'.

The season usually begins at the end of November and runs right through to Christmas Eve in many cases.

Consequently, hopes have been pinned on the events going ahead in order to help recoup some of the losses made as a result of the previous Covid-19 lockdown.

The current lockdown came into force from November 5 and was expected to end on December 2. This alone forced the **Bluebell Railway** to cancel no fewer than seven dates of its 'SteamLights' service, plus two dates of its 'Santa Specials'.

The **Great Central Railway** and **North Norfolk Railway** similarly had to cancel the first weekend of their 'Winter Wonderlights' and 'Norfolk Lights Express' operations respectively, as did the **Keighley & Worth Valley Railway** with its 'Elf Express'.

'Modified Hall' No. 6960 **Raveningham Hall** approaches Orchard Crossing with a **Severn Valley Railway 'Santa Special'** on December 1 last year. The railway's 'Steam in Lights' and Kidderminster to Arley 'Santa Trains' are still expected to go ahead as planned this year. **KENNY FELSTEAD**



'Santa Special' services affected by the English 'firebreak' lockdown included those of the **Avon Valley, Churnet Valley, East Kent, Emsay & Bolton Abbey, Northampton & Lamport, Spa Valley** and **West Somerset** (see separate story) railways, which had to cancel opening weekends.

Railways to have cancelled their Christmas trains include the **Cholsey & Wallingford, Foxfield, Great Central Railway - Nottingham, Lakeside & Haverthwaite, Middleton, Peak Rail, Swindon & Cricklade**, and **Telford Steam** railways, with many remaining closed until the start of the 2021 season.

The **Dartmouth Steam Railway**, which pioneered the 'Train of Lights' operations back in 2018, elected to cancel both the illuminated specials and its 'Santa Express' trains this year, while the **South Devon** and **Wensleydale** railways lost out after the operators of the 'Polar Express' trains pulled the plug on the services for 2020.

The **Swanage Railway** had also decided to cancel its 'Santa Special' and 'Christmas Belle' services on December 24, although its 'Steam & Lights' illuminated evening services remain unaffected.

Railways in Wales and Scotland were not affected

by the English lockdown, but of the Welsh standard-gauge lines only the **Pontypool & Blaenavon Railway** is set to run any festive services this year.

The **Llangollen Railway** has announced the cancellation of its Christmas trains amid "the uncertainty surrounding further local area lockdown restrictions".

The **Gwili Railway**, meanwhile, remains closed.

In Scotland the **Bo'ness & Kinneil Railway**, **Caledonian Railway** at Brechin, and **Royal Deeside Railway** have all cancelled their 'Santa' trains, as has the **Strathspey Railway**, although it will be running

festive services on December 5-6, 12-13, 19, 23, and 29-31.

Those railways that are still hoping to run their festive trains are doing so within Covid-19 limitations, making use of compartment stock where possible and changing the format of the events to facilitate social distancing and reduce unnecessary contact.

Demand is certainly high and most festive services had sold out at the time of writing.

The **Tanfield Railway** was overwhelmed when in excess of 12,000 people attempted to access its online 'North Pole Express' ticketing system simultaneously in one night.

WEST SOMERSET RAILWAY STEAM RETURNS WITH THE 'SANTA EXPRESS'

STEAM-HAULED passenger trains are set to return to the West Somerset Railway (WSR) this December after an absence of almost nine months.

The 'Santa Express' will run three times daily from Bishops Lydeard on December 12-13, 19-20, 22-24, offering youngsters a chance to meet Santa himself on board the trains amid the safety of Covid-19 guidelines.

The return of trains will provide a great morale boost for WSR staff and volunteers, who have had little choice but to watch 'their' railway get mired in more internal disputes and power struggles during the closure period.

The income generated from the Christmas trains will also provide a

much-needed financial injection.

The WSR ran its last public trains on March 17, and since then the railway has been functioning on an on-going 'care and maintenance' basis at a cost of between £50,000 and £70,000 a month.

At the time of writing the railway had raised slightly more than £450,000 through emergency fund appeals, council grants and site events, such as the Living History weekends during the summer.

The latest £865,000 grant from the Government's Culture Recovery Fund will help to relieve a lot of pressure, and combined with other grant support has netted more than £1.3million towards the good of the railway.

Right: After eight months with no trains, 'Manor' 4-6-0 No. 7822 **Foxcote Manor** climbs past Churchlands Bridge, West Somerset Railway, with an engineers' train from Bishops Lydeard to Minehead on November 2. **DON BISHOP**



£1.9million Government grant secures NYMR future

THE North Yorkshire Moors Railway (NYMR) has joined the growing list of preserved railways to benefit from the Government's £1.57billion Culture Recovery Fund (CRF).

The fund aims to help organisations cover the cost of overheads such as wage bills, essential maintenance and utilities until next March.

More than £14million has been awarded to heritage lines and railway groups by the Culture Recovery Fund, which is administered by the Department for Culture, Media & Sport and Arts Council England.

Significant

Beneficiaries have included the Severn Valley Railway (£906,000), West Somerset Railway (£865,000) and the North Norfolk Railway (£360,000), while smaller, but no less significant sums have been awarded to the Northampton & Lamport Railway (£46,000) and Lincolnshire Wolds Railway (£25,000).

However, the NYMR grant is the largest awarded to a heritage railway to date, receiving £1.9m in the second



Southern 'S15' 4-6-0 No. 825 climbs past Green End with a Grosmont to Goathland shuttle at the North Yorkshire Moors Railway on October 25. ROBERT FALCONER

round of CRF grants of between £1million and £3million in early November.

"I can't tell you the sigh of relief we've breathed today after receiving the news from Arts Council England that we've been awarded such a significant grant," said NYMR general manager, Chris Price.

"It will enable us to continue to offer a safe, revised service, and build back to our 300,000 annual visitors, as well as secure jobs and our heritage skills.

"It's a real testament to the work that we do to have recognition of the importance of NYMR to the region, both economically and culturally."

Washford: S&D Trust offered new lease as first stock leaves for MHR

THE on-going wrangling between the West Somerset Railway plc and the Somerset & Dorset Railway Trust (S&DRT) has taken another twist after it was confirmed the organisations have opened discussions regarding a new 10-year lease for the trust to occupy the Washford site.

The move comes after WSR plc re-evaluated its requirements for Washford, and decided the yard would be terminated on February 10 next year.

Relations between the plc and S&DRT soured earlier this year after the trust was given legal notice that its agreement for the use of the site at Washford would be terminated on February 10 next year.

War of words

The trust had occupied the station site since 1975, turning the station building into a museum and erecting a three-road shed opposite to house a number of former S&DJR goods wagons and six-wheel coaches, together with Peckett 0-4-0ST *Kilmersdon* and a variety of signalling equipment.

A bitter war of words followed: the S&DRT were

described by the plc as a 'cuckoo in the nest' at one point, with the Heritage Railway Association called in to mediate between the two parties.

The trust's '7F' 2-8-0 No. 53808 moved from the West Somerset Railway to the Mid-Hants Railway at the end of August, although the loco was part of a separate agreement and not directly affected by the Washford situation.

Extensive costs

The Hampshire line also offered to house a part of the S&DRT collection, with its Southern 'PMV' leaving Washford for its new home on November 9.

The trust also launched a Progressing Our Future appeal to help cover the extensive costs of relocation, which in mid-November had topped the £20,000 mark.

A return to the negotiating table is a positive sign some sort of resolution can be found, and bodes well for the eventual return of the '7F' to Somerset in due course.

However, any future arrangement for Washford will exclude the station building, which will revert to plc management.

Caledonian Railway in £45,000 fundraising effort to reinstate Brechin station canopy

THE Caledonian Railway has launched a new fundraising drive in order to keep on track a £45,000 project to reinstate the platform canopy at its Brechin headquarters.

The large canopy (or canopies) was erected by the Aberdeen Railway Company in 1848, and spanned platforms 1, 2 and 3.

The ornate structure was a feature of the station through Caledonian Railway and LMS ownership, and into the British Railways era.

After passenger services on the line ceased in 1952, BR shortened the canopy considerably and removed the redundant supporting columns.

The remaining sections of the canopy lasted until they were removed before the Brechin Railway Preservation Society took charge of the site in 1981.

Shortfall

Fundraising for the reinstatement of the canopy has been taking place for a number of years, receiving grants from the National Lottery Heritage Fund Scotland and the SCVO Third Sector Resilience Fund.

The railway had hoped to have all funds in place by the end of this year, or early next year, but a fall in income caused by the line having to cancel its entire 2020 operating season because



Two corresponding views of the Brechin station canopy showing the original structure in September 1959 after it was shortened, and how the station looks today. BOTH: CALEDONIAN RAILWAY

of Covid-19 has left a shortfall of nearly £10,000.

The railway has had to cover its overheads, despite having no income in 2020. This has eaten into cash reserves, leaving no additional funding to go towards the canopy project. This in turn has put the entire project at risk of being significantly delayed.

It is hoped the new appeal will

enable the railway to find the remaining £10,000 and continue as planned with the canopy replacement for the benefit of all passengers and visitors using the platforms.

For more information visit the website at <https://tinyurl.com/y4am56mj> - or to donate directly head to <https://tinyurl.com/y455tmbc>



'56XX' joins Epping Ongar ranks for 2021 season

THE Telford Steam Railway's roving GWR '56XX' 0-6-2T No. 5619 worked the final trains of its two-year hire to the Swindon & Cricklade Railway on October 25.

Less than two weeks later the loco was loaded up and on the move, reaching its new short-term home at the Epping Ongar Railway (EOR) on November 5.

It is planned for No. 5619 to work a number of the EOR's 'Santa Special' and 'Epping Ongar Light Fantastic' services during December, and also operate New Year trains on January 1-2, alongside fellow GWR No. 4953 *Pitchford Hall*.

The two Western locos are seen at North Weald on November 16. TONY GOULDING



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Steam & Heritage Track Record

Great Western Society launches fundraising appeal ahead of 60th anniversary celebrations

THE Great Western Society has unveiled an ambitious scheme of overhaul projects, infrastructure work and general site improvements for Didcot Railway Centre, which it hopes to drive forward as part of the society's 60th anniversary next year.

The programme was outlined in the latest issue of the GWS' journal, the *Great Western Echo*, by Didcot spokesman, Graham Hukins. He says that while the 60th anniversary will be a time to celebrate the huge achievements of the past six decades, it should also help lay the foundations for the next 60 years. "It is important that during our diamond anniversary, we don't just look back. The occasion should also be seen as a springboard from which we can shape the future and take further steps to ensure the GWS and Didcot Railway Centre have a healthy, sustainable and bright future.

"Just as the original Great Western Railway adapted throughout its history, we need to innovate and adjust to stay relevant in the 21st century and to welcome and engage new audiences.

"If we are to continue to succeed, we need to ensure

a joined up approach and have a cohesive plan for the future, which embraces historic buildings, vintage locomotives and rolling stock, contemporary visitor facilities and inventive ways of telling the story and bringing history to life."

'Pump prime'

To help achieve this vision the society has launched a Diamond Jubilee Fund, which will "pull together a number of strands, including some existing projects, under one overarching appeal that is designed to raise sufficient funds to pump-prime the next chapter in the society's history". Foremost among these is the completion of the overhaul of the GWS' first locomotive –

Collett '14XX' 0-4-2T No. 1466 – which is currently undergoing a £300,000 contract overhaul at Western Steam Engineering at Lydney. In the spring of this year the GWS launched a fresh appeal to raise the remaining £60,000 to complete the project.

Having the auto-tank back in traffic after more than two decades, alongside 'Castle' No. 4079 *Pendennis Castle* and 'Saint' No. 2999 *Lady of Legend*, will provide Didcot with valuable

new attractions, particularly the 'Castle', which has not run in the UK since returning from Australia in 2000.

Additionally, the society is hoping to begin assessing the restoration options for its 1905-built Churchward 'Dreadnought' coach No. 3299 if funding allows.

Mr Hukins described the coach as "a perpetual 'Cinderella' project", despite having been one of the earliest vehicle acquisitions by the society.

The 'Dreadnought' has never been the subject of a full restoration, but with *Lady of Legend* now complete the restored coach would enable Didcot to exhibit examples of Churchward's pioneering locomotives and rolling stock together.

Another long-term project the GWS hopes the Diamond Jubilee Fund will bring forward is the re-erection of the former Heyford station building on the Oxford Road platform at the northern end of Didcot's main demonstration line.

Initial preparatory work has already begun, with the eventual aim of fitting the reclaimed building out as a flexible space for meetings, school visits or temporary exhibitions.

The provision of a new bay platform at Oxford Road will enable suitable coaches to be berthed in the station, which



Work is progressing on the overhaul of the Great Western Society's '14XX' No. 1466 at Western Steam Engineering, last month seeing the fitting of one of the newly fabricated side tanks. The originals were very badly corroded. PHILIP MORRELL/GWS

could also be hired out for functions and events, while capturing the traditional ambience of a GWR branch station.

Masterplan

The GWS has a masterplan for the Didcot site (*RM March*), which includes the provision of ramped access to the site and a new Welcome & Orientation building.

Currently, the site is accessed via a single staircase at the end of the subway beneath Didcot Parkway station, with no ramps or lifts available.

The construction of the new

building would see the subway extended, with a larger, easier staircase and new access ramps.

The society hopes the new appeal will bring physical work on those much-needed improvements several steps closer, while at the same time enhancing the covered accommodation in the refreshment rooms and investing in the gift shop.

The society's annual Christmas raffle will support the Diamond Jubilee Fund this year, and for further details on how to buy tickets or make a donation to the appeal, visit: www.DidcotRailwayCentre.org.uk

Wadebridge Pannier for Plym Valley celebration

A SWINDON-built 0-6-0PT will grace the route of the GWR's Plymouth to Tavistock line in 2021 for the first time since 1962 when '1366' No. 1369 visits the Plym Valley Railway (PVR).

Next year marks 40 years since the PVR began restoring a section of the South Devon & Tavistock Railway at Marsh Mills, just outside Plymouth.

To help celebrate all that has been achieved over the subsequent four decades, including the extension to Plym Bridge, the railway has arranged for the ex-Wadebridge Pannier to visit from the South Devon Railway. Full details have yet to be announced, but the loco is expected to appear for three weekends during June and July.



'1366' class 0-6-0PT No.1369 heads along the Royal Mile on the South Devon Railway while working the 11.15 Totnes Riverside-Buckfastleigh service on the October 5, 2019. COLIN WALLACE

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'94XX' becomes Ecclesbourne's first resident main line steam locomotive

HAWKSWORTH '94XX' 0-6-0PT No. 9466 will call the Ecclesbourne Valley Railway (EVR) 'home' for at least the next five years after an agreement was struck with the Pannier's owner, Jonathan Jones-Pratt.

No. 9466 arrived at the Derbyshire line in October, having been declared surplus to requirements by the Gloucestershire Warwickshire Railway following the Covid-19 lockdown.

The original hire agreement with the EVR would have kept the loco on the line until September next year, but the revised deal will see the BR black-liveried loco based at Wirksworth until its boiler certificate expires

at the end of 2025.

Consequently, No. 9466 has become the EVR's first long-term resident ex-British Railways steam locomotive.

Short visits

The railway has hosted other BR locos such as L&Y 'A' class No. 52322, '2MTs' Nos. 78018 and 78019, and 'Jinty' 0-6-0T No. 47406, but these have been for short visits or season-long hires only.

The line's only operational resident steam had previously been its pair of Andrew Barclay 0-4-0STs, which are not ideally suited to working the Wirksworth to Duffield run.

No. 9466 had been intended

to work the majority of the EVR's 'Bounce Back' services from the October half-term and through November. However, scheduled services came to an abrupt end on November 1 as the nation entered the second lockdown.

Michael Evans, managing director of WyvernRail plc, which owns and operates the EVR, said: "We are thrilled to have No. 9466 become our first operational ex-BR steam locomotive.

"It is fantastic that this fine locomotive will be part of the growth of the railway for the coming years as we look to operate more steam services.

"It is a very uncertain time at the moment, and it is great to have such positive news."



'94XX' Pannier No. 9466 approaches Wirksworth on October 31 during its first week of running since its arrival at the Ecclesbourne Valley Railway. ROBERT FALCONER

61662 project group calls time on Manchester United re-creation

THE Engine 61662 Appeal Group has announced it is abandoning its plan to try and re-create LNER 'B17' 4-6-0 No. 61662 *Manchester United* at the Mizens Railway.

The project was one of two new-build schemes attempting to add one of Sir Nigel Gresley's 4-6-0s to the ranks of preserved steam locomotives, the other being the B17 Steam Locomotive Trust, which is actively constructing No. 61673 *Spirit of Sandringham* in Sheffield (see story below).

The Engine 61662 Appeal Group was formed after ex-LNER tender No. 4166 was obtained from a Doncaster scrap yard in 2011, with the group hoping to attract support from the many thousand Manchester United fans around the country.

Mock-up

Despite having aspirations to construct a working 'B17', the Engine 61662 Appeal has devoted much of its energies into building a full-size mock-up of the loco as a promotional tool.

At first glance the wheel-less loco looks the part, coupled to the tender, but is largely built of wood and aluminium,

including an aluminium cab owned by David Buck.

This approach has often caused confusion within the enthusiast fraternity, who have questioned the validity of the project.

However, on November 10, the group's chairman Ken Livermore announced the project is being wound down as the group has "been unable to work on No. 61662 for almost a year and many parts are starting to deteriorate".

Donated

As a result, the tender and any other suitable components, such as the front buffers, are being donated to the B17 Steam Locomotive Trust (B17SLT).

The tender's frame structure is reportedly in better condition than the B17SLT's own equivalent tender, which is devoid of dragbox, couplings and brake gear.

Agreement has also been reached with David Buck for the loan of the cab to the No. 61673 project for display purposes.

Additionally, the B17SLT is offering 61662 Appeal members a reduced subscription to the trust for their first year.

Llangollen's 'urgent' £15,000 appeal to repair Dee Bridge

THE Llangollen Railway has said its ability to run trains over the full length of the line next year is dependent on being able to find £15,000 to repair the Dee Bridge at Pentrefelyn, about a mile west of Llangollen station.

The bridge, which is subject to a 10mph speed restriction, requires the renewal of the decking timbers.

This work, including purchasing the timbers, is expected to cost £15,000, a

sum the troubled railway currently does not have.

It has launched an appeal to raise the money, and ensure steam runs between Llangollen and the new Corwen station in 2021.

Anyone wishing to contribute to this appeal should contact Paul Bailey, the Llangollen Railway Trust Fundraiser, on 01490 450271 or email paulbaileywincham@yahoo.co.uk for ways to donate.

SIDELINES

'K1' fails exam at Carnforth

A PLANNED light engine move by Peppercorn 'K1' Mogul No. 62005 from Carnforth to the North Yorkshire Moors Railway in mid-November was cancelled the day before the move after the loco failed a fitness-to-run exam.

The NELPG-owned 2-6-0 was supposed to return to Grosmont on November 16, but the discovery of a fracture on the right-side of the firebox throat plate during an inspection meant the loco had to remain at Carnforth while repairs were carried out.

No. 62005 has spent much of the summer and early autumn in Fort William working West Coast Railways' 'Jacobite' services to Mallaig.

No new cylinder block required for 'J21'

NORTH Eastern Railway 'J21' 0-6-0 No. 65033 will *not* require a new cylinder block as feared, after NDT testing revealed the casting to be sound.

The Locomotive Conservation & Learning Trust was unsure of the condition of the block, but the stripping and testing by Locomotive Maintenance Services has enabled the LCLT to breathe a sigh of relief, especially as the loco requires new frames and tender frames.

Tyseley's No. 7752 returns from WSR...

TYSELEY-BASED '57XX' 0-6-0PT No. 7752 has returned to its home depot having come to the end of its hire spell at the West Somerset Railway.

The GWR loco had been on loan to the railway since April 2019, during which time it was repainted into Great Western green and fitted with a new chimney.

...as PRCLT '4MT' follows suit

THE Princess Royal Class Locomotive Trust's BR '4MT' 2-6-4T No. 80080 has also returned to its home base after becoming surplus to requirements at the East Lancashire Railway.

The loco was unlikely to see any use for the remainder of this year, or even during 2021, so the decision was taken to move it back to the PRCLT's West Shed at the Midland Railway-Butterley.

The loco was due to move during mid-November.

Spirit of Sandringham frames move to new Sheffield home

THE frames of the B17 Steam Locomotive Trust's LNER 'B17' 4-6-0 No. 61673 *Spirit of Sandringham* were delivered to their new home at CTL Seal in Sheffield on October 20.

The partially erected steelwork was collected from

the Llangollen Railway during the previous day, and has been placed in the building that will be its new home for the next phase of the build.

The frames are seen here being unloaded following their arrival. TONY BRZOSKO/B17SLT





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Second lottery award for Bo'ness & Kinneil engineering centre

THE Scottish Railway Preservation Society (SRPS) has been awarded an additional £234,000 grant from The National Lottery Heritage Fund (HLHF) towards its Steaming Ahead project at the Bo'ness & Kinneil Railway.

The project was the recipient of a £741,500 NHLF award last year, which together with the top-up grant has given the SRPS close to £1 million in grant funding.

Steaming Ahead will see the creation of a new engineering facility, which will be used to repair the SRPS steam locomotive collection and carry out overhauls and restoration

work, as well as provide space to train volunteers and apprentices. Currently, major rebuild work is carried out in an old Romney Hut at Bo'ness, which is cramped and not fit for the railway's purposes.

Viewing gallery

The project will also improve and expand the overall visitor experience, with a new level walking route to the proposed engineering facility, which will have a viewing gallery, with interpretative material installed along a new level walking route to the steam shed and on to a new entrance for the Museum of Scottish Railways.

Interpretation will be provided within the steam shed, together with new hands-on activities.

Work is expected to start soon, with completion expected by the autumn of 2021.

Two new members of staff will oversee the training, activity and volunteer training elements of the project.

A training scheme that will benefit many of the SRPS' 400 volunteers is one part of this, while an apprenticeship and trainee scheme will deliver other benefits.

It is proposed that four apprentices will train through the Modern Apprenticeship

scheme which, in conjunction with Falkirk Council, will provide up to 20 13-week trainee placements over five years.

'Ray of sunshine'

SRPS chairman Steve Humphreys said "After a very bleak year this really has come as a ray of sunshine, and will give us something tangible to celebrate next autumn in our 60th year.

"In what has been a very difficult year for everyone, we are delighted that we can finally begin this exciting project that will bring lasting benefit to the society."

SIDELINES

'Furness 20' boiler back in at Ribble

FURNESS Railway 0-4-0 No. 20 has taken a step closer to a return to steam after being reunited with its overhauled boiler at the Ribble Steam Railway (RSR).

The operation was performed by the Furness Railway Trust in the RSR's Preston workshops on November 18.

'Terrier' Knowle nearing completion

STROUDLEY 'Terrier' 0-6-0T No. 2678 (*Knowle*) will soon be back in action at the Kent & East Sussex Railway as its overhaul nears completion at Tenterden.

The Terrier Trust loco was successfully steamed on November 17 and has been repainted in Southern Railway black with 'Sunshine' lettering on the tank sides.

Its number is also in place on the re-instated Isle of Wight extended bunker.

The loco last ran in early 2019.

Sponsors sought for *Duke of Gloucester's* boiler tubes

THE BR Class 8 Steam Locomotive Trust, custodians of unique BR '8P' Pacific No. 71000 *Duke of Gloucester*, is seeking sponsors for the locomotive's 176 individual boiler tubes as its overhaul enters the final stages at Tyseley Locomotive Works.

No. 71000's boiler contains 136 small tubes, which provide the surface area for the production of steam, and 40 larger flue tubes which house the superheater elements.

The small tubes are available for sponsorship at £140 each, and the larger ones at £500 per

tube. Sponsors of either type of tube will receive an individually numbered electronic certificate indicating the position of the tube(s) sponsored.

Full details and further information can be found online at: www.theduke.uk.com/boiler-tube-appeal/

■ The 'Duke's' boiler was returned to the frames at Tyseley on October 28. The coupled-wheelsets are expected to follow soon, putting the loco on target for a return to main line action under the Vintage Trains banner towards the end of next year.



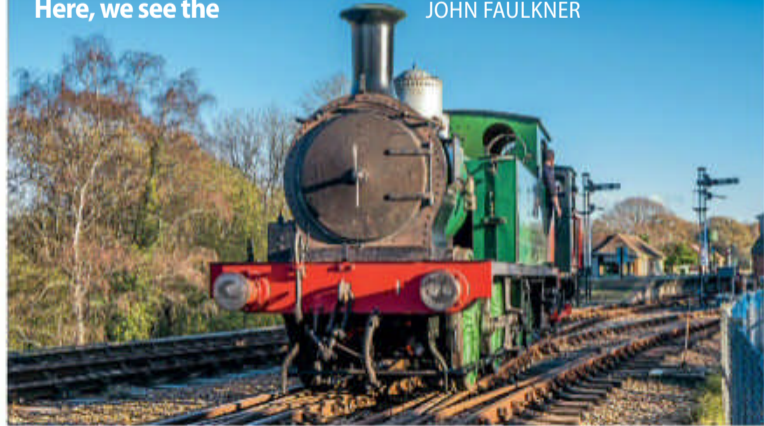
The boiler of *Duke of Gloucester* was returned to the loco's frames at Tyseley Locomotive Works on October 28. BR CLASS 8 STEAM LOCOMOTIVE TRUST

Calbourne takes shape after cab and tanks refit at Havenstreet

THE Isle of Wight Steam Railway's goal of having flagship 0-4-4T No. W24 *Calbourne* back in traffic to celebrate the 50th anniversary of the line in 2021 remains on target after the loco's cab and tanks were refitted on November 19. Here, we see the

sole-surviving Adams '02' being shunted back into the railway's workshop at Havenstreet, offering a glimpse of how the loco will look when it re-emerges in post-war Southern Railway Malachite green with 'Sunshine' lettering.

JOHN FAULKNER



Gresley 'N2' back on its wheels

GRESLEY 'N2' 0-6-2T No. 1744 has been re-wheeled at the workshops of Northern Steam Engineering as it moves towards a return to steam early next year. The wheelsets have been re-tyred at the South Devon

Railway. Once complete the Great Northern Railway-built suburban tank is expected to undergo testing at the North Yorkshire Moors Railway before returning to its North Norfolk Railway home.

Ill health forces boss to close down Heritage Painting

IAN HEWITT, the man behind the specialist painting firm Heritage Painting, has announced he is winding the business down after 10 successful years owing to on-going ill health.

During the last decade Ian and his team have been behind some of the most high-profile locomotive repaints, including those of 'A3' *Flying Scotsman*, 'A4s' *Mallard* and *Dwight D. Eisenhower*, together with 'Black Five' No. 45407, LMS 'Crab' No. 13065, the Talyllyn Railway's Nos. 1 *Talyllyn* and 2 *Dolgoch*, Great Eastern 'Y14' 0-6-0 No. 564, No. 7802 *Bradley Manor*, SECR 0-6-0 No. 65 and LMS Pacific

No. 6233 *Duchess of Sutherland*, to name just a few.

The firm has also worked on a wide variety of industrial locos, traction engines, trams, road vehicles and modern traction, including LNER HST set No. 254029.

'Difficult'

In an online statement Mr Hewitt said: "After 10 years of offering our services to the heritage industry, carrying out so many jobs around the country, I've made the difficult decision to wind down the business over the next month.

"It's no secret that I've struggled

with health issues throughout the entire time of Heritage Painting, but these last four years have been the hardest as my condition deteriorated.

"It's become more of a burden to manage all the various aspects of the business, while also relying on the rest of the team more and more. Therefore, with a heavy heart, I had to make the decision to close the business from the end of the month.

"I'd like to thank all of our clients, family and friends for all their support over these 10 years.

"It has been a huge honour to apply our handiwork to many of the nation's treasures."

Bodmin No. 6435 heading to Spa Valley for winter

THE Bodmin & Wenford Railway's '64XX' 0-6-0PT No. 6435 will spend the winter on hire to the Spa Valley Railway.

The auto-tank's wheelsets have recently been re-tyred at the South Devon Railway, and returned to Bodmin in early November.

The loco was expected to be re-wheeled at the time of writing and, following successful testing, will move to Tunbridge Wells at the beginning of December.

If all goes to plan, No. 6435

will haul some of the Spa Valley's 'Santa Specials' and general passenger services during December, alternating with resident Bulleid 'Battle of Britain' No. 34053 *Sir Keith Park* and RSH '56' class 0-6-0ST No. 62 *Ugly*.

Easter

The Pannier will then remain in Kent until the end of March 2021, when it will return to Cornwall in time for the Bodmin & Wenford Railway's (B&WR) season starting at Easter.

The hire has been made possible owing to the Bodmin line's decision not to operate any trains this year as a result of the Covid-19 restrictions. The railway's other Pannier - '8750' No. 4612 - is already out on hire at the Nene Valley Railway, where it has been since early March.

There had been a hope the B&WR might be able to run some sort of 'Santa' operation during December, but the arrival of the second lockdown resulted in those plans being dropped.



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Littleton No. 5 to steam again for 2022 centenary?



Above: The size of Manning, Wardle 0-6-0ST *Littleton No. 5* can be appreciated in this view taken in the yard at Littleton Colliery on January 11, 1964. TERRY DORRITY



Right: The tank of *Littleton No. 5* is removed at the Avon Valley Railway's Bitton headquarters in early November. CARL HELLINGS/AVR

BRISTOL'S Avon Valley Railway (AVR) has set its sights on 2022 as the target date to get Manning, Wardle 0-6-0ST *Littleton No. 5* (2018/1922) back in traffic, in time to celebrate the locomotive's 100th anniversary.

The former Littleton Colliery loco was withdrawn from AVR service in 1994, and since then has been waiting its turn in the overhaul queue, largely in the open air at Bitton.

This became more of a priority last year when the loco was donated to the Avon Valley Railway Heritage Trust (AVRHT) in order to secure its future.

Since then the trust has been planning an overhaul strategy, which officially got underway at the end of October.

Preparatory work on the removal of the blast pipe and coupling rods preceded the removal of the loco's cab and tank, while other smaller fittings were taken off for overhaul and storage.

It had been hoped to lift the boiler at the same time, but this could not be completed at the time, and will follow at a later

date once the second lockdown has been lifted.

Littleton No. 5 is well-known in industrial railway circles and the wider preservation movement too thanks to its early role in the revival of the Great Central Railway at Loughborough.

It was one of a pair of 18in-cylindered locos built by Manning, Wardle to this design for the Littleton Collieries Ltd system near Huntington, just to the north of Cannock.

Here, 'No. 5' spent its days hauling 500-ton trains up the

steeply graded four-mile branch from the colliery to the main line exchange sidings at Penkrige.

Distinctive

On vesting day in 1947 it became part of the National Coal Board fleet, but remained in regular use in its distinctive South Staffordshire blue livery until finally being withdrawn in 1972.

Fortunately, the now unique survivor was bought by Roger Hibbert and moved initially to the Foxfield Railway that

October. However, the following year it moved to the Great Central Railway, and worked services there until 1980.

That year saw the loco sold again and in the December it moved to its new home at the AVR. A full overhaul followed, and *Littleton No. 5* joined the line's operational fleet in September 1985.

It was a regular performer at Bitton for the next nine years when its next overhaul became due. By this point the loco was showing its age and required

repairs, which its owners could not afford. As a result it was handed over to the AVRHT in 2019.

Appeal

A £200,000 appeal has been set up to finance the loco's return to steam, and donations can be made at: www.virginmoneygiving.com/fund/avrht/littleton5

Alternatively, donations of £3 can be made via text message by texting LITTLETONFIVE to 70450

Flour Mill to complete *Desmond* restoration

THE Llanelli & Mynydd Mawr Railway (LI&MMR) has given the go ahead for the Flour Mill Workshop at Bream to partially dismantle its Avonside 0-4-0ST *Desmond* (1498/1906) and carry out a full inspection ahead of the completion of the locomotive's restoration to working order.

Officers from the railway completed an initial inspection of the former Orb Steelworks loco with Flour Mill engineers on October 24, during which no immediate major concerns were highlighted.

A second, more thorough, inspection was subsequently approved, which will see the new cab and tank removed and the boiler lifted from the frames, allowing full access for assessment. This is scheduled to take place in mid-November.

Subject to any unforeseen issues, the assessment will allow the LI&MMR and Flour Mill to draw up a restoration plan that will see the loco completed and tested at Bream before taking up residence at the railway's Cynheidre base, near Llanelli.

Desmond was built new for Lysaght's Orb Steelworks in Newport, South Wales – named after a member of the Lysaght family – and worked at the



The Llanelli & Mynydd Mawr Railway's Avonside 0-4-0ST *Desmond* awaits the completion of its restoration at the Flour Mill in the Forest of Dean on October 24. DAVID MEE/LL&MMR

steelworks until 1973.

Upon withdrawal it was handed over to the National Museums & Galleries of Wales, and for a time joined a number of standard-gauge exhibits on display at the Teifi Valley Railway.

Having come to the attention of the LI&MMR, a loan of the loco was agreed with the museum's service, which later saw it transferred to the railway's ownership.

Desmond had previously

been the subject of a contract restoration at the Llangollen Railway, where a considerable amount of work was undertaken.

To date the railway has spent more than £70,000 on restoring *Desmond*, including £50,000 from the National Heritage Lottery Fund, and was recently awarded £18,000 from the Association for Industrial Archaeology towards the project.



Lucie goes solo on the NYMR

RUNNING-IN trials for Paul Middleton's Cockerill 0-4-0VBT *Lucie* continue at the North Yorkshire Moors Railway.

On October 30 the former Tramways de l'Est de Bruxelles loco worked its first loaded trial

run from Grosmont to Goathland, with the railway's Great Western Railway saloon performing faultlessly in the process.

The ensemble is seen at Beck Hole on the outward run.

PICTURE: ANDREW JEFFERY

Hydraulic test pass at Israel Newton for Ecclesbourne Valley's *Cathryn*

THE boiler belonging to the Ecclesbourne Valley Railway's Hudswell, Clarke 0-6-0T *Cathryn* (1884/1955) successfully passed its hydraulic test at Israel Newton & Son in Cromford on November 4.

The workshop was hoping to complete the first of two steam

tests during the second week on November before returning the boiler to Wirksworth.

The steam test will mark the first time the boiler has been steamed since *Cathryn* was withdrawn from service at St John's Colliery in Normanton in July 1975.

Steam Portfolio Track Record



Single-chimney 'King' No. 6023 *King Edward II* is seen under a stunning rainbow, just a few minutes after a torrential rainstorm at Didcot Railway Centre on October 25. ALISDAIR ANDERSON

Locomotive Services' Fowler/Stanier 4-6-0 No. 46100 *Royal Scot* heads through the cutting at Oldbury with the 09.10 test service from Bridgnorth to Kidderminster on October 29. The '7P' was at the Severn Valley Railway for repairs and testing together with 'West Country' No. 34046 *Braunton* (on the rear). MARTYN TATTAM



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5" Gauge LNER A4 (Pilot model shown)

History

In 1935 the LNER decided to introduce a new streamlined train to run London to Edinburgh. Designed by Nigel Gresley the locomotive was a development of the Class A3 Pacific, but with increased boiler pressure and slightly reduced cylinder size. In common with the A3 the A4 was a three cylinder design.

Famously, on 3rd July 1938 No. 4468 "Mallard" reached a world record speed for steam traction of 126mph. A record that stands to this day. The last of the Class was withdrawn in 1966.

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Mike Pavie



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Summary Specification



Length approx 75"

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- Silver soldered copper boiler
- Reverser
- Etched brass casing
- Working drain cocks
- Stainless steel motion
- Safety valves
- 3 cylinders (inside cylinder with Gresley Holcroft conjugating gear)
- Boiler feed by axle pump, injector, hand pump
- Bronze cylinders with stainless steel pistons and valves
- Sprung axle boxes with needle roller bearings
- Piston valves
- Mechanical lubricator
- Outside Walschaerts valve gear
- Multi-element superheater
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- Choice of name and number
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This is a complex model and we have presently booked sufficient factory capacity for the production of just 20 models. If orders are received quickly it may be possible to extend the run a little, but this cannot be guaranteed because of the scheduling of other products (and we have a growing number!).

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Gertrude set to enter Leighton Buzzard service in 2021

LEIGHTON Buzzard Railway (LBR) anticipates Sarah Westmacott's Andrew Barclay 0-6-0T *Gertrude* (AB1578/1918 being available for service in 2021.

It arrived at the railway in February 2019.

The boiler was lifted and sent to Locomotive Maintenance Services in Loughborough prior to the March national lockdown, and is now back at Page's Park, where work has been undertaken on the loco's running gear.

Five locos

Gertrude entering service will give LBR five available main line steam locos in 2021, the others being *Gertrude's* sister Andrew Barclay 0-6-0T *Doll* (LBR) and privately owned Baldwin 4-6-0T WDLR No. 778, Avonside 0-4-0T *Sezela* No. 4, and O&K 0-6-0WT *Pedemoura*.

LBR's O&K 0-6-0WT *Elf* and O&K 0-4-0WT *P C Allen* are out of ticket, awaiting overhaul.

Other LBR locos currently out of service and undergoing overhaul are Kerr, Stuart 'Wren' 0-4-0ST *Pixie* and privately owned De Winton 0-4-0VBT *Chaloner*.

LBR's Baguley 0-4-0T *Rishra* goes out of ticket in March 2021. Whether it will be available to steam for its November 2021 centenary is uncertain.

New lockdown measures halt railway operations... again

UK LOCKDOWNS brought narrow gauge operations throughout Britain to a standstill for the second time in 2020.

The Welsh Government introduced a 'firebreak' lockdown on October 19 followed by the UK Government's November 5 to December 2 lockdown in England.

Traditionally, narrow-gauge railways take a November break between Halloween and the start of Christmas operations.

This year, having lost the early to middle season to Covid-19, and after enjoying good post-lockdown traffic figures, many lines extended their seasons.

'Santa'

The remaining question as this issue of *The RM* went to press concerned the operation of 'Santa' trains.

A number of Welsh lines had already decided to drop Christmas operations this year,

with those intending to run being clear of the Welsh 'firebreak'.

However, viability could still depend on travel restrictions from England to Wales, applicable to both passengers and volunteers.

Advance 'Santa' bookings have been very healthy, with West Lancashire Light Railway selling out its 'Santa' trains in mid-October.

Leighton Buzzard Railway took 400 bookings in the first

24 hours, after announcing its Christmas services. Fifteen 'Santa' trains have already sold out and advance bookings were worth nearly £14,000 at the beginning of November.

Lockdown

England's lockdown affects the first few days of some lines' plans but most railways should be able to run from December 5 – provided England's lockdown is not extended.



EVESHAM Vale Light Railway's Exmoor 0-4-2T *Monty* is captured beautifully in the autumnal sun on October 28. JACK BOSKETT

Synolda returns for Ravenglass winter Heritage Weekends

RAVENGLASS & Eskdale Railway (R&ER) has announced the operation of Heritage Railway Weekends on selected dates through to January.

The events will be operated by R&ER Museum Trust's 1912-built Bassett Lowke 4-4-2 'Little Giant' *Synolda*, back in action after an on-going overhaul project, and resurrected 1896-built Heywood 0-4-0T *Katie*.

The historic locomotives will pull open carriages, re-creating passenger experiences on the 15in-gauge line of a century ago.

The Heritage Weekends will be in addition to R&ER's regular winter weekend services.

Bratton Fleming station sold – rolling stock at Snapper Halt

EXMOOR Associates (EA) completed the purchase of Bratton Fleming station on November 3, securing it for future use by a revived Lynton & Barnstaple Railway (L&BR).

The site will be leased as a private home to provide site security and generate income.

Friends of Bratton made the purchase possible and will be invited to open days at the station when the Covid-19 threat has subsided.

Elsewhere on the closed L&BR trackbed, a bogie flat wagon was moved to Snapper Halt at the end of October, the infrastructure having been restored there, including laying a

short length of track in 2019.

L&BR closed on September 29, 1935, but carriage No. 6991 remained on a short length of track at the site, in use as a summer house until the mid-1960s.

A second carriage – No. 6993 – was also located near the halt but recovered by the Ffestiniog Railway in 1959, where it now runs as Buffet Car No. 14.

The wagon does require restoration but is the first railway vehicle at the site in more than 50 years. Having been pushed by volunteers along the track is arguably the first railway vehicle to move through Snapper Halt since the line closed.

Isle of Man's 'Electric Railway' hillside landmark removed for replacement

THE large letters forming an illuminated 'Electric Railway' sign on the hillside above Derby Castle yard were removed in late October.

The frame supporting the sign – a Douglas equivalent of the Hollywood sign above Los Angeles – had become corroded, and dismantling

was undertaken for safety reasons before winter set in. The intention is for the sign to be reinstated for the 2021 season.

The dismantled sign was installed in 1993 for the Manx Electric Railway's centenary.

Previously there had been an 'MER for scenery' sign until this was damaged by a gorse fire.



GRAHAM Morris' Andrew Barclay 0-4-0WT *Glyder* (1994/1931) was steamed at Beamish in late October. The operation was primarily to shunt the 2ft-gauge line in preparation for winter – it had been mothballed since mid-March because of Covid-19. *Glyder* returned to steam for the first time since 1965 in June 2019, but has seen no service in 2020. PAUL JARMAN/BEAMISH

Four 'main line' locos for Rheidol in 2021

VALE of Rheidol Railway's (VoR) 2-6-2T No. 1213 (nee No. 9) is now withdrawn and awaiting 10-year overhaul.

Work is likely to start in 2021. When it returns VoR will have four available locos: its

trio of 2-6-2Ts plus Hanomag 2-6-2+2-6-2 Garratt NG/G13 (10551/1927) No. 60.

This will be only the second time VoR has four 'main line' locos available, the first being between 1924-1932 when the

original Davies & Metcalf 2-6-2T No. 1212 (originally No. 1) was retained as a spare engine.

VoR is not currently operating because of Covid-19.

Covid-19 could cost Bure Valley £1million

BURE Valley Railway's (BVR) battle to secure payment under its business interruption insurance policy continues.

BVR's policy included an extension covering an unspecified notifiable disease occurring within 25 miles of its premises, but its claim following Covid-19, causing the 15in-gauge line to stop operating, was initially rejected (*RM* June).

In September, the High Court found in BVR's favour but on October 6 the insurance company was given leave to appeal, but if this fails, final settlement is unlikely this year.

BVR restarted passenger operations in late-July but significant business had been lost, including combined train and boat operations in conjunction with coach operators. BVR managing director Andrew Barnes says the loss of income at that stage amounted to £960,000.

Following reopening, trains could only run at a maximum 60% of normal capacity because of social distancing. A two-train service has been run to compensate, but BVR has only been able to staff such operations five days a week. Overall, lost income because of Covid-19 during 2020 will reach the £1million mark. If the insurance

claim finally succeeds, this will still only cover half this loss.

Normal annual BVR turnover is between £1.5 and £1.75million, putting it in Britain's top 20 largest heritage railway operations. However, this year the line has lost about two-thirds of its turnover.

BVR has welcomed the help given to a number of heritage lines under the Government's Culture Recovery Fund, but is baffled as to why it was deemed ineligible for this lifeline, apparently on the grounds it was not considered a heritage railway!

Andrew Barnes admits he is exasperated at how little help the railway seemed to be receiving from local and national government, but assured *The RM* the BVR would fight on and survive the coronavirus crisis.

BVR had a further setback at the beginning of October when Winson-built 'ZB' 2-6-2 No. 7 *Spitfire* failed non-destructive testing of boiler work.

Weld repairs around firebox stays were cleared as sound, but problems with stays themselves were identified.

The decision now is whether to incur the cost of a coded welder replacing 35 stays, or mothball *Spitfire* until next year when trading conditions hopefully improve.



FLETCHER, Jennings 0-4-0WT No. 2 *Dolgoch* pulls away from Dolgoch station on a bright autumnal October 17 morning with the 10.30 departure from Wharf. BARBARA FULLER

Welsh railways co-operation earns fire shovel award

WELSH Highland Railway Society's Francis Blake Award has been presented to three people who played a prominent part in the improved co-operation between the two railways.

The work of Graham Farr and Mark Seale, the Welsh Highland Heritage Railway chairman and training officer, respectively, and Paul Lewin, Ffestiniog & Welsh Highland Railway general manager, resulted in the landmark visit of WHHR's

Hunslet 2-6-2T *Russell* to run on the southern section of Ff&WHR in June 2019.

The award, a fireman's shovel, was instituted in 2017 in memory of the late Francis Blake, and is for the group or gang that has done 'something extra' in the last 12 months that deserves recognition.

The shovel was originally presented to Mr Blake some years ago and was gifted back to the society by his widow.

From Queensland to Bala Lake...



Avonside 0-4-0ST 1909/1922 emerges from a shipping container following arrival at Bala Lake Railway's Llanuwchllyn base on October 22. The loco worked at Farleigh Mill Sugar Mill, near Mackay, Queensland, and was imported from Australia by Bala Lake volunteers (*RM* Oct). The loco has not steamed for 60 years. JOEY EVANS



THIS rural scene near Ranger Bridge captures the Industrial Railways Day theme of Amberley Museum's October 18 event as ex-Dorking Greystone & Lime of Betchworth Orenstein & Koppel 7741/1937 diesel *The Major* hauls a rake of wagons with a battery-electric loco on the tail. Passenger trains also operated on the 2ft-gauge line on a day primarily centred on Amberley Rail Group's Orenstein & Koppel-built locos, hence the O&Ks are OK! event title. There were no visiting locos, but ex-Dorking Greystone & Lime Co Ltd O&K 7269/1936 *Monty* was demonstrated on a length of appropriate track. It is thought to be the only working example of a 3ft 2¼in-gauge locomotive in the country. PHIL BARNES

Powerful Ruston arrives at Old Kiln

RUSTON 48 DLG 497760/1963 has joined the operational fleet at Old Kiln Light Railway, becoming the heaviest and most powerful diesel loco at the 2ft-gauge line.

It originally worked at

Silverdale Colliery in Newcastle-under-Lyme, and subsequently at other collieries around Manchester and Staffordshire. It was bought privately for preservation in 1992.

SINGLE LINES

■ THE major overhaul of 15in-gauge 0-4-2 tender loco *Bonnie Dundee* at John Fowler Engineering was in its final stages during November. The loco was run on compressed air in October with the cab and tender completed. It is owned by Ravenglass & Eskdale Railway and being returned to steam for service at Cleethorpes Coast Light Railway. A steam test was likely by the time this edition of *The RM* is published, with only details to be completed before the loco returned to Cleethorpes.

■ STEEPLE Grange Light Railway (SGLR) is converting its man-rider No. 103 into a compartment carriage suitable for carrying socially distanced passengers next spring. Work includes fitting wooden panels under each of the backrests and acrylic screens from the top of the back rests to the roof and sides of the bodywork. The doorways will remain open, maintaining airflow through the compartments. The SGLR didn't run a passenger service during 2020 because of Covid-19.

■ PETER Randall, a director and trustee of Cymdeithas Rheilffordd Eryri (the Welsh Highland Railway Society), died in mid-October at the age of 60. He was Ffestiniog Railway general manager between July and December 2002, and in recent years was project leader for the restoration of 'NG15' 'Kalahari' 2-8-2 No. 134 at Dinas.

■ LEIGHTON Buzzard Railway (LBR) reopened to passengers on September 19 and carried about 110% of the passenger numbers on the equivalent days in 2019. This generated nearly £17,000 to cover the deficit built up over the summer and met the additional costs of adaptations to achieve Covid-19 safe operating. However, LBR still achieved just 18% of the main season traffic carried in 2019.

■ THE Rev Alan Cliff died on October 26. Mr Cliff was born in 1936. He was author of the Jack the Station Cat children's book series and his contribution to railway preservation included buying Hunslet 0-4-0ST *Holy War* in 1975 (it had entered preservation in 1968) and taking it to Bala Lake Railway, to which he sold the loco in 1989.

■ THE infrastructure of the Lancashire Mining Museum's new 2ft-gauge passenger railway at Astley Green has been completed. Recent work has included installing renovated hand-operated point mechanisms, erecting legal signage, and testing disabled access to the man-rider passenger vehicles.

■ CONSTRUCTION of a new boiler for James Evans' Hunslet 0-4-0ST *Velinheli* is progressing at Ffestiniog Railway's Boston Lodge works. The shell is nearly complete, the outer firebox casing has been trimmed to final length, and installing the inner firebox is now in prospect.

■ WORK has started on the foundations for Apedale Valley Light Railway's new four-road stock storage shed (*RM* Aug).



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Bank station tunnelling complete

WORK to boost capacity at London Underground's Bank station passed a major milestone at the end of October with completion of new tunnelling work.

Around 0.8-miles (1.3km) of new tunnels have been built since May 2017, including a new Northern Line southbound running line and platform.

The southbound tunnel will be converted into a passenger concourse, with six new passenger crosslinks to the platforms on either side.

Complicated

The tunnelling work was complicated by the need to avoid disrupting any of the 31 listed buildings along the route, while extra room underground was created for spoil because of a lack of space above ground in its central London location.

Three more escalator barrels have also been excavated to link the Northern Line to the Docklands Light Railway and to the new entrance being built on Cannon Street.

There is also a new link tunnel between the Northern and Central lines.

Bank station is one of the busiest interchanges, with the work increasing the size of the station by 40% when finished in 2022.



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New trams boost Manchester fleet

THE first of 27 new Bombardier M5000 trams for Manchester Metrolink was delivered by road to Queens Road depot on November 14. It arrived from the manufacturer's plant in Austria via the Rotterdam-Hull ferry.

Once testing and commissioning is complete, it will be put into service before

Christmas, with further trams set to arrive every three to four weeks after that.

The additional trams (Nos. 3121-3147) will add to the 120-strong M5000 fleet (Nos. 3001-3120) to boost capacity on the network, and provide more space for social distancing during the coronavirus pandemic.

The new trams are funded by the Government's Transforming Cities Fund, with the £72million contract being signed in July 2018.

The first delivery was originally due in February, but was delayed by the Covid outbreak.

The first of 27 new M5000 trams being delivered to Queens Road depot, Manchester, on November 14. GREG MAPE



LU WAGONS ON TEST: New Chinese-built engineering wagons for London Underground were on test at the Great Central Railway in November. Box wagons Nos. BW001 and BW002 (for ballast and spoil) and flat wagons Nos. FW001 and FW (for rails, wheels, boxes etc) were built by CRRC in Shandong. The four wagons are pictured at Quorn on November 18. CHRIS MILNER

'Flagship' tram-train pilot ends in South Yorkshire

THE two-year South Yorkshire tram-train pilot officially ended in October, although the innovative service between Sheffield and Rotherham will continue to run.

The service uses Class 399 vehicles which run on tram lines

in Sheffield and heavy rail lines in Rotherham.

Since its launch in October 2018, South Yorkshire PTE says the service has carried 1.5 million passengers, most of whom were in the first year because of the Covid-19 pandemic.

Rail Minister Chris Heaton Harris said: "The flagship scheme has transformed public transport connections in the region and could act as inspiration for similar schemes elsewhere."

Transport authorities in Manchester, Birmingham,

Glasgow and Cardiff are already looking to create their own tram-train services.

South Yorkshire is considering extending the service to other parts of the region – including Barnsley, Doncaster, and Doncaster Sheffield Airport.



HOWDON READY FOR OPERATIONS: The new Tyne & Wear Metro depot at Howdon has welcomed the first Metrocar into the maintenance shed ahead of becoming fully operational at the end of November. Unit No. 4059 led a test working into the one-road shed to ensure all of the infrastructure was correctly set up. The former landfill site has been transformed into a new depot to provide extra stabling and maintenance capacity while the main site at Gosforth is upgraded over the next four years for a new fleet of trains on order with Stadler. NEXUS



UNDERGROUND POPPIES: London Underground added poppy vinyls to the cab fronts of some of its passenger and engineering trains in the run up to Remembrance Sunday. This shot was taken at South Harrow on November 7 with (left) 1973 Stock unit Nos. 208/608/408 forming a Piccadilly Line Oakwood to Rayners Lane service, while (right) battery loco No. L51 heads a Ruislip Depot to Arsenal engineering train. JASON CROSS

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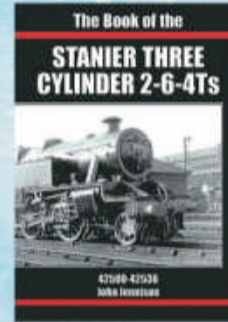
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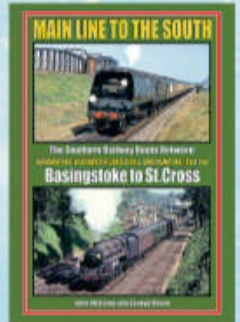
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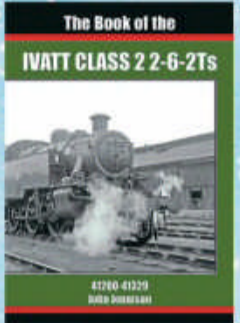
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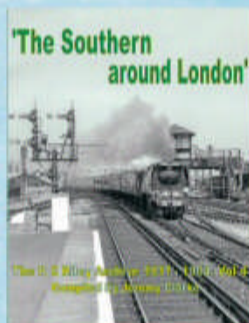
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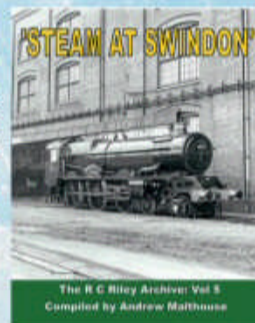
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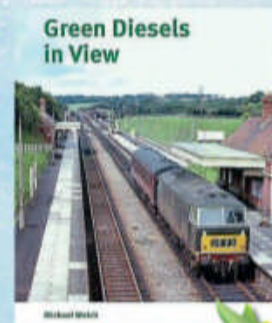
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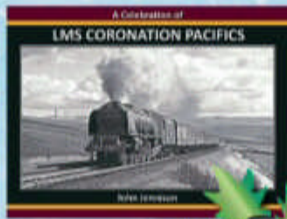
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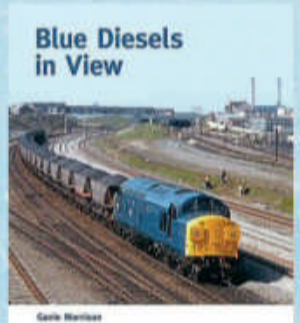
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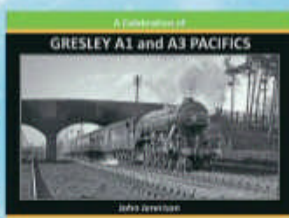
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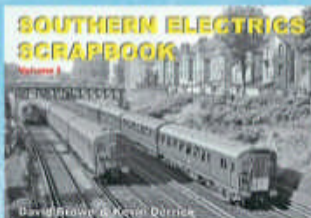
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SIDELINES

£17m injection for Southampton freight capacity

LONGER freight trains will be able to serve Southampton Docks next year following the Government's decision to invest £17million in upgrading rail infrastructure around the Hampshire city.

Engineering work due to take place in January and February will increase the length of loops and sidings, allowing maximum train length to increase from the current 520m to 775m.

This will make intermodal operations more efficient, creating capacity for up to seven extra wagons, carrying 14 more containers per train.

Southampton is the UK's second busiest container port after Felixstowe, served by frequent Freightliner, DB Cargo and GB Railfreight intermodal services to various inland terminals in the Midlands, South Wales, and north of England.

Freightliner moves 'essential' PPE

FREIGHTLINER ran a special train conveying 30 containers of imported personal protection equipment (PPE) from Felixstowe to Barking in east London on November 7.

The train was planned and operated at short notice in response to demand for equipment to support essential services and key workers in the capital.



DB Cargo No. 90028 *Sir William McAlpine* and recently reactivated No. 90024 pass Slindon, north of Stafford, with the 4M25 Mossend to Daventry intermodal on October 7. Campaigners are pushing for a commitment from Government to guarantee more paths for freight on the West Coast Main Line after HS2 opens. ANDREW JEFFERY

Logistics sector demands Government support for rail freight growth post-Hs2

GOVERNMENT must pledge to support the growth of rail freight after HS2 opens, according to industry pressure group Logistics UK.

Zoe McLernon, multimodal policy manager at Logistics UK – formerly known as the Freight Transport Association – says: “HS2 will release capacity on the rail network for up to 144 extra freight trains per day, potentially removing 10,944 HGVs from the UK's congested roads every day. “However, there is no policy or legal requirement that a proportion of released capacity

must be allocated to freight.

“Logistics UK urges Government to reconsider its principles and provide clear and unequivocal support to grow rail freight.”

Three additional freight paths per hour in each direction could be possible at the south end of the West Coast Main Line after HS2 Phase 1 opens, with up to 11 new paths per hour for fast commuter and freight trains once Phase 1 and Phase 2a are fully open.

However, freight industry insiders remain concerned

that much of the released capacity will be consumed by more frequent regional and interurban passenger services.

Over the last 15 years, passenger services have increased their overall dominance while the proportion of freight has declined significantly.

According to HS2 Ltd, more than £30billion worth of goods are distributed by rail in Britain every year and this is expected to increase by at least 3% per year up to 2033.

The Port of Tilbury in Essex is

investing around £23million in new rail-related infrastructure and expects the amount of materials it moves by rail to increase by 900,000 tonnes per annum within the next five years.

Carole Cran, chief financial officer of Forth Ports, said: “HS2 will give us the headroom to grow our network of low carbon delivery routes.

“It will free up space across the network for many more passenger and freight services, so there are benefits for everyone, not just those who will travel on HS2.”



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GBRf Class 66 No. 66783 *The Flying Dustman* passes Houndwood, north of Berwick upon-Tweed, on November 3 with the first 4S69 Doncaster iPort to Elderslie intermodal, carrying empty containers for loading with Scottish whisky. ROWAN RAIL

iPort gains new Scottish route

DONCASTER'S award-winning iPort logistics terminal has gained its latest new route, linking Elderslie, near Glasgow, with Teesside and South Yorkshire.

The train is operated by GB Railfreight (GBRf) as a temporary extension of its Teesport-iPort intermodal services.

It now carries imported furniture products and whisky for export to Scandinavia and the Baltic States via Teesport.

The train initially ran as a pre-Christmas 'campaign' to cater for seasonal demand, but sources suggest it could restart at the end of January if required.

The service operates via the East Coast Main Line for much of its journey, saving more than 8,000 lorry miles per train.

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- Rural transport is poised for radical change.
- Inspiring frugal and careful methods from the rail preservationists can be adapted to create a new modern form of light railway. The proof is the evidence that more than eight million popular, safe, passenger journeys are provided on heritage lines each year, but mainly only at weekends. Adding a public transport revenue stream by utilising the tracks during weekdays holds out the prospect of a much-needed lifeline of cash and asset value enhancement, off-setting the Covid-19 blight, which is causing economic hardship and threatens worse to come.
- Affordable light railways are the 'coming thing', and the equipment being developed can run on the same tracks as heritage rolling stock.
- A small branch line in the West Midlands has provided hard evidence of how this might be achieved but up until now only with bus-size railcars. These Class 139 units can be readily adapted to become the top-and-tail traction cars, with up to five unpowered coaches in between, making trains with up to 300 seat spaces.

PPM Foresight is drawing resources from associated Midlands train-building firms and operating companies to provide the advice and technical support of seasoned, hands-on professionals with backgrounds both in the heritage and freight industries and in modern low and zero carbon traction methods. Rather than adopt haphazard solutions concocted around individual brainstorming, the PPMF team have devised templates leading to an Intermediate Rail Standard approach, which can be adapted to a wide variety of inter-connected lines.

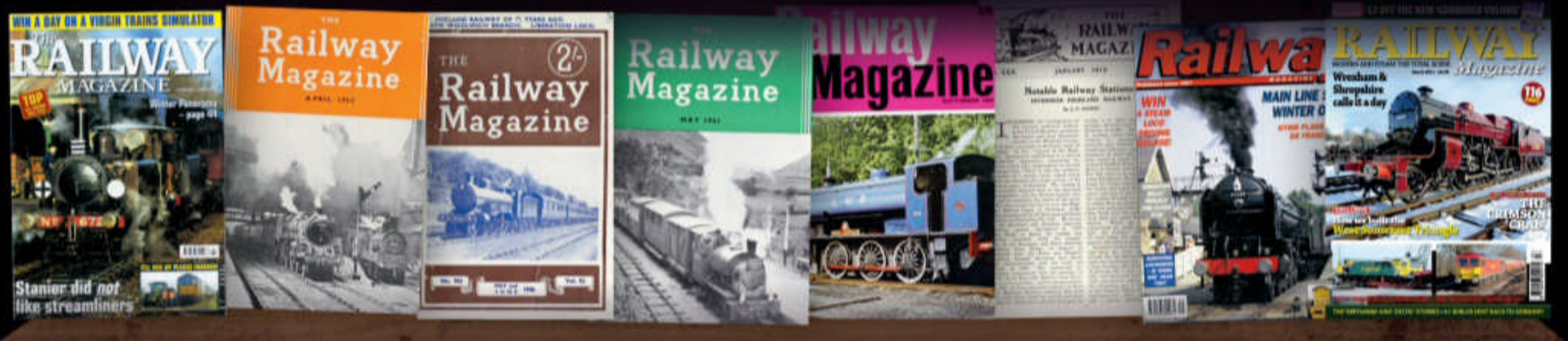
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Heritage Trams Track Record

Seaton Tramway to run second 'Tramathon' fundraiser next June



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TRAMLINES

Seaside illuminations tours postponed

BLACKPOOL Heritage Tram Tours' popular evening services which take sightseers on a tour of the famous Blackpool Illuminations have been cut short as a result of the second Covid-19 lockdown. The illuminations were switched off at midnight on November 4 and the display suspended until further notice. The last heritage tram operated that evening, but it is hoped services can resume again in early December.

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DEVON'S Seaton Tramway has announced plans to operate a second 24-hour Tramathon fundraising gala next year following the success of the inaugural online event back in June.

This year's Tramathon was held as part of the tramway's 50th anniversary celebrations to generate much-needed donations in the light of the Covid-19 lockdown.

The event was broadcast live on Facebook, going behind the scenes of the operation and culminating in a 24-hour tram operation running continuously between Seaton and Colyton stations.

Popular

The event attracted more than 200,000 online viewers, and was so popular a repeat will run from midday on June 5, 2021, which will again be streamed live on social media. Raffle prizes and giveaways will be available to those who donate.

However, unlike this year's Tramathon, the tramway is hopeful passengers will be able to take part and travel on the trams during the 24-hour running period. Tickets are expected to go on sale soon.

The two coronavirus



Seaton Tramway's pink car No. 11 has just arrived at Colyton as passengers board No. 6 before departure on September 5. MARK V PIKE

lockdowns have hit the Seaton Tramway hard, although it was able to salvage much of the summer season between early July and the end of October.

Disappointingly, it was forced to cancel its planned 'Polar Express' operation this Christmas along with the South Devon and Wensleydale railways. However, this blow

was partially tempered by an award of £435,100 from the Government's Culture Recovery Fund in October.

Lower-key

The tramway celebrated its 50th anniversary at the end of August in a lower-key way than planned, and as such is continuing the anniversary

celebrations for much of 2021.

These will include some of the larger events unable to take place this year, such as the opening of the two new halts at Riverside Depot and the Seaton Wetlands Centre.

For details on the 'Tramathon' tickets keep an eye on the tramway's website at: www.tram.co.uk



The first rails to be installed on the western extension of the East Anglia Transport Museum tramway looking towards the site of the proposed tram depot. TIM MAJOR

First track down on East Anglia Museum extension

TRACK-LAYING has started on the East Anglia Transport Museum's (EATM) tramway extension at Lowestoft.

When complete the extension will serve an all-new bus depot and tram shed.

It is being laid at the western end of the current museum site, where the large bus depot will be erected together with a smaller trolleybus shed and a two-road tram shed.

A junction will be installed at the point where the current tramway swings south through the woods, taking the new line westwards toward the new tram shed and beyond its outer wall to a triangular junction, with spurs running both north and south to two new termini.

All work on the extension to the tramway stopped during the first lockdown, but work has

been carried out following the lifting of restrictions.

Further tracklaying has taken place towards the site of the new depot, together with associated excavations for the roadway into the site.

The rail being used was acquired from a private owner in Essex, having previously formed part of the tramway installation at the short-lived Transperience museum in Bradford.

The EATM had temporarily closed again when the second lockdown came into force, but had been opening on Thursday and Sunday afternoons after initial restrictions were lifted in August.

All tram services were operated by Blackpool Corporation 'Standard' car No. 159.

'Railcoach' 279 – much progress in two years

THE Fylde Transport Trust (FTT) has released a photo showing how far the project to restore English Electric 'Railcoach' No. 279 has come in the last two years, despite the work slowing as a result of Covid-19.

The restoration has involved the fabrication of new cab underframes and cab-end framework to the original streamlined profile, the manufacture of new roof domes, new windscreen frames and glazing, new half-drop windows, and the interior woodwork refurbished.

Electrical contractors were at Rigby Road in early November fitting the cab bulkhead panels and all switches, while a glazing company has made progress on completing the cab windscreens.

However, the FTT's external contractors are all having to catch-up as a result of the coronavirus.

This has affected the rate of work on No. 279 (later 679), which was one of a number of 'Railcoaches' rebuilt to become towing cars, losing its distinctive streamlined cabs in favour of flat-nosed front ends.

It was acquired for preservation in 2008, and is undergoing restoration back to original condition.

A JustGiving appeal page to support the project can be found at: <https://tinyurl.com/y2mdbe4m>



Blackpool 'Railcoach' No. 279 is really starting to look the part as the Fylde Transport Trust's restoration continues.



This was No. 279 in August 2018 before the restoration picked up the pace. The basic frame for the rebuilt cabs had been installed by this point. BOTH: FYLDE TRANSPORT TRUST



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Dean Forest rolls out EWS Class 31

THE Dean Forest Diesel Association has completed restoration of Class 31 No. 31466.

It carries English Welsh & Scottish (EWS) livery and was the only member of the class to do so when working on the main line.

No. 31255 at the Mid-Norfolk Railway (*RM* Sept, p70) was painted in these colours, but only in preservation.

The overhaul has taken three years, with its 1,470hp English Electric 12-cylinder diesel engine remaining in working order throughout.

Much of the work was

replacing complete sections of the cabs, which were rotted or corroded, using new timber or metal, and renewing window surrounds and wiring.

Large areas of the bodywork were stripped to bare metal before applying filler then repainted in several coats of primer, undercoat and finally, EWS colours.

Dean Forest Railway's operations director Alastair Clarke has said Wednesday and weekend trains are a mix of heritage diesel multiple-unit and diesel- or steam-hauled trains.

Class 08 No. D3937 *Gladys* has



been used on these services for a while so it will be a treat for people to be hauled by a 'real' main line diesel loco again.

Gladys will now be available for a new Covid-compliant brakevan ride service. PICTURE: LUKE WAYMAN

SIDELINES

Caledonian takes on HNRC Class 20s

THREE long-stored Class 20s have been sold by HNRC, two of which are destined for eventual use on the Caledonian Railway at Brechin. No. 20088 moved north on October 6, followed by Nos. 20081 and 20016.

4-SUB's new home at Margate centre

THE sole-surviving Southern EMU 4-SUB No. 4732 has been offered a permanent residency in the One:One Collection at Margate.

It moved to Locomotive Storage's site in 2018 on a temporary basis when the Coventry Electric Museum closed.

The terms include restoration to static display condition.

Graffiti attack on East Kent 'Pacer'

VANDALS caused serious graffiti damage to one of the East Kent Railway's two 'Pacer' sets between October 31 and the morning of November 2.

This is expected to be a costly clean-up, which needs to be done in time for the units entering service in 2021.

Class 104 DMUs leave Telford... at last

TWO Class 104 DMU cars left the Telford Steam Railway in October.

DMBS No. 50479/53479 has gone to the North Norfolk Railway and TBSL No. 59228 to the East Lancashire Railway.

Severn Valley ends its popular 'Pioneer' service

THE last operation of the highly successful Fridays-only 'Pioneer' diesel-hauled trains on the Severn Valley Railway (SVR – *RM* Nov, p80) took place on October 23.

This service featured a good variety of locos, and on this occasion produced Class 52 No. D1015 *Western Champion* top-and-tailing with Class 40 No. 40106 *Atlantic Conveyor*.

It had been hoped the Western Locomotive Association's No. D1062 *Western Courier* (*RM* Oct, p79) would be ready in time to work the last day's trains, but this was not to be, with sister No. D1015 standing in.

The Class 40 had returned to the SVR on October 15 from its base on the East Lancashire Railway (ELR), having had to go back there to be lifted for segmental bearing and steam heat pipework repairs.

It was put to use on the ELR before being released back to the SVR, where it is being maintained by SVR-based Class Forty Preservation Society members while on a long-term visit.

It was reunited with its nameplates while back at Bury, these having been removed for restoration.



Class 52 'Western' No. D1015 *Western Champion* heads the 11.10 Bridgnorth-Kidderminster Town working at Eardington Bank on October 23. This was the last of this year's Friday's-only 'Pioneer' diesel services. Class 40 No. 40106 *Atlantic Conveyor* is on the rear. PICTURE: JOHN WHITEHOUSE

■ Our thanks to contributors: AC Locomotive Group; Josh Brinsford; Great Central Railway; Rob Harris (DFR); Brian Porter (Crewe Heritage Centre); and Jonathan Stockwell (DVLR).

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Extended 'Deltic' cab returned to Barrow Hill

THE Deltic Preservation Society at Barrow Hill took delivery of one of the cabs from 'Deltic' No. 55008 *The Green Howards* on October 14. The loco was scrapped in August 1982.

The cab has been extended by about 4ft, to just beyond the first engine

room window, by Crowle Wharf Engineering, near Scunthorpe.

A new 'engine room' has been created to house a cross-section engine.

The next step is for the cab to be refurbished internally and externally for eventual opening to the public.



A totally different look: Telford's grey 'Tractor'

CLASS 37 No. 37263 is seen at Horsehay on the Telford Steam Railway on October 16. Restored in engineers' grey livery it looks very different from when it arrived

on the railway from Tyseley in May 2017. This privately owned loco is in full working order and has had a few trips up and down the line. IAN NIGHTINGALE

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GCR 'RAT' OVERHAUL PUT BACK A YEAR: CLASS 25
No. D5185 (25035 *Castell Dinas Bran*) is seen at Kinchley Lane, Great Central Railway, on October 10. It was heading the 13.50 from Quorn & Woodhouse to Leicester North and return, in place of the booked DMU. This was a limited weekend service (three steam and one diesel) complying with Covid-19 restrictions. Pre-booked passengers were only able to board or alight from the train at Quorn. No. D5185 also double headed with 'Peak' No. D123 *Leicestershire and Derbyshire Yeomanry* on the 13.50 the following day. The Type 2 was then due to be withdrawn for major top-end work, but as Class 27 No. D5401 is not yet available it will remain in traffic for another year.
Picture: GAVIN THOMSON



125 Group's HST comes together

HST power cars Nos. 43048 and 43089 and Mk3 coaches acquired from Porterbrook Leasing are being gathered together at UK Rail Leasing, Leicester.

No. 43089 became 125 Group property on August 27. It has since been based at Leicester, available for main line use by DATS. No. 43048 is due to join it following temporary storage at Long Marston.

The group has also secured additional Mk3 trailer cars from Porterbrook.

They are TF No. 41057, TS No. 42111 and TFRB No. 40730 – previously with East Midlands Railway as part of HST set NL01.

All three are in good condition with excellent service life on the bogies and wheelsets, and will be a significant boost to the operation of a full HST set by the group.

They have been moved from Neville Hill depot to join the two power cars at Leicester. Three further trailers are expected, as agreed with Porterbrook, but are currently still being operated by EMR with no definite timescales for joining the 125 Group fleet.

It is not currently possible to move this stock to the group's base at Ruddington, with other storage facilities continuing to be used to keep the vehicles safe and available for use on the national network.

The group continues its work on the Mk3 vehicles at Ruddington, maintaining them ready for use when the opportunity arises. These are TGS No. 44000 and RFM No. 10202, being converted to a brake support vehicle and three loco-hauled coaches.

These additional storage and movement costs are an unfortunate necessity which will ensure these assets are kept safe, secure and serviceable.

Anyone wishing to support this major project can do so through website: www.125group.org.uk

HST power car gifted to Crewe Heritage Centre

CREWE Heritage Centre (CHC) has received Class 43 HST power car No. 43018 from leasing company Angel Trains.

CHC is an appropriate home for one of these iconic vehicles as all 196 HST production power cars – Nos. 43002 to 43198 – were built by BREL Crewe Works between late-1975 and mid-1982.

No. 43018 needs a lot of restoration as it has been a source of parts for ScotRail HSTs at Haymarket. It was moved there for that purpose following withdrawal from the GWR fleet.

Brian Porter, who is undertaking the restoration with James Mather at Crewe, confirms quite a few parts are missing, such as two-thirds of the roof,

grills along the top, most of the cab interior, and, of course, the power unit and cooler group.

They are repairing or replacing items as best they can. Initially, these are parts which improve the external appearance, as well as tidying up the cab, so it can be opened for public access.

It is hoped some spares will be available from Angel Trains. Parts desperately needed are the roof panels, driver's door and most of the cab desk and seats. The engine room and guard's compartment will be made into a display area.

Even in its present condition, the centre is grateful for Angel donating the vehicle.

No timescale has been put on the restoration as parts are



HST power car No. 43018 is seen on arrival at Crewe Heritage Centre on October 21. It has been seriously stripped of parts for the ScotRail fleet, although it was previously used by First Great Western. It was one-time named *The Red Cross*. Restoration for static display is now in progress, but no decision on livery has been made as yet. PICTURE: BRIAN PORTER

hard to come by, but it is hoped it will be looking presentable externally for the 2021 season.

This will be the only place

where an HST can be seen alongside and compared with the less-successful Class 370 APT-P.

Derwent Valley diesel developments

THE Derwent Valley Light Railway has added Class 08 No. 08528 to its home fleet (*RM Nov, p80*).

The dual-braked 'Gronk' arrived from the Great Central Railway on October 12.

It is not known when the loco will be able to enter passenger service, but driver training will be taking place in the meantime.

Fowler 4200022 0-4-0DM of 1948 has temporarily left the railway for restoration.



Derwent Valley Light Railway's Class 03 No. 03079 returned to the York railway on September 22 from the North Tyneside Railway (NTR) after almost a year. It went there for a gala appearance in September 2019. While there, as part of the deal, the loco received bodywork repairs and a full repaint in BR blue. Here, the loco's owner Trevor Humble eases it off the transporter at Murton. He wishes to thank the NTR for the work done.

Picture: JONATHAN STOCKWELL

Class 89 testing moves on to the next stage

THE unique Class 89 AC electric loco No. 89001 (*RM Nov, p80*) was transferred from Barrow Hill to Soho depot, Birmingham, on October 27.

Running as 0065, the 10.00 from Barrow Hill was top-and tailed by Class 47813 *Jack Frost* and Class 37 No. 37510 *Orion*.

The loco will be subject to both offline and 25kV live tests. These are to recheck control and auxiliary systems, pantograph up; energising the loco for the first time since 2000; and checking parts, including the battery chargers, oil pumps, blower fans, field converters.

Movements will be made around the yard, up to the depot's 5mph speed limit.

Testing will be undertaken by members of the AC

Locomotive Group's (ACLG) engineering team in co-operation with West Midlands Trains, operators of Soho depot.

Subject to the satisfactory completion of testing, No. 89001, now carrying its original *Avocet* name, will return to Barrow Hill, where data and safety systems will be installed to enable it to run on the main line, the target for which is next summer.

It is yet to be confirmed as to who the main line operator will be.

The ACLG is grateful for the assistance given by West Midlands Trains in accommodating the testing, and to Rail Operations Group for moving the loco to Soho.

For more details see website: <https://www.aclcogroup.co.uk/>

'Bubblecar' finds a new home on the Great Central

CLASS 122 'Bubblecar' No. 55009 was delivered to the Great Central Railway on October 8.

The single-unit Gloucester DMU has been in storage at Dereham on the Mid-Norfolk Railway since December 1996, with spasmodic restoration undertaken.

It is now in the care of GCR DMU group Renaissance Railcars, which will carry out extensive restoration at Loughborough.

Possible use on the Mountsorrel branch is envisaged.



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'Merchant of Norfolk' re-routed

ENGINEERING work at London King's Cross has forced UK Railtours to re-route its 'Merchant of Norfolk' railtour on April 24, which will take Bulleid 'Merchant Navy' No. 35028 *Clan Line* from London to deepest East Anglia.

The tour was originally expected to take the Southern Region Pacific from King's Cross to Norwich.

However, owing to extensive renovation works at King's Cross, No. 35028 will now start from London Victoria and pick up passengers at Highbury & Islington and then Broxbourne.

This route through suburban London will be rare track for the Pacific, which will also be making its first visit to Norwich that day.

The train is provisionally booked to leave Victoria at 07.25, reaching Highbury & Islington at 08.20 and Broxbourne at 09.05.

Arrival in Norwich is expected at lunchtime, where passengers can elect to stay in the city or join a three-hour Norfolk Broads cruise from Wroxham.

Tickets for Standard Class travel are priced at £119 (£109 for juniors), increasing to £179 for First Class Non-Dining, and £249 for First Class Dining.

Visit: <https://tinyurl.com/y44cat7m>

Railway Touring Company has packed programme for early 2021

THE Railway Touring Company (RTC) has announced its plans for a busy and varied 2021 despite the King's Lynn-based promoter having slimmed down its Christmas operations to just three trains this year.

The season starts with two of the now staple 'Winter Cumbrian Mountain Express' turns to Carlisle on January 30 and February 6, the first being steam-hauled from Manchester Victoria to Carlisle and back, and the second originating in London, and steam-worked from Carnforth.

February 13 will see a special Valentine's charter run from London Victoria to Bath and Bristol, while a week later on February 20 is the first of several booked trips to feature 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland*.

The 'Cotswold Venturer' will depart from London Paddington with No. 6233 in charge from the start, making its way via Reading, Didcot, Kemble and Sapperton to the day's destination at Worcester.

The 'Duchess' will also provide

the haulage for the return leg.

February will close with another 'Winter CME' and the 'Tin Bath', both on the 27th.

The 'Tin Bath' has become a regular feature in the RTC programme, making a circular tour of the cotton mill towns of Lancashire and West Yorkshire.

Lake District

The early spring programme includes the 'Yorkshireman' on March 6, which takes 'A1' No. 60163 *Tornado* from London Victoria to York, and the 'Cumbrian Coast Express' on March 13, which includes Class 86 haulage from Euston to Carlisle, then steam from Carlisle to Carnforth, by way of the Lake District coastal route.

March 20 sees two RTC tours operating on the same day, with *Tornado* heading the 'Edinburgh Flyer' from York to the Scottish capital via the East Coast route, while the 'Cheshireman' provides another outing for No. 6233 from Euston to Chester.

A similar scenario follows a week later (March 27) when the 'Duchess' returns to its old

West Coast Main Line stamping ground to head the 'Mancunian' from Euston to Manchester Piccadilly, while the same day sees one of the Carnforth pool take a separate tour to the Wensleydale Railway.

Celebrity 'A3' No. 60103 *Flying Scotsman* returns to RTC duties for the 'Stratford Flyer' on April 10, which takes the Gresley Pacific from Manchester to Stratford-upon-Avon, while May 15's 'Jolly Fisherman' will see the National Collection loco work from King's Cross to Skegness and return.

In between these two trains is the 'Pennine Limited' on May 8, which originates in Norwich, and offers steam haulage from Carnforth over the Settle & Carlisle line.

Another 'Cumbrian Mountain Express' is booked for May 22, and on May 29 No. 6233 is back in action on the 'South Devon Explorer'. This train starts at Woking and runs diesel-hauled as far as Bristol, where 'Sutherland' takes over for the onward run to Plymouth over the South Devon banks.

Into June and *Tornado* returns for the 'Buxton Spa Express' on the 5th, during which the 'A1' will work from Leicester to the popular Peak District town and back as far as Barrow Hill.

On the same day the 'Scarborough Flyer' will connect Manchester Victoria with the Yorkshire coast resort.

'Tynesider'

Two tours are also running on June 12: the 'Tynesider' is steam-hauled from Cleethorpes to Newcastle and Morpeth and then back to York, and another 'Cotswold Venturer' will take *Flying Scotsman* from Paddington to Worcester.

'Scotsman' will also head the 'White Rose' from King's Cross to York on June 19, albeit one way as the train will return to London diesel-hauled.

Thus the final tour of the first six months of 2021 will be a 'CME', starting at Euston and steam-worked between Carnforth and Carlisle.

Full details can be found at: www.railwaytouring.net/uk-day-trips-2021



'Jubilee' No. 45699 *Galatea*, running as No. 45562 *Alberta*, heads the Railway Touring Company's 'Cumbrian Mountain Express' at Docker on October 10. JOHN COOPER-SMITH

Pathfinder to take double 'Tractors' to Norwich next August

PATHFINDER Tours' 'Cambridge & Norfolk Explorer' next summer will see Class 37s return to the region, and on Mk1 stock, too.

The Type 3s are not a regular sight on East Anglian passenger services anymore since Greater Anglia ceased using them last year.

The tour is booked to run on August 14, having been rescheduled from May 1 owing to engineering works, and will be hauled throughout by a pair

of Direct Rail Services '37s'.

An early 05.40 departure from Eastleigh will be followed by pick-ups at Romsey, Salisbury, Warminster, Westbury, Trowbridge, Chippenham, Swindon and Didcot Parkway.

With everyone aboard, the train will run through the Thames Valley, then across London and through Hertfordshire towards the first stop of the day at Cambridge, arriving at around 11.20.

A number of optional excursions are available with this tour, and those passengers who wish to explore the university city can leave the train at Cambridge and have around six hours before the return leg departs at 17.40.

The next stop is at Ely (11.40), where again passengers can alight to explore the cathedral city or join a coach trip to Sandringham House.

However, those wishing to stay with the '37s' for as long

as possible can stay aboard to journey's end at Norwich.

Two excursion options are available from Norwich; either a cruise on the Norfolk Broads or a trip on the 15in-gauge Bure Valley Railway from Wroxham.

Alternatively, passengers can stay in Norwich until the '37s' get the homeward leg underway at 16.20.

The return run follows the outbound route, reaching Didcot at 20.45 and finally

rolling back into Eastleigh at 23.25. Make no mistake: this is a long day out for those joining the train in the south.

Ticket prices start at £89 for adults in Standard Class, £149 for First Class, £169 for First Class Plus and £269 for Premier Dining. Junior fares are available and special rates for parties of four.

A supplementary fare applies to all excursions.

For details visit: <https://tinyurl.com/y4mphwso>



Final 'British Pullman' prior to lockdown

BELMOND operated its last 'British Pullman' – from London Victoria to Bath Spa – before England was plunged into a second coronavirus lockdown on November 4.

The luxury excursion was top-and-tailed by the two Belmond-dedicated DB Cargo Class 67s – Nos. 67021 and 67024 – and was the last railtour to operate anywhere in England before the lockdown started at midnight that day. The train is seen near journey's end at Freshford on the outbound run. STEPHEN GINN

Steam Dreams' festive tours off

THE current Covid-19 lockdown restrictions and the uncertainty of the proceeding weeks has been cited as the main reason behind Steam Dreams' decision to cancel its programme of railtours in December.

The itinerary for the month had already been pared back, but the company had intended to run tours from Southend to Oxford on December 10, and a 'White Cliffs Circular' from Victoria on the 18th.

David Buck, owner of Steam Dreams said: "We are seeing an appetite for travel in 2021 and have had a very positive response to our new programme which has recently been launched.

"Everyone is hopeful of better days ahead, and I am delighted to give them something to look forward to with our fabulous selection of trips and holidays."

Details of the 2021 Steam Dreams tours will feature in the next issue.

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 early November. However, the ongoing 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.

DECEMBER/JANUARY: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
December				
12	Flying Scotsman	Liverpool Lime St-Carlisle	60103	WCRC
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
19	Christmas White Rose	King's Cross-York	60163	RTC
19	Flying Scotsman	Man Victoria-Carlisle	60103	WCRC
19	Christmas White Rose	Crewe-York	46100 or 34046	ST
22	Welsh Marches Xmas Express	Crewe-Cardiff	46100 or 34046	ST
January				
30	Winter Cumbrian Mountain Express	Man Victoria-Carlisle	46115/35018/45699	RTC
30	White Rose	Crewe-York	46100 or 34046	ST

DECEMBER/JANUARY: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
December				
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 International-Glasgow	90002	IC
5	British Pullman	Victoria circular	DBC Class 67 x2	BEL
5	Settle & Carlisle Circular	Derby-Carlisle	LSL Class 47s	SR
5	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	Chester circular	WCRC Class 47/57	NB
9	British Pullman	Victoria circular	DBC Class 67 x2	BEL
10	Northern Belle	Cardiff 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	Royal Scot	Euston-Glasgow	90001	IC
12	Spirit of the Lakes	Peterborough-Edinburgh	WCRC Class 47/57	WCRC
12	Northern Belle	Crewe circular	WCRC Class 47/57	NB
12	Midland Pullman	St Pancras-Crewe	Blue Pullman HST	MP
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
18	Northern Belle	Coventry circular	WCRC Class 47/57	NB
18	British Pullman	Victoria circular	DBC Class 67 x2	BEL
19	Northern Belle	Liverpool Lime St circular	WCRC Class 47/57	NB
19	British Pullman	Victoria circular	DBC Class 67 x2	BEL
22	Northern Belle	York circular	WCRC Class 47/57	NB
31	British Pullman	Victoria circular	DBC Class 67 x2	BEL
January				
9	Settle & Carlisle Circular	Hereford-Carlisle	LSL Class 47s	SR
16	Settle & Carlisle Pullman	St Pancras-Carlisle	Blue Pullman HST	MP
23	Settle & Carlisle Circular	Birmingham International-Carlisle	LSL Class 47s	SR



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Multiple metro openings all over the world

PAKISTAN'S first metro system in Lahore began on October 25 when the 27.1km long 'Orange Line' opened.

Serving the city's main station, the east-west line runs mainly on concrete viaducts, but has two tunnel sections totalling 1.72km.

The line has been built by Pakistani companies to Chinese metro standards, with funds from Chinese banks. A fleet of 27 five-car Type B 750V DC third-rail EMUs has been supplied by Chinese company CRRC.

Despite the pandemic, many new and extended metro lines have opened this year. In China alone, new lines or extensions opened in Chengdu, Shenzhen and Wuxi in October.

Europe

In Europe new lines have opened in Copenhagen, Warsaw and Sofia, while in Istanbul operation of the initial 18.5km Mecidiyeköy to Mahmutbey section of the driverless Line M7 Kabataş to Esenyurt route on the European side of the Bosphorus began on October 28. Hyundai Rotem has supplied 30 four-car EMUs for the route.

The eastern extension of the new line from Mecidiyeköy to Kabataş has been delayed, in part because of archaeological discoveries, but the western extension from Mahmutbey to Esenyurt is not currently being built.

The first section of the third cross-city line of the Minsk Metro was opened by Belarus President Alexander Lukashenko on November 6.

Extensions at both ends are planned. Services will be operated by six four-car Stadler M110/M111 EMUs, built at Stadler's factory near Minsk.

Extensions are due to open in December in both Berlin (Line U5, Alexanderplatz to Brandenburger Tor) and Paris (Line 14, St Lazare to Mairie de Saint-Ouen).

Timetable change reduces the diesel variety on German routes



Beacon-owned 'Alex' loco No. 223 013 arrives at Munich Hbf with an 'Alex' service from Lindau on August 12. It is carrying a special advertising livery promoting the Allgäu region of Bavaria. These trains will be operated by DB using new Pesa-built DMUs from December 13. KEITH FENDER

MANY of the remaining diesel loco-hauled trains in Bavaria will either be replaced by new DMUs from December 13, or by electrification, on the lines they operated.

Eurocity services between Munich and Zürich will increase in number from three train pairs to six pairs daily because of the electrification of the Geltendorf-Memmingen-Lindau line.

However, they will switch from loco-hauled SBB stock to Swiss Railways Class 503 'Pendolino' EMUs. Currently, the services are hauled by pairs of DB Class 218 diesel hydraulics in Germany and Swiss Class 421

electric locos (RE4/4II) between Zürich and Lindau.

The loco-hauled 'Alex' (Allgäu Express) services are operated by Trenitalia-controlled company Netinera between Munich and Lindau/Oberstdorf, but using the alternative route via Kempten, will be replaced by DB Regio, which will use new Polish-built Class 633 DMUs.

The 'Alex' service has been operated by leased Class 223 diesels (Siemens Eurorunner) since 2003, with several operators holding the contract since it began.

By 2020, the Class 223s in use were split between Beacon and



Two blue-liveried PRESS-owned Class 218s – Nos. 218055 (218458) and 218054 (218448), on hire to DB – leave Itzehoe on October 29 with the late-running IC2310 to Niebüll. German enthusiasts have nicknamed these locos 'Schlumpfe' (Smurfs) because of their blue livery. The lease to DB for passenger work ended two days later – it is not known if they will be hired next summer. NICK PATON

Alpha Trains. 'Alex'-branded services also operate north of Munich on the route to Hof and Prague, with these trains remaining Class 223 hauled north of Regensburg.

In the north of Germany, as in previous years, DB hired a number of now privately owned Class 218s this summer to work Intercity trains north of Hamburg on the 'Marschbahn'

between Itzehoe and Westerland (Sylt), including for the first time several in all-over blue livery, owned by PRESS.

The changes in Bavaria, plus the impending electrification of the Ulm to Lindau line (from June 2021), means next summer DB may have enough spare diesel locos of its own for the 'Marschbahn' rather than hiring them.

Ill-fated Spanish-built locos to finally enter service in South Africa?

AFTER years of delays it appears two batches of Spain-built modern locos will finally be used in southern Africa, although not all as originally intended.

A €250million order for 70 1,067mm-gauge locos to be used by the Passenger Rail Agency of South Africa (PRASA) to operate long-distance services was announced in October 2013. An option for 10 more locos and a maintenance agreement was also agreed.

Vossloh España, which then owned the Albuixech plant, near Valencia, won the contract to build 20 'Afro 4000' diesel locos, based on the six-axle 'Euro 4000' design, plus 50 'AfroDual' locos, derived from the UK Class 88, which was also built at Albuixech, now owned by Stadler.

The contract to buy the locos was placed by newly created South African firm Swifambo Rail Leasing.

Initial testing of the first batch of 13 'Afro 4000' locos, delivered in 2015, were out of gauge on some electrified lines, and led to a long-running legal dispute, with designs having been



Three of the 'Afro 4000' locos – 4001/4002/4004 – stored at the PRASA depot in Bloemfontein on April 7, 2019. No. 4001 is now owned by Traxtion. JOHN MIDDLETON

approved by staff without the right qualification.

PRASA attempted to return the locos to Stadler (which by then had bought out Vossloh España), however the courts ruled Swifambo, not PRASA, owned them, but Swifambo was in the process of being liquidated.

Following the insolvency of Swifambo, seven of the initial batch of 13 'Afro 4000' locos (Nos. 4001/4003/4005/4008-4010/4013) were sold at auction

to private freight operator Traxtion in mid-2020 for around £3million, and it seems likely they will be used on the TAZARA line from Dar es Salaam in Tanzania.

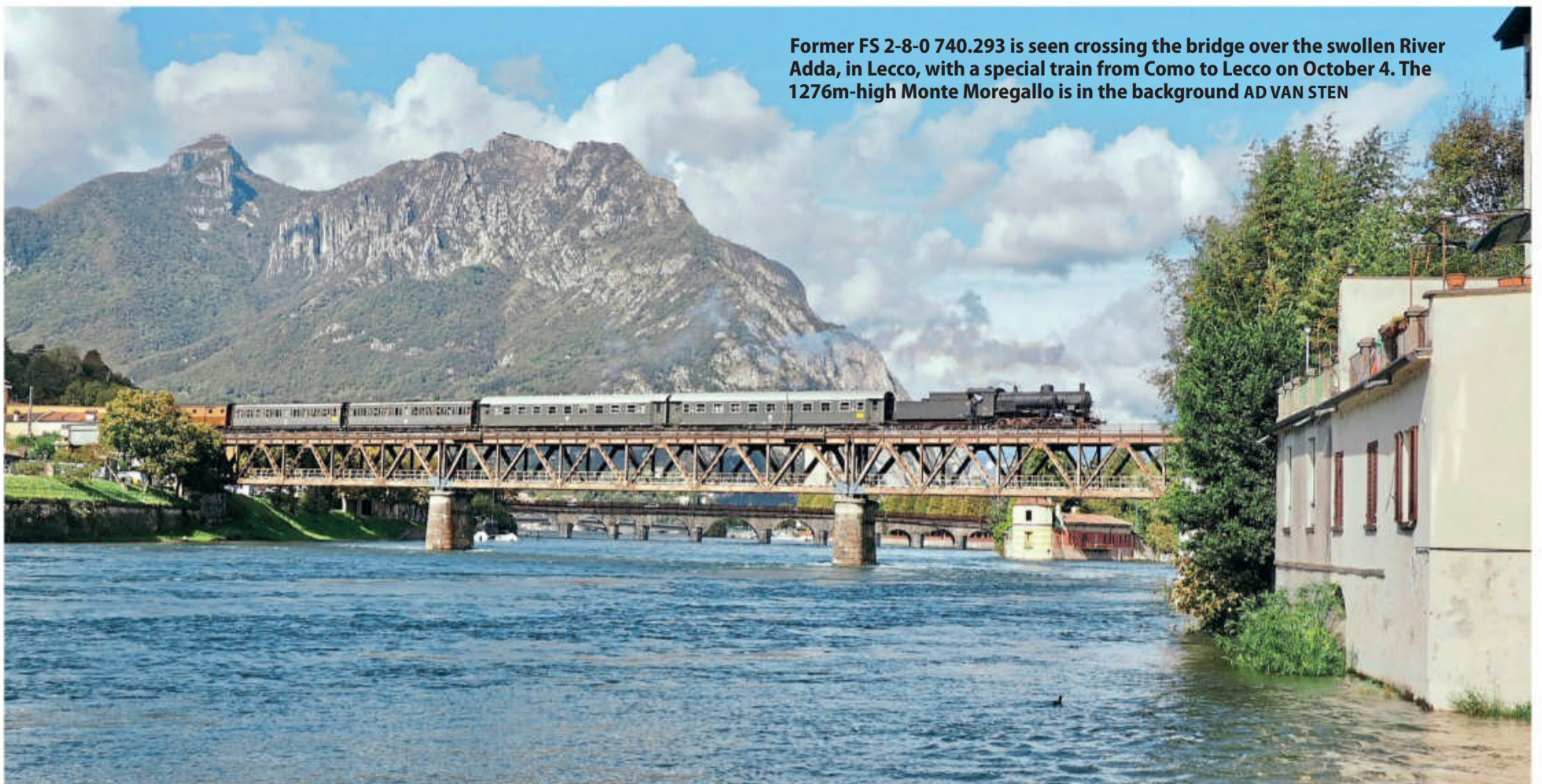
Accident-damaged No. 4010 may be used simply as spare parts because the 16-cylinder EMD710 engines are almost new, with few of the locos having run more than 10,000km in service.

An auction of the other six locos was stopped late in

2020 after PRASA presented a new plan to the South African government to buy them, plus the remaining locos that were completed by Vossloh but never delivered.

The seven 'Afro 4000' diesels from the original order, plus the first five 'Afro Dual', electro-diesels have been in secure store at the Albuixech factory since 2016/17.

If the deal is finalised PRASA will also order four additional 'Afro Dual' locos from Stadler.



Former FS 2-8-0 740.293 is seen crossing the bridge over the swollen River Adda, in Lecco, with a special train from Como to Lecco on October 4. The 1276m-high Monte Moregallo is in the background AD VAN STEN

Rare glimpse of steam on historic Como to Lecco line

SPECIAL trains returned to the Italian railway network in the short interlude between coronavirus lockdowns.

A rare steam-hauled train operated on the non-electrified Como to Lecco line, north-east of Milan, on October 4.

The line has seen little use in

recent years, but is now viewed as an important link for freight originating in northern Europe, transiting Switzerland and northern Italy.

The decision to hold the 2026 Winter Olympics in the Milan area also means the line will be upgraded and electrified

at a cost of €1.4 billion, making the steam special probably one of the last before electrification work begins.

The train was organised by the tourist office for the region Lombardia together with local operator Trenord and national heritage body Fondazione FS.

It was worked by ex-FS 2-8-0 740.293 (Costruzione Officine Meccaniche e Navali, Naples No. 15/1920).

The line opened in 1888 and was heavily bombed by the Allies in the Second World War as it was a key route from Germany to Italy.

Trio of innovative hybrid trams in service in Qatar

CALIFORNIAN company TIG/m has supplied three innovative self-propelled battery-hybrid 'MRV-3' trams to the new Msheireb Downtown Doha tramway in Qatar.

The trams are primarily powered by lithium-ion batteries, which recharge with regenerative braking, plus a generator, powered using LPG (Liquid Petroleum Gas).

The manufacturer claims they can operate for 20 hours a day between full recharges. By using batteries, the short new 2km, nine-stop, loop system doesn't need any overhead electrification.

The new tramway connects with all three lines of the Doha Metro at

Central Msheireb metro station.

Unusually, the air-conditioned vehicles are also designed to be used without windows during the cooler winter months as 'convertibles'.

TIG/m has also supplied heritage outline battery-hybrid self-powered trams to Oranjestad in Aruba and Dubai, which use hydrogen fuel cells rather than LPG.

TIG/m has built all the trams at its factory in Chatsworth, near Los Angeles, California.

Right: One of the 'MRV-3' trams on the Msheireb Downtown Doha tramway. BRAD READ



Ten years late – Berlin's new airport and railways open

BERLIN'S new Berlin Brandenburg airport opened around a decade late on October 31. On the same day, the new €675million rail network, built to serve the airport, opened fully.

A 15km loop line via the new airport station, built beneath the new terminal, is served by regional and Intercity trains.

A 7.7km extension of the Berlin S-Bahn, from the former Flughafen Schönefeld station to the new airport station, opened from October 26, with trains to central Berlin every 10 minutes.

Pioneering diesel restored in Austria

UNIQUE Austrian diesel No. 2020.01 has been restored to its original external condition in 2020 after being stored for many years.

The loco was built in 1960 by Simmering Graz Pauker (SGP) at its Vienna Floridsdorf factory (works No. 18111/1960) as a prototype diesel-hydraulic loco for Austrian Railways (ÖBB) and for export internationally.

The loco is equipped with two SGP-type T12b 1,100HP diesel engines.

Voith transmission was the

most powerful diesel to be built in Austria.

The loco was delivered in a distinctive blue and white livery, shared with the contemporary 'Blauer Blitz' DMUs, and was initially tested by ÖBB, but remained the property of SGP and used all over Austria.

No more were ordered as the loco was considered too heavy. However, SGP did sell 50 locos based on the prototype to Bulgarian Railways (BDŽ), delivered as Class 04, between 1963 and 1965. All the BDŽ Class

04 locos were withdrawn by 2010, although two survive.

No. 2020.01 was taken into ÖBB stock in 1968 and used for a variety of roles until withdrawn in May 1980. The loco was then plinthed for around 20 years in its ÖBB blood orange livery, near the now-demolished Vienna Ostbahnhof station, until 2002, when it was sold for preservation.

In 2016 it was moved to the railway museum run by Vereins Neue Landesbahn at Mistelbach, where it has been given a cosmetic restoration.



Resplendent in its original blue and white livery 2020 01 seen at Mistelbach on September 5. DR IAIN SCOTCHMAN



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Sheffield cement train derailment causes major disruption to services

SERVICES across South Yorkshire were disrupted after a train of cement tanks derailed at the north end of Sheffield station in the early hours of November 11.

Freightliner's 02.13 Earles Sidings-Dewsbury Blue Circle – hauled by No. 66603 – was passing through at around 02.45 when 16 of the PCA tank wagons derailed on pointwork between platform 1 and tunnels under the Supertram line, causing significant damage to track and signalling equipment.

Complicating

One of the tanks came to rest on its side, further complicating the recovery process.

The location of the incident meant that initially only three of the station's nine platforms could be used, causing major disruption to Northern, TransPennine Express (TPE), CrossCountry (XC) and East Midlands Railway (EMR) services.

A further two platforms

opened on November 12, allowing TPE and XC to resume a full service, but disruption continued until November 16 as recovery work continued over the weekend.

After inspections from Network Rail engineers and the Rail Accident Investigation Branch (RAIB), the undamaged wagons were removed first, with cement having to be unloaded from the derailed vehicles before they could be lifted.

Recovery was completed on November 14, allowing NR to start track and signalling repairs.

Road traffic outside the station was also disrupted as heavy duty vacuum equipment and cranes were required to unload and remove the wagons, blocking the busy A61 Sheaf Street.

Northern services were seriously affected by the incident, with Leeds and Huddersfield trains terminating at Meadowhall and Barnsley, respectively.

Doncaster 'stoppers' and Sheffield to Nottingham and



Looking north from platform 2 on the morning after the incident, the derailed cement train straddles several sets of points, severely restricting operations in and out of Sheffield station. NETWORK RAIL

York via Pontefract trains were replaced by buses.

Sheffield to Scarborough trains terminated at Doncaster, although a full service operated on the Worksop/Lincoln line.

Replacement buses also ran between Sheffield and

Meadowhall, and passengers were encouraged to use Supertram if possible.

EMR operated a revised timetable on inter-city services to and from London, but Liverpool to Norwich trains were able to run as normal.

SIDELINES

Restoration project at Ribbleshead gets underway

A £2.1MILLION programme of brickwork restoration and drainage improvements is underway at Ribbleshead Viaduct in North Yorkshire.

Vegetation will be removed from the 144-year-old, Grade II-listed viaduct and brickwork repaired to reverse damage caused by weeds.

Metalwork and pipes will also be repainted, with work expected to be complete in February 2021.

'Iron Giant' gets £165k for repairs

FRIENDS of Bennerley Viaduct has won a £165,000 grant from Historic England towards urgent repairs on the former Great Northern Railway viaduct in Nottinghamshire.

The money is in addition to £280,000 awarded by the Railway Heritage Trust for the restoration of the listed structure and its opening to the public as a footpath and cycleway.

Renewal work to close key London junctions

TWO key junctions at St Johns and Lewisham in south-east London will be closed for engineering work over the Christmas holidays.

From December 25-29 and January 1-3, 2,500 metres of life-expired track, 7,500 tonnes of ballast and 1,460 sleepers will be replaced.

The work will also see the renewal of 1970s switches, crossings and points in the area with more reliable equipment.

Alcohol ban at ScotRail stations

THE consumption of alcohol has been banned on all ScotRail stations and trains since November 16.

The temporary ban has been introduced as part of public health measures to ensure the safety of passengers and to maintain social distancing during the Covid-19 pandemic.

£900k project gives Luton airport a lift

A £900,000 project to replace lifts at Luton Airport Parkway was completed in November.

Work was carried out over a three-month period and saw lifts to platforms 1, 2/3 and 4 replaced to improve reliability.

Horsham nine-day blockade confirmed for next August

SOUTHERN services through Horsham will be disrupted by engineering work for nine days next summer.

No trains will run through the Sussex station between August 14 and 21 as Network Rail plans to condense several planned Bank Holiday closures into one

intensive blockade and two weekend closures on July 24-25 and July 31-August 1.

During the closures, no trains will run along much of the Arun Valley line between Arundel and Three Bridges or the Mole Valley line between Horsham and Dorking.

Track and infrastructure dating from the 1980s will be renewed on both routes.

At Horsham station, nine sets of switches and crossings will be replaced to improve reliability. Rail, sleepers and ballast will also be renewed, and track drainage upgraded.

The closures will allow enabling work for the upgrade of Parsonage Road level crossing and preparations for the transfer of signalling control from Littlehaven signalbox to Three Bridges Rail Operating Centre (ROC) in March 2022.



Kettering EMU sidings complete

NEW stabling sidings for electric multiple units have been completed alongside the Midland Main Line at Kettering.

The four sidings have been built to service East Midlands Railway's Class 360/1 EMUs,

due to be introduced on the London to Corby route in May 2021.

They will allow trains to be cleaned and stabled overnight close to the northern end of the route. NETWORK RAIL

Rapid repairs at Aynho

A FORTY-FOUR-metre long switch was repaired in less than 12 hours during an emergency overnight possession at Aynho Junction on November 7.

Four days earlier, a major fault was found during a routine inspection at the busy junction near Banbury, where the Chiltern main line meets the Oxford to Leamington route.

A 20mph emergency speed restriction was immediately introduced, but the scale of

the defect meant it had to be repaired within seven days or risk a complete closure of the line.

Network Rail's Central route, local maintenance units and contractors, freight and passenger operators devised and delivered a plan in record time to repair the 6.5-tonne switch, using two huge Volker Rail Kirow cranes.

As a result, the line reopened earlier than planned at the full line speed of 90mph.



Two Volker Rail Kirow cranes were drafted in at short notice to assist with the emergency replacement of a switch at Aynho Junction, near Banbury, on November 7. NETWORK RAIL

'Wavewalker' heralds start of Dawlish Phase 2 work

CONSTRUCTION of the second section of the £80million upgrade of the sea wall at Dawlish started on November 10.

The project will take around two years to complete and follows several years of detailed studies and planning between world-leading marine, coastal and railway engineering experts.

Phase 2 covers the 415-metre section from Dawlish station to the Coastguard breakwater, and is expected to be completed in late 2021.

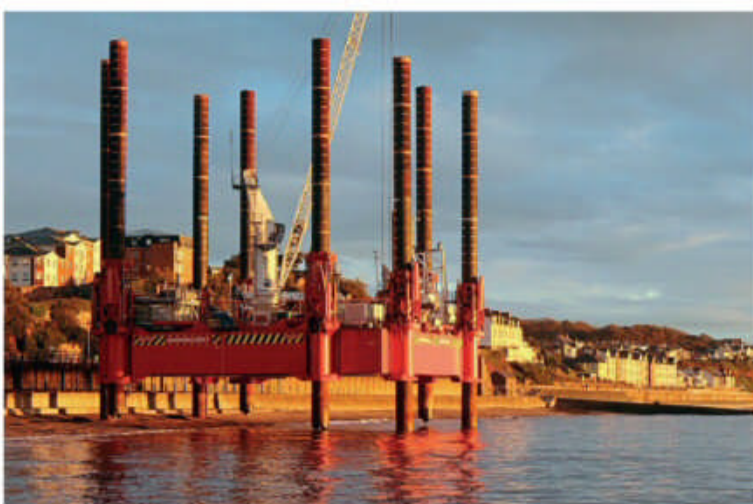
Work on the section between the station and Colonnade breakwater, which will link up to the completed wall at Marine Parade, will start shortly afterwards.

Perhaps the most striking aspect of Phase 2 is the arrival of an eight-legged, self-contained walking jack-up barge, known as a 'Wavewalker'.

The barge is the only one of its kind in Europe, and it is the first time such equipment has been used to maintain the UK rail network.

It allows contractors to safely work on the seaward of the railway embankment along Marine Parade and install piling at foot of the sea wall.

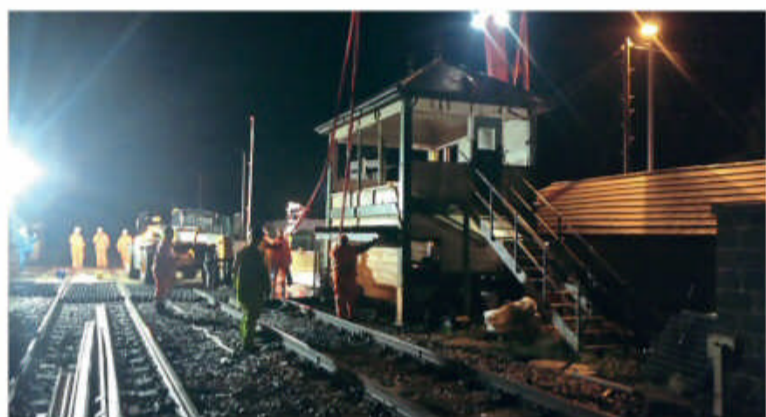
The 'Wavewalker' can operate across high tidal ranges typical of those found in south Devon, allowing work to continue for longer each day than would otherwise be possible.



The enormous 'Wavewalker' barge arrived in Dawlish in early November to allow contractors to work safely on the seaward side of the wall. NETWORK RAIL

Once complete the new sea wall will be higher with a curved 'wave return' edge to send water back towards the sea.

It will also have a high-level, wider and safer promenade; pedestrian access to the beach; and an accessible station footbridge with lifts.



Lowdham signalbox being prepared for its lift in the early hours of October 25. LOWDHAM RAILWAY HERITAGE

Lowdham signalbox makes 100-yard sprint to cattle dock

LOWDHAM signalbox in Nottinghamshire has found a new home, four years after it was decommissioned by Network Rail, reports Richard Horner.

The Midland Railway Type 2b 'box, dating from 1896, was moved just 100 yards in the early hours of October 25 to the site of the cattle dock at Lowdham station.

Lowdham Railway Heritage was established by David Moore in 2015 to save the signalbox from demolition and keep it in Lowdham.

The project gained widespread community support and Network Rail donated the 'box to the trust, but more than £20,000 was required to move

the structure to its new location.

Trust volunteers are now working to reassemble, restore and repaint the signalbox so it can be opened to the public as a signalling museum.

Remarkably, the 'box is largely original, although the wooden end balcony and steps will need to be replaced.

The original entrance door was discovered by Mr Moore when he bought the station in 1991, and will be returned to the signalbox during its restoration.

The 'box will be finished in BR-era maroon and cream, with its retro-fitted block shelf and instruments being representative of signalling from the 1890s to 1950s.

Valleys electrification work gets underway on 'metro network'

ELECTRIFICATION work on the future South Wales Metro network took a leap forward in early November with the first major civil engineering intervention on the Aberdare line.

Around 200 metres of track was removed, lowered and replaced at Old Colliery, between Cwmbach

and Fernhill stations, in preparation for electrification of the line, one of several that make up the Core Valleys Network.

By the mid-2020s, Transport for Wales plans to transform the network of lines radiating from Cardiff, replacing DMUs with electric tram-trains and Stadler-built BEMUs.

Barmouth Phase 1 complete

THE first phase of a £25million programme of repairs to the Grade II Barmouth Bridge in north-west Wales was completed in early November.

The initial closure was extended by 48 hours, taking advantage of lower passenger demand during the Welsh 'firebreak' lockdown.

More than 1,000 timber and metal components are being repaired or replaced during the work, which is expected to last until 2022.

A further closure will take place between September 17 and December 18 next year. NETWORK RAIL



Patchway blockade extended after new bridge gets stuck in the mud

A 13-DAY programme of engineering works affecting trains between Bristol and Newport had to be extended in November after contractors failed to position a 4,260-tonne replacement bridge as planned.

Hydraulic transporters started moving the £57million bridge on October 28 – four days into the project – by which time track and overhead line equipment had been removed and the previous structure demolished.

The move, the heaviest of its kind undertaken in the UK, was expected to take between three and five hours.

However, two-thirds of the way towards their destination, the transporters encountered poor ground conditions caused by heavy rain, and became entrenched in mud – just 130ft short of their target.

By November 17, contractors were working to lift the huge structure off its transporters and reinforce the temporary

roadway prior to continuing the journey.

Network Rail has launched an investigation into why the bridge could not be positioned, despite a detailed plan to deliver it.

The project at Gypsy Patch Lane, in Patchway, between Bristol Parkway and the Severn Tunnel, should have been completed by November 7, but as this issue of *The RM* went to press, reopening had been pushed back to November 23.

The bridge is being replaced to allow a widened road, including an improved bus metro route.

Great Western Railway trains between London and South Wales were diverted via Gloucester and Chepstow, adding around 50 minutes to journeys, while an hourly shuttle served Bristol Parkway at peak times on weekdays.

Trains between Bristol and South Wales were replaced by buses.

SIDELINES

Cambridgeshire level crossing changes

NETWORK Rail has been given permission to modify or close 16 level crossings in Cambridgeshire.

Many of the crossings are user worked, and NR will join forces with councils and landowners to provide alternative routes or introduce safer working methods.

NR requested the powers for 25 crossings as far back as 2017. Similar proposals are also in progress in Suffolk, Essex, Hertfordshire and north-east London.

South Western car park upgrades

IMPROVEMENTS to 14 car parks on the South Western Railway (SWR) network were completed in November.

Worcester Park and Witley in Surrey and Farnborough, Hampshire were the final trio of stations to be resurfaced, repainted and receive better drainage.

Sunningdale, Effingham Junction, Weybridge, Botley, New Milton, Hinton Admiral, Honiton, and Salisbury have also been refurbished since July.

Smoother ride at Whitstable

THE Kent Coast line between Faversham and Herne Bay was closed on November 14-15 and 21-22 to allow Network Rail engineers to replace and upgrade track through Whitstable.

Worn out rails, sleepers and trackbed materials were removed and replaced to provide a smoother ride through the seaside town.

New canopies for St Denys platforms

WORK is underway to repair and refurbish platform canopies at St Denys in Southampton.

The 38-metre long timber structures will receive new GRP glazing and aluminium frames throughout to eliminate leaks causing puddles on platforms 2/3 and 4. The project is expected to be complete by Easter 2021.

Step-free access at Canterbury East

CANTERBURY East station in Kent will gain new lifts and a new footbridge to provide step free access by July 2021.

The proposed £4.8million structure is designed to be sympathetic to the station buildings and wider conservation area, using traditional brick and cladding resembling the signalbox's weather boarding.

Thermal cameras at Network Rail sites

THALES has installed thermal imaging cameras at 108 Network Rail sites across the country to monitor body temperatures of staff and help protect them from Covid-19.

The cameras are linked to security gates and can prevent individuals from entering sites if their temperature is higher than normal.



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Class 387s in ETCS testing

A NUMBER of GWR Class 387 EMUs that have undergone a full refurbishment ahead of starting work on Heathrow Express services from mid-December have been undertaking ETCS testing on the line to Heathrow Terminal 5.

GWR is providing 12 units from its own fleet for airport express duties, with internal modifications, including First Class accommodation, higher speed wi-fi, additional luggage racks and on-board entertainment, being carried out by Bombardier Ilford.

Non-compliant

The '387s' will replace the CAF/Siemens-built 14-strong Class 332 fleet, which were first introduced from January 1998. These are not fitted with TPWS or ETCS equipment, and as non-compliant units, have been running under a derogation.

The '332s' are due to be withdrawn on December 12, and destined for scrap, though some crucial spare parts are expected to be recovered for the Northern Class 333s, which are mechanically similar.

Former Grand Central Mk4s in storage

ALL four rakes of Mk4 rolling stock refurbished for the now abandoned Grand Central (GC) Blackpool North to London Euston service are being stored in Wembley Yard.

The coronavirus pandemic forced GC to abandon its plans for an open access operation on the West Coast Main Line.

The 24 Mk4s are on Eversholt Rail's 'for sale' list, though they have a notional lease expiry date with GC of December 31, 2026.

LSL's HST 'Pullman' makes brief show as coronavirus delays its first train

THE repainted all First Class HST that Locomotive Services Limited will use on railtours broke cover on October 30 when the set was moved from Arlington Fleet Services, Eastleigh to Crewe diesel depot, much of it under cover of darkness.

The carriage set, powered by Class 43 Nos. 43046 and 43055, has been fully reconfigured using leather First Class seats from GWR HST trailers, with a Pullman motif on the antimacassars.

Externally, the train is finished in a blue livery with white window surrounds in a similar style to the 1960 'Midland Pullman'.

When the set was moved from Arlington, the plan was to complete the all-electric kitchen – an apparent first on a charter train – at Crewe diesel depot. Then came 'Lockdown 2' and with it further restrictions on movement, which led to the cancellation of the Pullman's debut train on November 14.

The debut over the same route was deferred until December 12, and the decision made to return the set on November 11 to Arlington at Eastleigh for the kitchen installation along with some minor snagging work.

In readiness for the launch of the train, LSL began driver training for HSTs on November 2 using a scratch set of four ex-GWR trailers and power car Nos. 43058, recovered the previous month from store at Long Marston, plus No. 43059.

The training runs were Crewe to Carnforth, Carnforth to Rugby and Rugby to Crewe, but only ran for a few days.



On its way from Eastleigh to Crewe: Power car No. 43055 leads the ex-works LSL 'Midland Pullman' through platform 2 at Nuneaton on October 30.

On the basis the lockdown is not extended or there are no further restrictions preventing operation of the debut train, the Pullman HST will operate as a 2+9 set on December 12 from St Pancras via Leicester-Toton-Hope Valley-Guide Bridge and Stockport to Crewe, returning to St Pancras via Nuneaton, Leicester, Oakham and Kettering.

The set is booked to make two excursions over the Settle & Carlisle on January 16 and February 6, before venturing to Whitby on March 20 and into Scotland to Inverness on April 24-26.

More details at: midlandpullman.com



Power car No. 43059 leads a short rake of ex-GWR trailers as the first driver training run on November 2 passes Atherstone on its way from Carnforth to Rugby. BOTH: CHRIS MILNER

New dawn: bi-modes named 'Aurora' by East Midlands Railway

AS THE last issue of *The RM* was being printed came the news East Midlands Railway (EMR) would call its new fleet of bi-mode trains 'Aurora' after the Roman goddess of the dawn.

The decision followed a public competition.

EMR has on order from Hitachi 33 AT300 model five-car trains – Nos. 810001-033 – set to enter service from December 2022, which will replace the HST,

Class 180 and 222 fleets.

It was in October 1982 that HSTs started to replace 'Peak'-hailed loco services on the Midland Main Line, so a new era will begin around 40 years since the last major rolling stock transformation.

Interior design of the 'Aurora' is underway, and EMR is working with Derby company DGDESIGN to develop 'calm, comfortable and accessible' interiors.

How the Class 810 is expected to look in East Midlands Railway livery.



Porterbrook to take over Class 172 maintenance

ROLLING stock leasing company Porterbrook is taking over responsibility for heavy maintenance of the Class 172 fleet from West Midlands Trains, in what is claimed to be an industry first.

The pair have signed an agreement to reduce costs and improve the reliability of the train operator's Class 172 fleet.

Under the agreement, future maintenance optimisation and product enhancement of the units will be included.

Improvements

Porterbrook said the partnership builds on the on-going improvements to the quality and performance of the fleet that have taken place over the last year during a pilot scheme, whereby

Porterbrook provided additional support beyond the standard train leasing arrangements.

Analysis during the trial has shown 70% of engine failures could be predicted in advance. Ultimately, fewer trains should fail and passengers will enjoy a more reliable service.

'New way'

West Midlands Trains' engineering director Zena Dent said: "This new way of working, between a train operator and a rolling stock company, is yet another example of how we are driving forward to improve passenger services across our network."

"We are determined to ensure our existing fleet continues to perform at its very best."

Low key debut for TfW Class 769

INTRODUCTION of the first Class 769 'Flex' unit on a Transport for Wales passenger service was a low key affair as a result of the coronavirus restrictions.

Testing and driver-training duties started on March 16, but Covid-19, distancing restrictions and staff sickness led to delays in the training programme.

However, the first revenue duty came on November 16 when set No. 769002 worked the 07.14 Rhymney-Cardiff Central service.

Two days later, No. 769003 also entered passenger service.

TfW is having nine 'Flex' sets (five ex-Class 319/0 and four ex-Class 319/4 units) for Valley Lines services, allowing it to retire some Class 142 and 143 'Pacer' sets.

As well as introduction the '769, TfW has been pushing on with driver training as the pandemic permits, with Cardiff to Hereford trips, possibly with a view to introduction in December.

Three of the Class 67s intended for TfW are currently based in Cardiff – Nos. 67014/ 017/025.

Right: No. 769002 approaching Cardiff Queen Street running 24mins late because of signalling problems between Rhymney and Bargoed. It is working the 07.14 Rhymney-Cardiff Central service. MARTIN TURNER



Left: TfW's No. 67025 arrives at Abergavenny with a Mk4 carriage rake on November 10, working 3Z41 Cardiff Canton Sidings to Hereford. It is seen passing the signalbox and a nice array of semaphore signals. MATTHEW PLUMPTON



Bristol civil rights activist honoured

CLASS 800 No. 800036 was named after Bristol civil rights activist Dr Paul Stephenson OBE on October 30 as part of Black History Month.

Dr Stephenson, 83, who has spent 60 years fighting for equality and civil rights, was nominated by the public and GWR staff as part of GWR's Great Westerners campaign.

He led a boycott of the Bristol Omnibus Company over its refusal to employ Black or Asian drivers or conductors.

After a 60-day boycott, supported by thousands of Bristolians, the company revoked its colour bar.

New sidings ready as GA Class 360s transfer to MML

CLASS 360/1 EMUs that will operate electric services from Corby in the spring of 2021 have started to leave Greater Anglia.

The move follows the completion of four stabling sidings at Kettering station, which will house the EMUs.

On November 10, set No. 360120 was moved by GBRF to Cricklewood sidings.

It was quickly followed by Nos. 360103/113/121, with two additional sets due to move in late November.

The line from Bedford to Corby is now energised, with driver training due to begin in December.

EMR Class 170 in traffic

THE first of what will be a fleet of 44 Class 170 'Turbostar' units for East Midlands Railway entered Robin Hood line services on November 2.

Set No. 170417 has been finished externally in EMR colours, with more sets expected to enter traffic from December.

EMR's initial units have come from Scotland (Nos. 170416-420).

Training is ongoing, although some staff may be familiar with '170s' from their past links with the East Midlands.

Internal refurbishment is planned for 2021.

Next year, once the Class 196

DMUs start to enter squadron service with West Midlands Trains, set Nos. 170501-517 will transfer to Abellio's sister franchise EMR.

Nos. 170630-635 will also transfer, but as two car sets, the centre cars being sent to strengthen some CrossCountry Class 170s.

The remainder of EMR's '170' fleet will be the Class 171 'Turbostars', currently in service with Southern (16 sets) and due for release in September 2021.

However, no replacement units have been identified.

The '170s' will replace the EMR fleet of Class 153, 156 and 158 units.

Orion parcels bi-mode unit on the move

THE first converted Class 319 that has been modified for use by new high-speed rail logistics company Orion has been released from Eastleigh Works.

Set No. 769373 (319373) has been heavily modified internally by Arlington Fleet Services to be able to carry pallets or roll cages loaded with goods as part of a bid to switch some of the expanding mail order business to rail.

The set retains its 25kV equipment, with a bogie at each end, having been fitted with a MAN 523hp diesel engine for movement in non-electrified sidings or lines.

Use of the units in eight or 12-car multiples is envisaged.

Orion's plan is for a launch with a pilot customer before a more expansive launch in 2021.

Set No. 319377 was moved from Long Marston to Eastleigh for conversion on November 13.

Right: Class 57 No. 57312 is about to remove Class 319 No. 319377 from store at Long Marston for a move to Eastleigh, which was routed via Nuneaton, the WCML and Clapham Jct. JACK BOSKETT



Class 769 No. 7669373 is seen passing Hershams on November 17 behind No. 57312 on its way to the Royal Mail's Princess Royal Distribution centre at Willesden for a demonstration. It is uncertain where any testing of the set might take place. IAN MARR



No. 170417 arrives at Worksop with a terminating Robin Hood line service from Nottingham. This was its first day in passenger service for East Midlands Railway. CHRIS BOOTH

Traction & Stock Track Record



Debut for GB Railfreight No. 66792

CLASS 66 No. T66405 has undergone modifications at EMD Longport to make it compliant with British standards.

It was one of three former Swedish-based locos imported by Beacon Rail during 2019 for GB Railfreight.

The former Rush Rail loco joined GB's fleet after it was repainted at Arlington, Eastleigh.

No. T66405 worked its first train, 6E88 from Middleton Towers to Goole, on November 6 and is seen west of March, in Cambridgeshire. PETER FOSTER

'Pacer' becomes school library



Vehicle No. 55586 being positioned in Kirk Merrington Primary School car park before unloading. NETWORK RAIL

CLASS 142 'Pacer' No. 142045 has found a new home and new use as a school library.

The former Angel Train set has been acquired by Kirk Merrington Primary School in Spennymoor, Co Durham, which had appealed for help after outgrowing its current facilities following a surge in pupil numbers.

The previous library was

repurposed as a classroom, with the books moving to shelves on the corridors, and led to the school raising funds to buy the redundant 'Pacer', which is now being transformed into an imaginative learning environment.

Mick Hodgson, route operations manager for Network Rail's North and East route, said: "When I heard about the school's

plans, I knew our teams could help. I'm so proud of them."

NR helped to prepare and lay a section of track for the DMU to stand on.

The next stage of the project is to remove all the seats, improve the flooring and install lighting.

There are also plans to eventually open the refurbished railway carriages to the wider community.



Snow ploughs get ready for winter

TWO independent snow ploughs, which have been prepared for Network Rail by Thrall Europa at York, were given a test run on November 17 in preparation for the winter weather.

Plough Nos. ADB965217 and ADB965240, with DRS Class 37 Nos. 37 407 *Blackpool Tower*

and 37 423 *Spirit of the Lakes* sandwiched between them, head south at Bolton Percy on their way to Knottingley, before returning to York.

In previous years, these two independent ploughs from Network Rail's batch of 20 have been deployed at Motherwell. DAVID TILLOTSON

Class 73 reaches Georgemas Junction!

A CLASS 73 loco – once the preserve of third rail territory in the south – has reached Georgemas Junction, more than 720 miles from its haunts when built.

Class 73s working Caledonian Sleeper services operate to Inverness daily, but it is believed this is the first time the class has worked so far north, around 160 miles from Inverness.

No. 73968 (pictured) worked over the Far North line as part of driver-training and



route-learning activities, but it is not known whether this is in connection with future engineering trains for the line

or linked to the timber train trial that ran earlier in the year using West Coast Railway Class 37s. PICTURE: MATT TOWE

WAGON REPORT

by S F Lappage

ROMANIAN-BUILT JNA-T box opens are among the most commonplace wagons in use today. More than 800 have been delivered by Astra Rail – Nos. 81 70 5500 000-1 to 803-8.

All the major leasing firms – Ermewa, Touax SA and VTG Rail – own batches, while DB Cargo has its MMA variant. Hirers include Cappagh, Mendip Rail and Tarmac.

A major user is GB Railfreight, which leases 100 wagons to carry limestone to Washwood Heath for HS2 construction.

Freightliner Heavy Haul employs the similar MWA design.

Two builds exist – Nos. 81 70 5891 001-6 to 050-3 – dating

from 2016, and Nos. 81 70 5891 500-7 to 575-9, delivered by Polish firm Wagony Swidnica in 2018.

Also known by their European code Ealnos they have a gross laden weight of 101.6 tonnes, with a payload of 77.7 tonnes or 60 cubic metres. Length is 13.97 metres.

Network Rail has plans to streamline its on-track plant fleet.

Offered for sale are Plasser & Theurer ZWA 09-3X tampers Nos. DR 73111/113, ZWA high-output ballast cleaner No. DR 76501, ZWA USP 5000 ballast regulator No. DR 77903, YOA-L ballast distribution train wagons Nos. DR 92285/286,

and three Cowans Sheldon-type ZIA-B 75-tonne telescopic jib breakdown cranes – Nos. ADRC 96710/713/715.

Clean-up operations at Llangennech and Stonehaven utilised hired-in Kirow cranes together with Network Rail-owned 'Multi-tasker' 1200 UK crane No. 99 70 9319 013-7 and FCA runner/container flats Nos. 601099/100/313/314.

This is seen as a more economical option than retaining bespoke breakdown cranes, which see little use.

Damaged tanks from Llangennech were moved to Long Marston or Robeston, utilising Freightliner FLA 'Lowliner' flats Nos. 606101/102/109/110/157/158.

Schweerbau HSM high-speed milling machine No. DR 79601, alternate EVN No. 99 70 9427 063-1, was delivered in 2017 for use in Crossrail tunnels as a more environmentally cleaner option than conventional rail grinding.

The three vehicles in the unit have now been given individual identities as Nos. DR 79602/603, EVN Nos. 99 70 9427 064-9/065-6, and No. DR 79604, EVN No. 99 70 9527 005-1. This latter element carries 'Stay Safe'



Freightliner MWA box open No. 81 70 5891 031-3 was noted passing Small Heath on October 14. S F LAPPAGE

rainbow branding.

Notable private-owner wagons scrapped are JGA aggregate hoppers Nos. BHQ 17101/102/104-107/109-119/121-126/128. They were built in 1986 by W H Davis for Bardon Hill Quarries, and carried crushed granite to terminals at Brentford, Theale and West Drayton.

Wagons of this type still in store at Long Marston are JGAs Nos. BHQ 17120/127/130-136/139-148/150/151.

As delivered, these hoppers wore distinctive green and yellow livery, completed by large 'Bardon' logos.

Also broken up are former British Steel JTA/JUA bogie ironstone tipplers Nos. VTG

26554/556/557/841, TTA aviation fuel tanks Nos. VTG 60595/760/881, TDA bogie petroleum tanks Nos. TIPH 78202/257, TEA fuel tanks Nos. VTG 82204/751/753/754/756/768-773.

Air-braked wagons deleted from stock have been HTA coal hoppers Nos. 310016/035/062/090/102/158/237/243/261/280/406/702, FNA nuclear flask carriers Nos. 550037/039/048/049/051, and FRA 'binliner' flats Nos. 613011/012/017/025/028/032/042/044.

More disposals have been YXA 'Slinger' flats Nos. 99 70 9551 001-9/002-7/003-5/004-3/005-0/006-8/007-0/008-4/009-2/010-0/011-8/012-6/013-4/014-2/015-9.



Porterbrook HST barrier van No. 6394 was seen in Bescot yard on September 11. S F LAPPAGE

Stock Update Track Record



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Sold
Hanson & Hall
31106

Stored/stopped locations
Basford Hall: 86622
Caledonian Railway, Brechin:
20016
Crewe ETD: 67016
Haymarket: 43185
Leicester: 43048
Nemesis Rail, Burton-upon-
Trent: 43277/90

Operational
43066, 57303, 66791,
70006/11/14/19

LOCOMOTIVES

MULTIPLE UNITS

Allocations

20118 GBEE-HNRL
20132 GBEE-HNRL
20301 XHSS-XHHP
20302 XHSS-XHHP
20303 XHSS-XHHP
20305 XHSS-XHHP
20901 PG/GBEE-BH/HNRL
20905 PG/GBEE-BH/HNRL
43045 NL/EMPC-HQ/SBXL
43058 NL/IECP-HQ/SBXL
43059 NL/EMPC-HQ/SBXL
57303 KM/XHSS-LR/GROG
66030 WBRT-WBAR
66098 WBAE-WBRT
66734 HQ/SBXL newly
registered
66790 HQ/MBDL-PG/GBBT
66791 HQ/MBDL-PG/GBBT
66792 HQ/MBDL-PG/GBBT
67008 WACC-WAWC
67010 WAAC-WAWC
67014 WACC-WAWC
67015 WAAC-WAWC
67016 CE/WAAC-WQ/WQAA
67017 WACC-WAWC
67025 WACC-WAWC
68019 TPCF-TPEX
68022 TPEX-TPCF
68026 TPEX-TPCF
68031 TPCF-TPEX
70006 FD/DHLT-LD/DFGI
70011 FD/DHLT-LD/DFGI
70014 FD/DHLT-LD/DFGI
70019 FD/DHLT-LD/DFGI
86401 LM/GBCH-CS/MBEL
86622 CG/DFNC-FE/DHLT

Liveries

BR green: 20096
GWR green: 43009/27
Loram red/white: 08632

Named

08483 *Bungle*
20107 *Jocelyn Fielding*
1940-2020
37418 *An Comunn Gàidhealach*

Allocations

144001/02/05/08/09/12/13/15/
18/21 HT/EDHQ-HQ/SBXH
144004/14/16/19/20/23 HT/
EDHQ-HQ/MBCS
170418 HA/HAHQ-DY/EMHQ
195133 newly delivered HQ/
EDHQ
196005 newly delivered HQ/
EJHQ
196105/06 newly delivered HQ/
EJHQ
230009 newly delivered HQ/
MBCS
315802/07/24/30 IL/EKHQ-HQ/
SAXU
317655/57/65/67/72 IL/EBHQ-
HQ/SCEC
317656/61 IL/EBHQ-HQ/SCXH
317709/10 HQ/SCXH-IL/EBHQ
319009/10/11 HQ/SBXH-HQ/
ORIO
319377/80 HQ/SBXH-HQ/ORIO
321437 IL/EBHQ-HQ/SAXU
484001 newly delivered RY/
HZHQ
701013 newly delivered HQ/
HYHQ
710106/19 HQ-WN
710278 newly delivered HQ/
EKHQ
720521 newly delivered HQ/
EBHQ
730001/02 newly delivered HQ/
EJHQ
745102 HQ-NC
769943 HQ/SBXH-RG/EFHQ
801212 HQ-DR

Liveries

Avanti (driving cars only):
390124/51
EMR purple: 156406
Northern: 150117
SWR: 444003, 450056,
450113
TfW: 769445



Class 50 No. 50049 leads 50007 past Lower Moor on the Cotswold line on November 4 with former LNER HST stock from store at Long Marston, heading for scrap at Newport Docks. JACK BOSKETT

Named

170417 *The Key Worker*
323241 *Dave Pomroy 323 Fleet*
Engineer 40 Years Service
390119 *Progress*
800036 *Dr Paul Stephenson OBE*

Renumbered

170633-170533
50633-50533
79633-79533

Formations

170533: 50533+79533

Now in passenger traffic

710106/19
745102
769002/03
801212

Sold

Kirk Merrington Primary
School: 142045

Stored/stopped locations

Bristol Barton Hill: 56633
British Steel, Lackenby: 71990,
78130, 78279 (321448)
Cardiff Canton: 153372/82
Crewe: 720522/47
Eastleigh Works: 319377/80
Edge Hill: 63131, 78157, 78306

(321437)

Ely: 317665/67

Gascoigne Wood: 144014/19/23
Ilford: 317655/64, 317709/10

Old Dalby: 710274/75/78,
720545

Parkston Quay: 317505/14,
317666/70

RTC Derby: 77672 (455847),
78266 (456017)

Tyseley: 153334/54/64/65/71/75

Wembley: 315801/15

Worksop: 701002/19,
720521/23/42

Disposals

C F Booth, Rotherham:

Arrival dates: October 26: 72017
(321437); November 9: 315802/
07. Cut dates: November 2: 63104;
November 6: 71302; November
10: 64504; November 11: 64503

International Metal

Recycling, Long Marston:

Cut dates: November:
71451/52/54/59/63/64/65

Raxstar at Eastleigh Works:

Arrival date: November 13:
317656/61. Cut dates:
October 28: 62947 (442412);
November 9: 62943 (442407);
November 18: 71746 (317661)

46007/08/09/13/16/17/18 off
registration - scrapped
82143 SBXH-MBCS

Liveries

Pullman: 10688
ScotRail InterCity: 40606/14,
42012/13, 42206/08/45, 42581

Renumbered

41010-40614
41104-40606

Sold

The Wee Choo-Choo Ltd,
Pitlochry: 40807, 41161

Now in passenger traffic

11501, 12701-03, 12801

Formations

HA06: 40606+42206+
42581+42208
HA14: 40614+42012+
42245+42013

Sold

The Auckland Project: 10417,
12015/34/84, 12108/26

Electric Traction Ltd.: 10406,
11093, 11101, 12125/54

125 Group: 40730, 41057, 42111

Stored/stopped locations

Castle Donington: 10259,
10406, 11093,
11101, 12125/54
Derby RTC: 10249, 11092/99,
12176

Eastleigh Works: 10224

Glasgow Works: 42145 not
42125 previously reported

Great Yarmouth: 1692, 5482,
5647, 9448, 13573

Leicester: 10417, 12015/34/84,
12108/26, 40730, 41057, 42111

Reid Freight Services, Stoke on
Trent: 40807, 41161

Disposals

Sims Metals, Newport: Arrival
dates: November 4: 40708,
41083, 41159, 42130, 42228,
42322, 44050

■ STOCK CHANGES CORRECT
AS OF NOVEMBER 22, 2020.



Greater Anglia Class 720 Nos. 720539 and 720540 on mileage accumulation duties on November 2, working 5Q28, 13.51 Rugby to Wolverton Centre Sidings via Crewe past Cathiron. KEN BRUNT

HAILED COACHING STOCK

Allocations

10415 SBXH-MBCS
40103/05/08/10/11/16 off
registration - scrapped
40806/10/11 off registration -
scrapped
40807 SBXH-MBCS
41161 SBXH-MBCS
41186/92 off registration -
scrapped
42103 off registration - scrapped
42151 NL/EMHQ-HQ/SBXH
42213 HQ/SCEC-IS/HAHQ
42302 off registration - scrapped
42351 HQ/SCXH-IS/HAHQ
42568/75/81 HQ/SCEC-IS/HAHQ
44041 NL/EMHQ-HQ/SBXH
44044/74/76 off registration -
scrapped



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February 2021 Sale Lot 123

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February 2021 Sale Lot 167

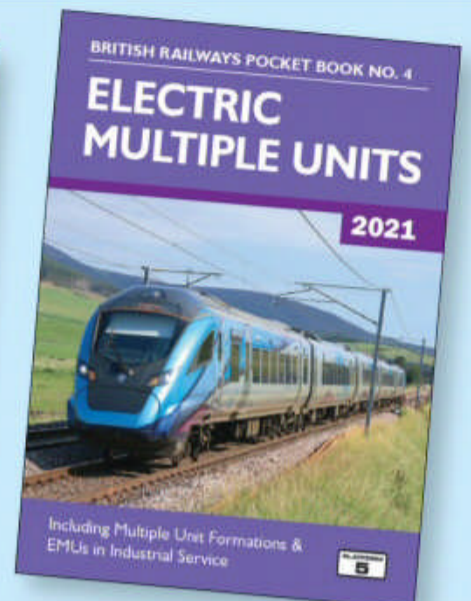
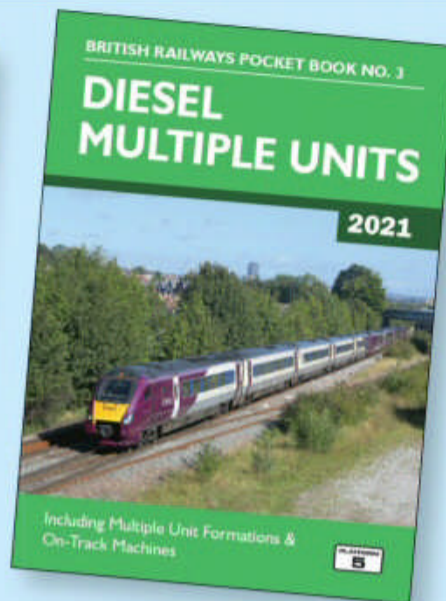
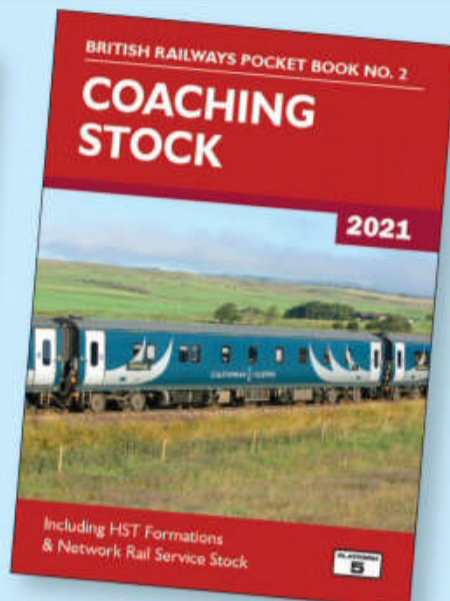
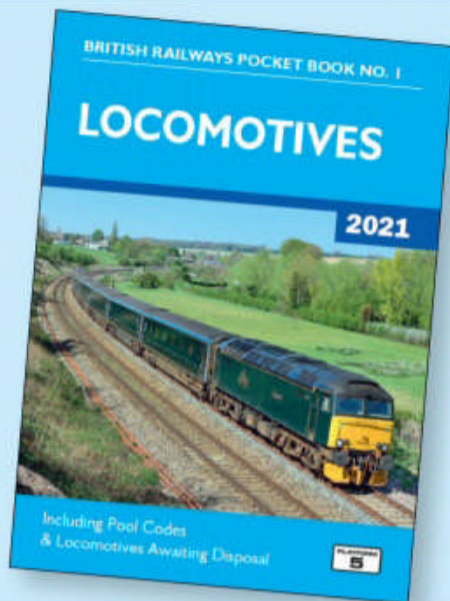
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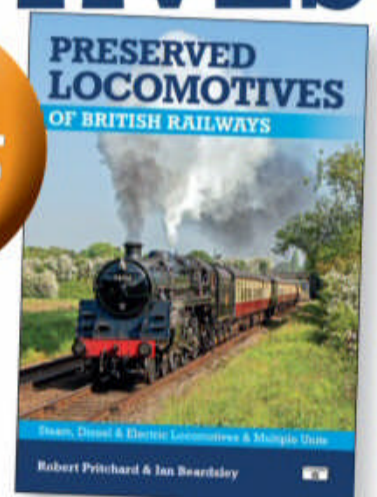


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Traction Portfolio Track Record



Much-travelled No. 37421 propelling inspection saloon No. 975025 *Caroline* past the tranquil and beautiful location of Attadale on September 29 with a working from Inverness to the Kyle of Lochalsh and back. GRAEME ELGAR

Rare traction at Whitby as Colas Class 37 No. 37421 passes the former loco shed, now holiday accommodation, with infrastructure monitoring train 3Q97, heading back to Middlesbrough and York on October 23. ANDREW JEFFREY



Cleaning the number and Stratford emblem have brought a little respectability as DRS Class 37 No. 37422, with a freshly painted headcode box, passes Stowmarket on its way to Dereham during a railhead treatment train maintenance move on November 4. CALLUM HAYES

Operations Track Record



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Class 73 No. 73201 Broadlands leads No. 73119 on 3W90, the Tonbridge West yard circular rail head treatment train at Norbury Park in the Mole Valley on October 23. JAMIE SQUIBBES

RHTT

A VARIETY of Railhead Treatment Trains have been reported in recent weeks. The RHTT season on the southern end of the Midland Main Line began on September 28.

The service next ran on October 2, and then daily. The working is the 23.19 Toton TMD-West Hampstead North Junction and 3J93/12.01 return.

When seen on October 5, 7 and 9 the locos were DBC EWS-liveried Class 66 Nos. 66199+66030. The locos had changed to Nos. 66114+66111 when observed on October 10, 12, 14 and 16.

By October 24 the pairing had changed again to Nos. 66119+66116 and was the same on October 26. However, when seen on October 28, 30, and 31 it was Nos. 66114+66111.

THE late-running 09.09 Slade Green T&RSMD-Tonbridge West Yard via Strood and the Maidstone East route was observed at Strood Station, Kent, on October 15. It was worked by Class 66 Nos. 66708 *Jayne* leading and 66721 *Harry Beck* on the rear and getting very grubby! This seems to be a Class 66 working this year rather than a self-propelled Windhoff MPV unit.

MPV Nos. DR98962+DR98912 were seen passing through Stockport with the 3S09 Wigan to Wigan diagram on October 18. On the same day, Class 56 Nos. 56105 and 56087 were in Gloucester yard with an RHTT rake. Also on October 18, Class 56 Nos. 56096+56113 passed Prestatyn at 13.23 (12 minutes early), en route from Holyhead to Shrewsbury Coleham with a

railhead treatment train.

CLASS 37 Nos. 37422 and 37425 *Sir Robert McAlpine/Concrete Bob* were on RHTT duties on October 22 down into Harwich Parkston Quay yard.

The following day the set was in the hands of Class 66 Nos. 66426 and 66428 *Carlisle Eden Mind*. The sets are stored in the engineering sidings at Stowmarket with Class 57 Nos. 57002 *Rail Express* and 57003, 37038, and Class 37 Nos. 37059 and 37069 also involved in these daily duties along the GEML and branch lines.

On November 3, Class 37 Nos. 37038 and 37069 were seen travelling towards Cromer and crossing the River Bure south of Hoveton and Wroxham station.

CLASS 66 Nos. 66030 and 66114 top-and-tailed an RHTT diagram past Attenborough Junction on the afternoon of Monday October 26.



ADVERSE weather conditions on October 29 meant a temporary Avanti Preston-Glasgow-Preston shuttle service being put into action. One such service was

1Z47, seen arriving in Lancaster 25 minutes late at 16.43 from Preston, operated by Class 390 No. 390103.



UNTIL recently a Class 165 working on the Great Western mainline into Reading would not have been worthy of comment, but such workings are now quite rare. One such working is an evening train from Oxford to Reading and then return. On Thursday, October 8, the 17.07 from Oxford to Reading was formed of two-car unit No. 165119; having worked into platform 13 at Reading station, No. 165119 then formed the 18.22 from Reading to Oxford.



MOVEMENTS of Class 720 units reported include new No. 720548 being top-and-tailed from Litchurch Lane to Worksop on October 15 by Class 47 Nos. 47749+47727.

The same Class 47s moved No. 720550 from Litchurch Lane to Wolverton on October 22.

The following day they moved No. 720547 from Derby to Worksop, followed by No. 720523, also to Worksop on October 26.

The next day they took No. 720553 from Worksop to Derby, followed by No. 720519 from Derby to Wolverton on October 28, when the locos employed were Nos. 47749+47739.

The same pair were in use again on November 2 when they took No. 720542 from Ferme Park to Worksop, reportedly in need of replacement wheel sets.

It was back to Nos. 47727+47749, being used on November 10 to take No. 720545 from Wolverton to Old Dalby.

TWO Class 317 units – Nos. 317672+317657 – were moved from Ilford to Ely for storage on October 16 by Class 66 No. 66701.

Two of the Class 317 units in warm storage at Harwich Parkeston Quay yard – Nos. 317665 and 317667 – returned to Ilford EMUD on October 22. These two were replaced by two more Class 317s from Ilford the same day, Nos. 317505+317661. When viewed on November 3, No. 317661 had left.

Nos. 317665 and 317667 have subsequently been taken to Ely

Papworth sidings by Class 66 No. 66774 on October 30.

A visit to Harwich International on the morning of November 7 revealed two Class 317s – Nos. 317655 and 317664 – sitting at platform 3, having been released from temporary warm storage at the adjacent Harwich Parkeston Quay yard.

The sets left at 11.47 for Ilford EMUD, but before he left the station the driver did reveal he had brought two Class 317s down – Nos. 317666 and 317670 – earlier that same morning.

FORMER Northern Class 322 No. 322484 was seen for the first time on the Harwich Town to Manningtree branch service on October 17.

This would normally have been a Class 360 diagram at weekends so it may well be the latter are being readied to depart the Greater Anglia scene.

Also noted the same day, its Classmate No. 322485 was noted in Harwich Parkeston Quay yard.

Other Greater Anglia EMUs in the yard were Class 745/1 Stadler Stansted Express 'Flirt' No. 745107, Class 321s Nos. 321432 and 321351, and Stadler Class 745/0 No. 745005.

CLASS 360 units continue to visit Northampton in preparation



DRS Class 37/4 Nos. 37425 Sir Robert McAlpine, in Regional Railways livery with No. 37422 at the rear, pass Frating level crossing, near Great Bentley, with 3S60, the 09.00 Stowmarket-Stowmarket railhead treatment train, which has completed a circuit around Essex, and is on a Clacton to Colchester leg on a sunny October 22. AUBREY EVANS



A grubby railhead treatment train, top-and-tailed by Class 37 Nos. 37407 and 37423, passes under the elevated signalbox on the swing bridge over the River Ouse at Selby on October 31, working from Hull to York. CHRIS GEE

Operations Track Record

for their move to East Midlands Railway.

No. 360109 was top-and-tailed back to Ilford by Class 47 Nos. 47749+47727 on October 17. Its place at Northampton was taken on October 24 when the same Class 47s moved No. 360119 from Ilford. This was returned on October 30.

The following day, No. 360110 was moved to Northampton. The next reported move was on November 6 when the Class 47s moved No. 360110 back to Ilford.

THE first Class 360 to be moved to Cricklewood for future use with EMR took place on November 10 when No. 360120 was moved from Ilford by Class 50 Nos. 50007+50049. This was followed the next day when the Class 50s moved No. 360103 across to Cricklewood, and No. 360121 on November 12.

FORMER Northern Class 321/9 No. 321902 was noted at Harwich International on the 09.28 Harwich Town-Colchester service on November 11. These Clacton-based ex-Northern 321 & 322s are now being widely seen as the Class 360s begin their transfer across to the EMR franchise.



CLASS 43 No. 43185 was seen on a low loader heading northbound on the M74 on November 3 en route to Haymarket to be stripped for spares.

CLASS 37 No. 37884 hauled No. 320321 on the 5Q08/14.00 Yoker CS-Kilmarnock on Monday, November 9, prior to returning overhauled No. 320316 back to Yoker.



CALEDONIAN Sleeper-liveried Class 73/9 No. 73969 was observed passing Scotsalder at 09.45 on Wednesday, November 4, on a light engine run from Inverness (dep. 05.06) to Georgemas Junction (arr. 09.52) with identity 0Z73. No. 73969 then returned light engine with identity 0Z74 to Inverness departing Georgemas Junction 10.57, arriving back at Inverness at 16.40. This is believed to be the first time a Class 73 has been on the Far North Line.



ARRIVA'S contract was due to come to an end on October 18 but the DfT has now agreed a new three-year contract. As a result, CrossCountry and Bombardier Transportation have signed a three-year extension to their train services agreement covering the maintenance and cleaning of 34 Class 220 'Voyagers' and 24 Class 221 'Super Voyager' DEMUs owned by Beacon Rail.

A JOURNEY was made from Tamworth to Birmingham New Street on the 06.06 from Edinburgh to Plymouth on Wednesday, October 21, formed with power cars Nos. 43303 and 43384.

Later the same day, the 16.42 Birmingham New Street-Plymouth was seen at Birmingham New Street headed by 43207 with 43285 at the rear. The Edinburgh to Plymouth was

seen again on Friday, October 23, this time at Sheffield station, again formed with Nos. 43303 and 43384.



CLASS 156 No. 156449 returned from Eastleigh Works to Heaton on October 17.

THE 'Pacers' keep running albeit coupled with a compliant unit. On October 19, No. 142004 was seen leaving Manchester Victoria on the 15.15 to Kirkby leading an unidentified Class 150. On the downside, the use of the Class 144s has come to an end, and on October 26, Nos. 144014+144019 ran south from Heaton to Gascoigne Wood for storage prior to disposal. They were followed October 29 when No. 144023 made the same journey.

CLASS 170 No. 170454 was seen in Halifax station on October 19 on a Halifax to Hull working – the first time our correspondent had seen a Class 170 in Halifax.

A CORRESPONDENT visited Northern on October 23 for the first time since March and observed the use of many more new Class 195 units.

A journey made on the 10.14 from Sheffield to Manchester Piccadilly was worked by No. 195126.

The train was routed via New Mills Central, while TransPennine Express services between Sheffield and Manchester go via Stockport.

The personal observation was that the new multiple unit did not seem a significant improvement over, for example, a Class 170.

Later in the day, the 15.08 from

Huddersfield to Sheffield was formed of Class 150 No. 150205.

THE October 28 10.49 Sheffield-Neville Hill Depot e.c.s working at Woodlesford saw Class 153 No. 153359 using the Barnsley to Wakefield route. This class has become a rarity at this station since the beginning of 2020.

THE final Class 195 No. 195133 was reported delivered by road to Edge Hill on November 11.



OBSERVATIONS on Friday, October 23, found the 11.54 Liverpool Lime Street-Scarborough formed of driving trailer No. 12809 with Class 68 No. 68029 *Courageous* propelling at the rear. Later, the 12.34 from Scarborough to Liverpool Lime Street was headed by driving trailer No. 12810 with Class 68 No. 68021 *Tireless* at the rear.

CLASS 68 No. 68029 was seen passing through Stockport with a 'Nova 3' set working from Crewe Basford Hall to Longsight Depot on November 9, followed by No. 68019 with another 'Nova 3' set from Longsight Depot to Crewe Basford Hall.



HULL Trains services were diverted to St Pancras on the weekend of October 17-18, being routed from Doncaster via Thrybergh Junction, Barrow Hill, Toton and the Midland Main Line.

The workings were also notable for bringing the first Class 80x IET trains to the Midland, the

first being Class 802 No. 802304, which worked the 1A92/08.24 Hull-London St Pancras on October 17.

This unit returned with the 1H03/12.41 London St Pancras-Hull.

The other diagram for the day was No. 802305 working 1A93/11.45 Hull-London St Pancras and 1H05/16.15 London St Pancras-Hull.

On the following day, October 18, No. 802305 worked the 1A91/11.13 Hull-London St Pancras and 1H03/16.02 London St Pancras-Hull, while No. 802304 formed the 1A94/12.20 Hull-London St Pancras and 1H06/17.00 London St Pancras-Hull.



CLASS 153 Nos. 153372+153382 worked 5W88 Ely Papworth Sidings to Cardiff Canton Sidings on November 5.



A VISIT to Ridgmont on the Marston Vale line on the morning of Tuesday, October 20, found the 10.18 from Bletchley to Bedford had been cancelled.

According to the passenger information screens the cancellation was 'because of a train fault', but Realtime trains subsequently showed the 'service was cancelled due to a signalling problem (track circuit failure)'.

The return 11.10 from Bedford to Bletchley was also cancelled, the passenger information screens giving the reason 'because of safety checks being made'.



Class 91 No. 91114 *Durham Cathedral* works one of a small number of loco-hauled diagrams on the East Coast Main Line as it approaches Frinkley Farm level crossing with the 12.33 King's Cross-Leeds on November 12. ROBIN STEWART-SMITH



West Midlands Railway Class 170 No. 170513 departs from Great Malvern on November 6 with the 09.43 Birmingham New Street-Hereford working. This unit is one of several that will be transferred to East Midlands Railway once the Class 196 units have entered service. JACK BOSKETT



CAF-built Class 196 No. 196101 passes Heamies Farm with a Crewe to Birmingham New Street driver-training working on November 6. Introduction of the class to passenger service is now likely in the first quarter of 2021. BRAD JOYCE



No. 156480 *Spirit of the RAF* sits at Lancaster prior to departure with the 17.32 service for Barrow-in-Furness on November 12. It is still carrying the special livery commemorating the centenary of the Royal Air Force. STEVE SIENKIEWICZ



Northern's Class 158 No. 158757 crosses Horsfall Viaduct, near Todmorden, on November 6 with the 10.56 Wigan Wallgate-Leeds train. TOM MCATEE

Chiltern railways by arriva

THE movement of Mk3 coaches between Wembley and Bristol Barton Hill saw No. 12613 returned to Wembley on October 17 by Class 56 No. 56103, prior to it taking No. 12602 to Bristol.

No. 12602 was subsequently taken back to London by No. 56103 on October 31 before No. 10272 was conveyed to Barton Hill.

A week later, on November 7, No. 10272 was returned and replaced by No. 10271, with No. 56103 being used for the moves.

EMR

EAST Midlands Railways is down to its last few original VP185-engined Class 43 HST power cars: Nos. 43047, 43049 *Neville Hill*, and 43073 being the last, with diagrams for them fast becoming few and far between.

On October 5, Nos. 43073+43047 worked the 5C15/04.57 Neville Hill-Leeds, 1C15/05.19 Leeds-London St Pancras, 1D18 09.34 London St Pancras-Nottingham, 1B38/11.45 Nottingham-London St Pancras, 1D43/14.34 London St Pancras-Nottingham, 1B63/16.45 Nottingham-London St Pancras, 1D66/19.04 London St Pancras-Leeds, and 5D66/23.03 Leeds-Neville Hill.

A FATALITY at Great Glen (between Kilby Bridge Junction

and Market Harborough) on October 9, involving the 1B33/10.45 Nottingham-London St Pancras, caused the inevitable disruption to EMR London services. Several services were delayed or cancelled while others were diverted via Corby and Oakham.



FIVE-car Class 710 units Nos. 710272 and 710276 are being tested at line speed overnight between Dorking and Horsham, being observed on October 22.

The first of these – No. 710272 – was moved from Willesden to Dorking, top-and-tailed by Class 37 Nos. 37510+37601, on October 18.

This was followed the next day when the Class 37s moved No. 710276, also from Willesden.

CLASS 710 No. 710274 was top-and-tailed by Class 57 Nos. 57310+57312 from Derby to Old Dalby on November 4. The following day they moved No. 710275 to Old Dalby prior to taking No. 710277 from Old Dalby to Willesden on November 6.

southeastern.

CLASS 375 No. 375309 was observed at Redhill on October 15 on a special empty coaching stock trip from London Bridge to London Bridge via Redhill, East Croydon and Norwood Junction.



THE Brighton Main Line closed again for engineering work on October 17, with Southern services between London and Brighton diverted via the Arun Valley to Littlehampton.

All the services were Class 377s and in reduced formations, except one diagram, which was GEX Class 387s Nos. 387209+387215+387224, the same units that appeared on October 10.

DISRUPTION and short formations to services in West Sussex occurred on October 22 after Class 313 No. 313212 derailed at Bognor Regis while working the 05.05 service to Littlehampton.

As the isolation of the traction current took place, the station and the sidings were full of '377s' and '313s', which could not be used, resulting in short formations and cancellations.

Services from Littlehampton heading west were severely disrupted as there was only one Class 313 in the circuit – No. 313204 doing a two-hourly service between Littlehampton and Portsmouth & Southsea.

Buses were also laid on as well to ferry passengers.

CLASS 377 No. 377119 substituted for a Class 313 diagram working between Littlehampton, Bognor Regis and Portsmouth & Southsea, ending back at Brighton Depot off the 21.03 e.c.s. move from Littlehampton on October

23. The following day, Class 313 No. 313205 failed at Littlehampton before working the 15.55 service to Portsmouth. The stock went to Brighton Depot, with No. 313211 substituted to continue with the booked diagram working.

THERE were a number of incidents on October 30. The 07.13 Littlehampton-Victoria service was cancelled when Class 377 No. 377136 had no power and was escorted to Brighton depot with Nos. 377110 and 377418. The return working – the 09.16 from London – started from Preston Park with unit Nos. 377110 and 377418.

The 07.59 Littlehampton-Victoria service was delayed at Littlehampton with camera issues. In the end it ran non-stop to Haywards Heath with unit Nos. 377130+377461, and the stock going to Selhurst Depot for attention. The 09.17 Victoria-Selhurst Depot was cancelled as No. 377402 was taken out of service earlier with no air conditioning.

No. 377115 was utilised on a Class 313 working diagram all day, ending back at Brighton depot off the 21.03 e.c.s. move from Littlehampton.

The 09.11 Portsmouth Harbour-Horsham service terminated at Barnham with faults to No. 377120. It then ran to Littlehampton for attention, and was soon back in traffic working e.c.s. to Bognor Regis.

The 11.24 Littlehampton-Victoria service was formed of eight coaches instead of the usual 12, the units being

Nos. 377418+377110.

South Western Railway

NEW Class 701 'Aventra Arterio' No. 701011 was tripped south along the Midland Main Line top-and-tailed by GBRF Class 66 Nos. 66738 *Huddersfield Town*+66780 *The Cemex Express* as the 08.00 Derby Litchurch Lane-Eastleigh TMD.

Two further new Class 701 units have left Litchurch Lane, with No. 701013 delivered to Eastleigh top-and-tailed by 66702 and 66727 on November 5. This was followed on November 11 when Nos. 66778 and 66717 moved No. 701019 to Worksop. In addition, No. 701002 was moved from Eastleigh to Worksop by Nos. 66778 and 66717 on November 10.

Charter Trains

MANY services were subject to delays on October 29 because of extreme weather but West Coast Railway Company's 'The Pendle Dalesman' ran much to time, its steam section in the hands of Jubilee 4-6-0 No. 45699 *Galatea* running as 45562 *Alberta*. The return leg departed Carlisle Uppery for Chesterfield 11 minutes early via the WCML, passing Oxenholme at 15.06.

DB Cargo

CLASS 60 Puma-liveried No. 60074 *Luke* was brought

Operations Track Record

to a halt at Gloucester station on October 8 while working a Robeston Sidings to Westerleigh Puma. This allowed Class 66 No. 66041 – on a Round Oak to Margam route – to pass.



THE bin-liner train 6C03 from Northolt Sidings to Severnside Sita was seen passing platform 12 at Reading station behind EWS-liveried No. 66171 on Thursday, October 8.

SCRAP metal trains reported in recent weeks, all powered by Class 66s, included No. 66165 on a regular Liverpool Alexandra Docks-Swindon-Liverpool Alexandra Docks diagram on October 16. The same diagram on October 20 was powered by No. 66139, followed by No. 66013 on October 27. The diagram on November 3 was in the hands of No. 66170. A change the following day saw No. 66207 work from Liverpool Alexandra Docks to Attercliffe and back.

DB CARGO'S Class 90 No. 90024 was sighted passing through Crewe station while on test between Stafford and Crewe Electric Depot on October 20.

ARRIVA blue-liveried Class 67 No. 67002 passed light engine through Lancaster at 10.13 on October 26 en route to Warrington from Mossend.

DB CLASS 90s Nos. 90024 and 90037 passed through Lancaster 62 mins early on October 29 with the 07.05 Mossend-Daventry 'runs-as-required' container service. This running may have been early because of the 1M09/08.38 Avanti Glasgow-Euston service being cancelled.

CLASS 66 No. 66112 – in EWS livery with DB logos – was seen at Rugby station on a container train, believed to be the 4L56 from Trafford Park Euroterminal to London Gateway, on Wednesday, October 21.

OBSERVATION of the Tallington to Isle of Grain train of concrete segments for the London super sewer produced No. 66019 on October 22, with No. 66177 on the returning empties on October 27.

THE 7002 Acton Terminal Complex to Tolworth Day Aggregates was seen twice during October, on both occasions between Raynes Park and Motpur Park. On Wednesday, October 7, Class 66 No. 66508 was the locomotive and on Monday, October 26, it was No. 66504.

CLASS 59 No. 59102 *Village of Chantry* in Hanson livery was observed on Thursday, October 8, working the 6L21 from Whatley Quarry to Dagenham Dock ARC, seen passing through platform 12 at Reading station.

FREIGHTLINER Class 70 No. 70003 was seen passing through Stockport light loco on a move from Guide Bridge Yard to Northenden RTS site on October 13. It was seen again on October 18, again passing through Stockport, with a train of Freightliner flats and three box wagons, running as 6E53 from Crewe Basford Hall to Leeds Hunslet for repairing.

THE 6K76/10.15 Laurencekirk-Carlisle New Yard made an interesting sight when passing Thankerton on Saturday, October 17, as it was hauled by Class 90 Nos. 90044 and 90041 with Class 66 No. 66598 (DIT).

THE 4L89/21.33 Coatbridge Freightliner Terminal-Felixstowe North Freightliner Terminal, hauled by Class 90 Nos. 90003 and 90009 on Thursday, October 22, departed 25 minutes early.

It encountered some sort of problem in the Carstairs area and passed Thankerton about 75 minutes late and at a much slower speed than normal.

Real Time Trains showed the train lost time all the way to Crewe Basford Hall, arriving 115 minutes late.

OBSERVATIONS at Sandbach station on October 28 produced Class 70 No. 70007 working the Southampton to Trafford Park containers. Class 66 No. 66516 was also seen on a Smithy



Colas Rail Type 5 No. 56090 tops-and-tails an RHTT working with No. 56105 as it passes through Eckington on November 13 en route to Gloucester. JACK BOSKETT

Bridge to Basford Hall, while an unidentified Class 66 worked a Trafford Park to Southampton Docks, and Class 90 No. 90012 went in the same direction light engine to Crewe Basford Hall.

CLASS 90 No. 90016 was sighted passing through Stockport while on a route learner from Crewe Basford Hall to Trafford Park Freightliner Terminal on November 9.



THE 6S43/06.22 Kingmoor-Torness Power station was observed passing Thankerton hauled by Class 68 Nos. 68004+68016 on October 15.

CLASS 88 No. 88008 hauled the 6Z22/19.31 Motherwell TMD-Perth Carriage Servicing Depot on Thursday, October 22. This working moved the snow train comprising of ADB977869 and a YXA. Staff training will be started in the next few days as part of Network Rail (Scotland) winter preparedness.

CLASS 88 No. 88006 hauled Class 68 No. 68026 on the 0Z68/13.48 Motherwell Repair

Point-Kingmoor DRS on Saturday, October 31.

DRS Large Logo blue Class 47 No. 47593 departed Crewe light engine at 08.50 on November 2 for Kilmarnock. On arrival, the loco returned south to Carlisle, being observed passing through Lancaster at 11.10.

GB Railfreight

NOTED working weekly Gypsum trains from Tees Dock to East Leake during September were Class 66 No. 66765, on September 1-4; September 10, No. 66717; September 15-17, No. 66736; September 21, No. 66786. However, no trains were sighted in the weeks between September 28 and October 19.

A RAKE of ex works flat wagons were moved from Eastleigh Yard to Peterborough on October 14 by Class 66 No. 66738.

CLASS 66 No. 66712 worked the 'as-required' GB Railfreight working to MoD Ludgershall railhead from MoD Kineton on Thursday, October 15. It then handed over its consist to DLO 0-4-0 Shunter No. 1254.

CLASS 66 No. 66731 *Capt. Tom*

Moore A True British Inspiration was noted at Harwich International coming off the re-instated 4L43 Doncaster iPort to Harwich Parkeston Quay on October 17.

A visit the following day to Harwich Parkeston Quay confirmed No. 66758 *The Pavior* had arrived the previous night with 4L70 from Hams Hall.

On October 20, 66709 *Sorrento* was dispatched from Peterborough MPD to Harwich Refinery to take the empty tanks to North Walsham. It returned on October 21 with 6A33 before working back light engine to Peterborough.

GBRf Class 66 No. 66736 worked Arlington Fleet Services-liveried ex-Class 508 EMU Translator Vehicle Nos. 64707 *Labezerin* and 64664 *Livet* south along the Midland Main Line on October 18, running as the 5Z66/12.00 Doncaster Works-Eastleigh East Yard.

GRBf Class 66 No. 66718 *Sir Peter Hendy CBE* was noted parked on the short siding north of Skipton station at 13.45pm on Monday, October 19.

GBRF Class 60 No. 60021 was sighted heading past Stockport Today, running light loco from Tuebrook Sidings to Drax AES as OE10 on October 18.



Freightliner Class 70 No. 70002 is seen at Manchester Oxford Road after being stopped for a signal check at the head of a Trafford Park-bound intermodal service on November 2. PHIL WALLIS



Colas Class 70 No. 70810 works past Brodie, east of Inverness, while working the 06.15 Aberdeen Waterloo sidings-Irvine china clay slurry train on October 30. This working was still on diversion as the line south from Stonehaven didn't reopen after August's HST derailment until November 3. GRAEME ELGAR

THE 4H10 from Bletchley Cemex to Peak Forest Cemex was seen on October 20 passing Ridgmont station, hauled by Class 66 No. 66737 *Lesia*.

CLASS 66 No. 66739 *Bluebell Railway* hauled 4M21 Felixstowe to Trafford Park on October 28.

On the same day, No. 66760 *David Gordon Harris* was allocated the 6P41 Harwich Refinery to North Walsham diagram and made the return 6A32 trip the following day.

On November 3, No. 66767 was allocated the same diagram but en route to the Harwich Refinery the scheduled 6P41 was cancelled. The locomotive spent the rest of the day parked outside the Refinery gates, presumably waiting to pick up the diagram on the following day.

GBRf Class 60 No. 60076 was seen passing through Stockport while working the 6E10 Liverpool to Drax Loaded Biomass train on November 1. Unusually, Class 60 No. 60087 was also seen with 60096 shut down on the tailing end, also passing through Stockport with a late 6M51 Doncaster Down Decoy to Liverpool Empty Biomass.

THE first loaded train to work from Doncaster iPort to Elderslie arrived on November 3, hauled by Class 66 No. 66783. The train then ran to Millerhill and Tees Dock before returning to Doncaster. Trains are booked to arrive at Elderslie on Tuesday and Thursday.

ONE of the new batch of GBRf's '66s' released into commercial service – No. 66792 – was noted at the Harwich Refinery on November 11 preparing its consist for 6P41 trip to North Walsham. It arrived from March earlier in the morning.



FORMER EMR HST power cars Nos. 43060+43050 were seen in Stockport on October 18 with Colas 1Q27 Derby RTC to Derby RTC circular via Stockport. It is thought to be the pair's first test train working.

SEVERE disruption occurred on the Highland Main Line on Thursday, October 22, when Class 70 No. 70814, hauling the 6H51/02.48 Oxwellmains -Inverness Milburn Yard, reportedly stalled during heavy rain near Slochd Summit.

One of the Class 66s used for top-and-tailing the Railhead Treatment Train –No. 66422 – was sent as 1Z99 to assist. 6H51 was reported as arriving at Milburn Yard 238 minutes late.

Where possible, services arriving at Aviemore from Glasgow and Edinburgh were turned round to form southbound services. The 4H47/05.05 Mossend-Inverness Freight Terminal (the Northbound Tesco), hauled by Class 68 No. 68002, arrived at Inverness 175 minutes late, and after it should have been returning southbound.



DB Cargo's No. 60066 passes Lockington on the Sheet Stores to Stenson freight-only line with the regular Monday to Saturday Lindsey oil refinery to Kingsbury oil terminal working on November 4. MICK TINDALL

The situation in the Inverness area was not helped by the heavy rainfall that led to flooding between Nairn and Elgin and at various points between Inverness and Aberdeen.

The route was closed, pending a full inspection, with ticket acceptance in place on First and Stagecoach bus routes.

COLAS Rail Class 70 No. 70817 ran light from Crewe to Grangemouth on October 26, being seen passing through Lancaster at 12.16. On the same day, Class 70 No. 70813 pulled a rake of Network Rail bogie ballast vehicles from Mountsorrel Sidings (Loughborough) to Carlisle, and passed through Lancaster at 14.30. A repeat move to Carlisle took place on October 27, hauled by Class 70 No. 70803.

COLAS Rail Tamper No. DR73910 *Jupiter* was stabled in Lancaster 's Down south siding on the afternoon of October 30, having arrived at 12.50 from Ditton Sidings (Runcorn).



West Coast Railway's Class 37 No. 37706 was observed on October 13 dragging 'A4' Pacific No. 60009 *Union of South Africa* from York NRM to Castleton Hopwood Ground Frame and Bury ELR in order to get the 'A4' to the East Lancs Railway for its last running period on the East Lancs Railway.

WEST Coast Railway Class 57 No.57001+57006 ran on November 6 as a light duo from Carnforth (dep 15.35) to Hopwood on the East Lancs Railway.

LSL

CLASS 40 No. 41045 moved coaches Nos. 10519+44081+40804+35317 from the Severn Valley Railway back to Crewe on October 15.

EAST Midland Main Line-liveried Class 43 Nos. 43058+43059, complete with two East Midland-

and three GWR-liveried Mk3 coaches, departed Crewe at 08.18 on November 2, heading for Carnforth. On arrival, the set returned south and headed for Rugby, passing through Lancaster at 11.10. It ran a similar diagram on November 3, 4, 5 and 6.

LOCOMOTIVE Services sent Class 37 37688 *Great Rocks* on a jaunt to Chesterfield, then back to Stockport, returning to Chesterfield and then back home again to Crewe on October 28.



DC Rail's Class 60 No. 60029 was sighted passing through Crewe station while working 6Z23, a rake of stone boxes from Humberstone Road to Carlisle Kingmoor on October 20.

Sims Metals, Newport

DELIVERIES to the yard continue apace, with Class 315 Nos. 315810+315859 arriving from Ilford behind Class 37 No. 37884 on October 15. They were followed on October 22, when No. 37884 was again used to move Nos. 315824+315830 to the yard.

The following day, No. 57312 hauled Mk3 Nos. 41084+42327 +42112+42113 +44070 to the yard from Neville Hill.

A move on November 4 found Class 50 Nos. 50007+50049 move Mk3 Nos. 41159+41083 +40708+42228 +42130+42322+44050 from Long Marston.

Railway Support Services (RSS)

A VISIT to the yard at Wishaw on Thursday, October 22, produced no locomotives inside the workshop, but seven Class 08s and three other locomotives were noted to the front of the workshops: Nos. 08516, in grey livery, lettered LNWR; No. 08568, in grey livery, lettered *St. Rollox*; No. 08650, in BR blue livery; No. 08652, in BR blue livery; No. 08730, in blue livery, lettered RSS; No. 08738, in black livery, lettered RSS; and No. 08995 in EWS livery. In addition were Class



Freightliner's No. 66503 *Railway Magazine* passes Cathiron, north of Rugby, with lightly loaded 10.15 Trafford Park-Felixstowe North intermodal on November 2. Several days later the loco was reported in Scotland working engineering trains in connection with track renewals. KEN BRUNT

14 No. D9553, in green livery; Class 20 No. 20016, in faded BR blue livery; Class 47 No. 47484, in BR blue livery.

Stored in the yard beside the workshops were: Class 08 Nos. 08411, in BR green livery; 08536, in BR blue livery; 08706, in EWS livery; 08802, in EWS livery; 08921, in EWS livery, named *Pongo*.

A number of industrial locos were also present.

Derby RTC & Network Rail

CLASS 37 No. 37610 worked a 10.40 Derby RTC-Brighton Wall Siding light engine move on October 3.

CLASS 67 Nos. 67023 and 67027 were seen at Bristol Temple Meads on October 8 on an overhead inspection train departing in the London direction.

THE 1Q69/12.22 South Croydon-Derby RTC test train was top-and-tailed by GBRf Class 73 Nos. 73962+73961 on October 10.

Also, on October 10, the DATS train, formed of Class 43 Nos. 43076+43054 plus Class 91 Nos. 91122+91128, was out on OHLE testing duties.

The diagram was 19.34 Rectory Junction-Kettering, 21.51 Kettering-Wellingborough, 22.12 Wellingborough-Kettering, 23.01 Kettering-Wellingborough, 23.22 Wellingborough-Kettering, and 23.43 Kettering-Rectory Junction.

ENGINEERS' saloon No. 975025 *Caroline*, propelled by Colas Rail Class 37 No. 37421, worked a

5Z53/10.00 Inverness Milburn Yard-Carlisle on Thursday, October 15, being observed passing Thankerton. The following day it was observed through Lancaster at 12.06 en route from Carlisle to Derby.

ELECTRO-diesels Nos. 73951+73952 top-and-tailed a test train north from Derby to Carnforth on October 19. When it got to Preston, the train reversed and headed to Ormskirk and back, before heading to Carnforth, where the train was stabled for 24 hours.

The following day they headed back to from Carnforth to Derby.

Class 73s are very much a rarity in that part of the network.

COLAS Rail Class 37 Nos. 37116+37219 top-and-tailed a train of Network Rail-liveried Mk2 coaching stock from Derby to Carlisle via Whitehaven on October 27.

Our thanks

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CHRISTMAS GIFT GUIDE

BOOKS

European Railway Atlas – Enthusiast Edition

By M G Ball

AUTHOR Mike Ball openly admits his foray into the rail atlas market in the 1980s was “to help enthusiasts make sense of the mysterious and confusing geography of Europe’s dense railway network”, and over the years produced a series of regional of comb-bound books which many of us have bought. Country coverage is extensive, with 44 countries included and covering as far east as Belarus, the Ukraine and adjacent parts of Russia, as well as Syria, Turkey and even Iran.



Launched in time for Christmas is this great reference work which shows all of Europe’s railways in one hardback volume, including the UK.

This is a comprehensive and detailed work, and includes main and freight lines, major heritage and tourist lines as well as lines currently being electrified or where construction is planned or underway, such as HS2 and the East-West Rail project.

As an enthusiast atlas, it is more expansive than the tourist edition as it lists more than 23,000 locations compared to 8,000 in the tourist edition. At the back is a comprehensive gazetteer, a list of the popular tourist railways by country, along with a multi-lingual key to the colours and symbols.

On each page are country flags, a map scale and outlines of these are covered and overlaps.

This atlas is an incredible detailed and comprehensive piece of work, which not only is an essential reference book for enthusiasts with European interests, but will also be extremely useful as a planning aid when widespread foreign travels by rail are permitted once again.

This book and other maps are available in either printed book format, PDF downloads or both, and via the authors website, plus you can download a sample of the atlas. Perfect for the reference shelf. **CM** *European Railway Atlas, 18 Maes-y-Waun, Chirk, Wrexham LL14 5ND, tel 01691 770 104 (afternoons, evenings and weekends only); Hardback; 178pp; 297x210mm; ISBN: 978-1-9161212-9-4; £24.95+£3.70 UK p&p. Order online at europeanrailwayatlas.com*

The Blue Pullman Story

by Kevin Robertson and Mike Smith

THERE were only five ‘Blue Pullman’ units – three eight-car and two six-car sets – running for 13 years.

When introduced in 1960, they were ahead of their time in terms of comfort. Passengers sat in air-conditioned coaches, something offered as standard to today’s travellers.

They were not without their faults and ride quality problems were never fully solved. For some they were a missed opportunity, others would see them as a last hurrah of Pullman opulence, with the supplementary fare levied a disincentive to travel on them.

Sceptics may wonder how the authors have produced a book of this magnitude covering 390 pages. The answer is research, research, and more research.

The full story is told and the detail is immense. The text is supported by copious illustrations, both colour and black and white, showing the units at every stage of their lives from construction to final disposal. No stone has been left unturned.

This is a true reference work in every sense, and well worth finding a space for on even the most crowded bookshelf. **SL** *Crecy Publishing Ltd, Unit 1a Ringway Trading Estate, Shadowmoss Road, Manchester M22 5LH, tel 0161 499 0024; Hardback; 368pp with 200+ illustrations; 215x280mm; ISBN: 978-0-8609368-8-6; £40.00.*



already covered the ‘Saint’, ‘Star’, ‘Hall’, ‘Manor’, ‘Grange’ and ‘County’ classes of 4-6-0.

The book opens with an introduction to the GWR’s pre-‘King’ express motive power before introducing Collett and his influences.

Chapter 1 then delves into the design and construction of the ‘Kings’ and their subsequent introduction and trials. This is illustrated, as is the entire book, with a superb selection of images of the type in its early days.

Chapter 2 covers the immediate impact of the class and the visit of class pioneer *King George V* to the USA in 1927, including quotes from contemporary issue of *The Railway Magazine*, no less.

The 1930s is the subject of Chapter 3, which includes performance records and a number of timed runs with tabulated data. This is carried on through the next two chapters that focus on the Second World War and Nationalisation respectively, before looking at the performance enhancements undertaken by BR’s Western Region under Sam Eill.

Chapter 7 subsequently analyses the performance of the ‘Kings’ up to 1960s, after which the author recounts some personal recollections of the class in service from his days with the Western Region.

The final years and withdrawal are the subject of the next chapter, before the book concludes with a look at the preservation era and the exploits of the three survivors – Nos. 6000, 6023 and 6024.

The book is lavishly illustrated in both

Great Western King Class 4-6-0s: From Construction to Withdrawal

By David Maidment

PEN & Sword’s Locomotive Profiles series turns its attention to Charles Collett’s seminal ‘King’ class 4-6-0s in this new volume from author David Maidment.

Much has been written about the ‘Kings’ over the years, and the author acknowledges that fact in his preface.

However, many of these titles are now out of print, clearing the way for this latest entry in the series that has



CONTINUED ON PAGE 96 ▶

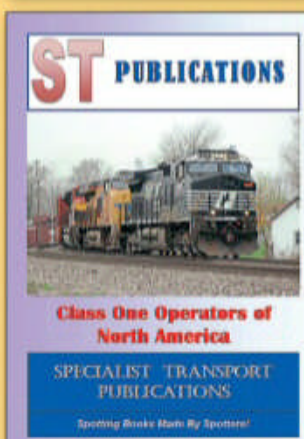
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2021 EDITIONS OF UK COMBINED & GERMAN LOCOS / UNITS ALSO RAILWAYS OF NORTH AMERICA



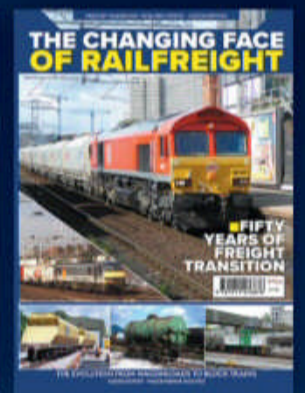
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DVD

Trains & Trams Of The Isle Of Man 1956-1972

THIS excellent archive full-colour DVD features the Isle of Man Steam Railway (IOMSR) and Manx Electric Railway (MER) during the key years from 1956-1972.

This was the era when the steam railway still operated the lines across to Peel on the west coast and up to Ramsey in the north – as well as southwards to Port Erin. Sadly, only the line to Port Erin survives nowadays.

These were difficult years with both the steam and electric railways under threat from the ever-increasing tide of road transport. Happily, both were able to re-invent themselves as tourist railways, though the IOMSR network was significantly reduced after 1972 when both operations lost their independence.

The value of the programme is significantly enhanced by the first-rate informative commentary.

The superb MER footage covers the historic trams running along the scenic east coast and at the important Laxey junction, with the Snaefell Mountain Railway.

During these years the extensive steam train services can be seen at their peak, with rare footage of the line to Peel and northwards on the Ramsey North Line along the picturesque west coast.

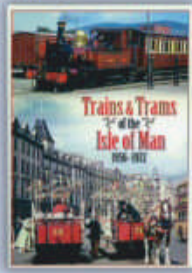
Shunting and goods traffic (including short-lived oil workings) at St Johns in 1956 are a highlight. The material from the Marquess of Ailsa years is especially interesting since it was such a short-lived era, and saw the striking green livery introduced on the steam railway.

Douglas station, with full platform canopies, semaphore signalling and signal box on the IOMSR, is well shown, too.

This DVD will be of great value to anyone with an interest in the Isle of Man and historic transport.

It covers an important chapter in our railway history which saw a Victorian system survive against all the odds. Recommended very strongly. RJSS

Unique Productions Ltd, 3 Merton Court, The Strand, Brighton Marina Village, Brighton BN2 5XY
www.uniquebooks.pub



e-mailuniqueproductionsLtd@gmail.com 58mins - UNIQUE TRANSPORT DVD 2020 - £17.99

Isle Of Wight Railways In Colour 1953-1994 Featuring Lines Closed Between 1953 And 1966

HERE is real 'time travel' on the Isle of Wight.

This excellent full-colour archive DVD begins in 1966 with a journey from Waterloo to Portsmouth Harbour.

Having crossed the Solent by the classic paddle steamer *Sandown* the focus is on operations around Ryde – featuring Pierhead, Esplanade and St John's stations, together with the Works and Locomotive Depot, plus Ryde Pier Tramway.

The programme covers the railway down through Shanklin to Ventnor and across to Cowes via Newport, including the short Bembridge Branch from Sandown. We even see the diminutive terminus in the far west at Freshwater. Though passenger operations dominate, including gravity shunting in Cowes Station, goods operations are not forgotten.

Much of the archive footage comes from the 1960s, but there is a significant amount from the early 1950s, when the vintage coaching stock was in BR Crimson Lake livery.

Lines closed between 1953 and 1966 are included, and there is a first-class commentary.

Following the melancholy last rites of steam operations in 1966 we see the transition to electrification utilising elderly London Transport Tube stock in 1967, together with brief coverage of the later opening of Smallbrook Junction Station for the Isle of Wight Steam Railway.

A first-class insight into Isle of Wight steam operations is provided here, and is strongly recommended for all with an interest in the history of the island and its unique railway network. RSS

Unique Productions Ltd, 3 Merton Court, The Strand, Brighton Marina Village, Brighton BN2 5XY
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CHRISTMAS CARD

Downpatrick & County Down Railway

NORTHERN Ireland's Downpatrick & County Down Railway (DCDR) has not run any trains this season as a result of Covid-19, and has cancelled its 'Santa' operations, too.

However, the 5ft 3in-gauge line is hoping to spread some festive cheer with this Christmas card from the paintbrush of railway artist Jonathan Clay.

The 148x105mm cards feature ex-Cómhlucht Siúicre Éireann (Irish Sugar Company) O&K 0-4-0T No. 1 heading through an attractive snowscape with the DCDR's restored Belfast & County Down Railway



coaches Nos. 72 and 148 and Great Southern & Western railway No. 836.

The cards are priced at £4 per pack of five plus £1.30 p&p, and can be bought via the DCDR's online Ebay shop at: <https://tinyurl.com/y6z7m5dh>

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From the Files Locomotives that Were & Locomotives that Weren't Barnes • £32.90

65 paintings and illustrations by well known painter Robin Barnes looking at locomotive development around the world, considering and illustrating 25 locomotives - steam, diesel & electric, which were built, and 14 which weren't. Plus an autobiographical Introduction, and an 'Interlude' devoted to the trams of Robin's home town of Edinburgh. Very readable historical and technical details are provided for each locomotive or machine illustrated and, in many cases, there are secondary illustrations, be they paintings, technical drawings, or photographs. 96 large format pages. Hardbound.



Here be Dragons • Girdlestone • £38.20

The late Phil Girdlestone's autobiography describing his time on the Ffestiniog Railway, where he applied the advanced steam principles of Wardale & Porta, to the Alco 2-6-2 'Mountaineer', and to ex Penrhyn Quarry 2-4-0 'Linda'. He then worked on steam locomotives in the Sudan before becoming CME to the South African 2 foot gauge Alfred County Railway. There he modernised two NGG16 class Garratts to considerable effect. Further work was to involve steam in Australia, Russia & Argentina. Forty five of this book's 136 pages concentrate on his work on the Ffestiniog, with a similar number on Phil's time with the ACR. No punches are pulled in this technical, but high readable and entertaining account of a life with steam, illustrated with mainly colour photographs as well as technical drawings. 136 pages. Hardbound.



The Solway Junction Railway Edgar & Sinton • £16.05

The SJR was a 21 mile long avoiding line, bypassing Carlisle, for haematite ore traffic between Cumberland and the furnaces of Lanarkshire. Single track throughout, the railway had one remarkable feature, the 1,950 yard long iron viaduct across the Solway Firth, the longest viaduct in the UK until the Tay Bridge was opened. The viaduct may have looked spindly, and suffered major damage from sea-ice floes during the very severe winter of 1881, but it stayed in service until 1921 and wasn't demolished for another 14 years. First published in 1990, this is an interesting look at a largely forgotten railway. This edition has even more B&W photographs. 80 pages. Paperback.



DVD ... only in India • App. 70 mins • £20.77

Very well made film which makes an ideal introduction to India's four narrow gauge mountain lines - the Darjeeling, Matheran, Nilgiri (or Ooty) and Shimla railways. All are shown with steam-powered trains, although the Matheran line is seen using a Darjeeling Class 'B' as motive power, its own O&K loco being out of service. What makes this film that bit different is that it really gives you a feel for the countryside the railways operate through, and the life going on around them. Amongst highlights are the Darjeeling trains negotiating the streets of Kurseong and its bazaar, but there is a huge amount more to enjoy here. Even the domestic authorities liked this!



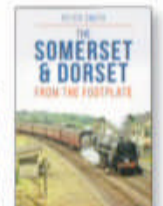
DVD Mussorgsky in Steam - Ballet for Men and Machines

App 35 mins • B&W & colour • Stereo Sound • £19.32
Ton Pruissen takes the Russian composer Modest Mussorgsky's piece "Pictures at an Exhibition" and combines it with film segments shot in Indonesia, India, Zimbabwe, Turkey, East and West Germany, Poland, Czechoslovakia, Hungary and Rumania. Mussorgsky's composition and Ton's film making and editing skills combine memorably in this highly enjoyable film.



The Somerset & Dorset from the footplate Smith • £12.70

Peter Smith's books 'Mendips Engineman' and 'Footplate over the Mendips' are amongst the best written by someone with real footplate experience - in his case over the gruelling S&D from Bathon which ferocious gradients, tight tunnels, and long single-line sections meant BR 9F 2-10-0s were used on peak summer services. Peter tells his own experiences on this line, and the stories he heard from other drivers, notably Donald Beale who was his regular driver and mentor. Both books are now combined in this highly readable single volume. 284 text pages and 32 pages of B&W photos. Paperback.



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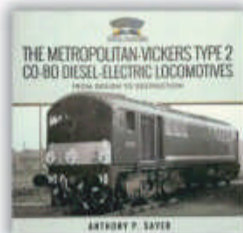
BOOKS

black & white and colour, and covers the full life of the class from inception to scrapping. A very interesting read. **GBH Pen & Sword Books Ltd, 47 Church Street, Barnsley, South Yorkshire S70 2AS; Hardback; 272pp; 255x250mm; ISBN: 978-1-52673-985-8; £35.00**

The Metropolitan-Vickers Type 2 Co-Bo Diesel-Electric Locomotives: From Design to Destruction

By Anthony P Sayer

MORE than 60 years after British Railways introduced its 'Pilot Scheme' diesel designs, it is perhaps surprising some of those machines have not been subject to the in-depth historical surveys that have been repeatedly undertaken on classes such as the 'Westerns' and 'Deltics'.



However, that can no longer be said about the unfortunate, charismatic and short-lived Metrovick Type 2 Co-Bos, the subject of this hugely detailed study in words, statistics and photographs.

The author describes the entire life of the 20 unconventional locomotives over 272 pages, from initial discussions and the tendering process, through design and construction to BR service, performance and reliability figures and their downfall.

The fascinating story is supported by allocation and repair information taken from the original engine history cards,

storage details, livery variations and even unique differences that allow the identification of individual locomotives.

A wealth of tables and statistics add further depth to the story, showing the reality of their poor performance compared to other Type 2s. My only small criticism is that some of the tabulated information is not formatted as clearly as it could be.

Most readers will be aware of the chronic problems suffered by the class, leading to their early withdrawal, but the inclusion of internal BR reports and anecdotal evidence provides a more rounded view of the locomotives.

The reports highlight good points such as their 'bulletproof' Metrovick electrical equipment and good brakes, as well as the challenges presented by myriad design faults, not least with the Crossley power unit, uneven weight distribution and train heating boilers prone to blowing out when passing under bridges in one direction!

Throughout the book are dozens of interesting and informative images, reproduced to a high standard wherever possible, many supported by detailed captions. Many of the photographs were new to this reviewer, revealing a great deal about the locomotives and the filthy, diesel-unfriendly environment in which they were expected to work.

For the diesel historian and modeller this is an extremely useful and informative class history.

We can only hope it helps to boost interest in the sole-surviving 'Metrovick' and accelerates its return to action so we can hear that unique Crossley engine again soon. **BJ**

Pen & Sword Books Ltd, 47 Church Street, Barnsley, South Yorkshire S70 2AS;

Hardback; 272pp; black & white/colour, ISBN: 978-1-5267428-1-0; £40.00

The Bradford-on-Tone Train Fire – 1991

By Keith Dyer

A VERY interesting account of the derailment of a petroleum train in the early hours of May 16, 1991, which bears remarkable and chilling similarities in its after effects to the recent derailment at Llangennech.

The author has covered the background very well, and also explained how the villagers rallied round to help each other and the emergency services.

It's a well-illustrated account too, with some of the local newspaper front pages setting the scene. **CM**
The 28-page book is available by post at £5.50 from Mr Dyer, 9 Taunton Road, Wiveliscombe, Taunton TA4 2TQ or in local village shops in Bradford-on-Avon or Oake.

The Sittingbourne & Kemsley Light Railway

By Jonathan James and Paul Best

IAIN McCall, the man behind Mainline & Maritime Ltd (M&M), should be applauded for his efforts in helping heritage lines through the Covid-19 crisis.

Since the first lockdown began in March, M&M has published a number of books about preserved lines, donating a percentage from every sale to the railway in question.

This pictorial volume is another of those fundraisers, dedicated to the delightful Sittingbourne & Kemsley

Light Railway in Kent. There is something very special about this surviving remnant of Bowater's 2ft 6in-gauge system, from the flat and industrial landscape through which it runs to its fleet of balloon-stacked 0-4-2STs and 0-6-2STs, which is so unlike any of its more 'polished' counterparts in North Wales. This book really captures that essence.



It opens with a short scene-setting introduction followed by a brief history of the line's origins and of the paper mills it served. This is it for text of any quantity, and it is left to the photographs to tell the rest of the story.

These are nearly all in colour and taken on the preserved line, showing all the facets of the operation.

The entire locomotive fleet is featured, either in steam and working S&KLR trains or quietly slumbering on sidings awaiting restoration/overhaul, and includes the line's three diesel locos and two standard-gauge exhibits.

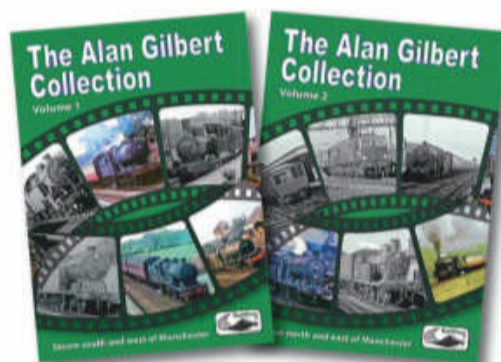
There is even space given over to 'absent friends' – the ex-Bowater's locos that now reside elsewhere.

Further in the book looks at some of the S&KLR's notable features such as the well-known concrete viaduct at Milton Regis and its headquarters at Kemsley Down, before turning to some of its notable milestones, including its high-profile fight for survival from 2008.

All images are reproduced to a good size and the quality is excellent.

While this may not be a 'chapter and verse' history of the S&KLR, it is an attractive record of an important

NEW DVD RELEASES FROM RAILFILMS!



The Alan Gilbert Collection - Vol 1 - Steam South & West of Manchester Vol 2 - Steam North & East of Manchester

Alan Gilbert was a Mancunian through-and-through and a lifelong railway enthusiast. A member of the Manchester Locomotive Society since 1945 he became their Treasurer in 1955, a job he carried out for the next fifty-one years. He put his filming skills to great use in pursuing his hobby of recording the railways of his home city and many other parts of the British Railways system in the mid 1950s.

RT Approx: 60 Mins. Produced by Nick Dodson & Bob Avery
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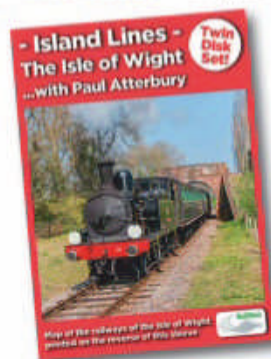
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TWIN DISC SET! - ISLAND LINES -

The Isle Of Wight with Paul Atterbury

Paul Atterbury (presenter BBC Antiques Roadshow) explores long lost lines of the Isle of Wight and goes behind the scenes of the Isle of Wight Steam Railway. This fascinating programme is supported with much archive footage and an informative commentary.

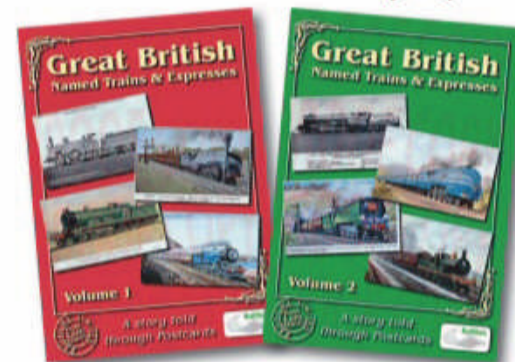
Disc 1 Running time approx: 47 Minutes

All Change For The Isle Of Wight

This second DVD follows the adventures of an imaginary steam enthusiast who goes to the Isle of Wight in the last months of steam on the iconic Isle of Wight railway system in late 1966.

Disc 2 Running time approx: 20 Minutes. Produced by Railfilms Ltd © 2020.

Both programmes in this twin disc set for £25 + £2 per volume p&p UK, + £4 per volume Europe & World.



Both the above can be purchased through railway video suppliers and can be purchased direct from our distributors:
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BOOKS

industrial survivor.

It's not perfect – the reviewer's copy features duplicated captions in places, but for every copy sold through the M&M website, £4 will be donated to the railway itself. **GBH Mainline & Maritime Ltd** (<https://mainline-maritime.myshopify.com/collections/railways>); *Softback; 64pp; 210x295mm; ISBN: 978-1-90034-071-7; £12.95*

Great Central Railway - Sheffield Main Line Services Bob Pixton

DESPITE the title, this new Pen & Sword book covers a large area of northern England, from east Manchester to the River Trent.

The book focuses on the former Manchester, Sheffield & Lincolnshire Railway (MSLR) system that later expanded to become the Great Central Railway, and is the first in a series designed to complement previous volumes featuring the Manchester area.

This edition sets out to look more specifically at the post-1958 Sheffield Division of BR Eastern Region, although the content specifically pre-dates that reorganisation by omitting the MSW electrification scheme completed in 1954. Steam dominates throughout, and although BR is much in evidence, there are also rare views from the MSLR and GCR periods as well as from the LNER era.

Chapters cover operations dominated by the South Yorkshire coal industry, from Wath Yard, near Barnsley, to the South Yorkshire Railway, the fearsome Worsborough



Incline – home of the legendary LNER 'U1' Beyer-Garratt 2-8-0+0-8-2T – Penistone and lines radiating to Woodhead Tunnel, Doncaster and Sheffield Victoria, Sheffield-Mexborough via Tinsley and east from Sheffield to Retford and the Trent.

Anyone expecting a book packed with views of the GCR lines in and around the 'Steel City' is likely to be disappointed as the author has taken a 'broad-minded' view of what constituted the Sheffield area, encompassing locations such as Glossop, Keadby and Gainsborough.

The final chapter in particular adds little to the story except, perhaps, as a lead-in to the next volume, which will cover the GCR in Lincolnshire.

Coverage of Sheffield itself is relatively limited – although this may reflect the relative paucity of images available for the period selected.

However, on the plus side, the images feature not just locomotives and trains, but a wide range of locations, including signalboxes, junctions, stations, bridges and industrial facilities served by the railway.

They are supported by detailed captions, track plans and maps of important locations and gradient profiles, all of which help to illustrate the opportunities and challenges faced by the railway in the area. **BJ Pen & Sword Books Ltd**, 47 Church Street, Barnsley, South Yorkshire S70 2AS; *Hardback; 232pp, black & white; ISBN: 978-1-5267359-9-7; £30.00*

Class 66

By Fred Kerr

TWENTY-TWO years after the first locomotives landed in the UK, Class 66s dominate freight operations across the country, hauling

CONTINUED ON PAGE 98 ▶

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.

You will dip in and out of the book for months, discovering something new about Merseyside and its railways every time. Thoroughly recommended.

ISBN 978-1-872839-13-4, hardback, 416 pages, 570 colour and B&W photos, £30.

Available from Waterstones, Pritchards and Bill Hudson Books or direct through David on 01515 235240 or jdavidbryant@hotmail.co.uk



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Roy Wilson

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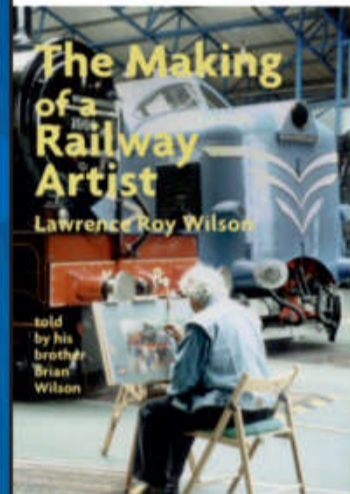
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FILM ON USB STICK

2807: The First 10 Years of Action 2010-2020

THE 2807 Freight Locomotive Association has marked the first decade of preservation operation of its Churchward '28XX' No. 2807 by producing this celebratory 50-minute film on a USB stick.

Using footage provided by 50 filmmakers, the DVD charts the highlights of the heavyweight 2-8-0's first 10 years since restoration, starting with its first moves at the Llangollen Railway in 2010, and concluding with its final run before overhaul on January 1, 2020.

The film opens with those tentative first steamings at Llangollen, including double-headers with No. 3802, and then charts its first couple of years in service following the loco's move to its Gloucestershire Warwickshire Railway (GWSR) home.

Next comes a section looking at No. 2807's visits to other heritage lines, with 40 clips of the loco shot at the Great Central, North Yorkshire Moors, Llangollen, West Somerset and Keighley & Worth Valley railways.

From here the film returns to the GWSR between the period 2013 and 2017, where we see No. 2807 at work on both passenger and goods services, viewed from the lineside, from the cab, and even from a brakevan balcony passing through Greet Tunnel.



The closing chapter focuses on the loco's final two years in service, including at work on the GWSR's extension to Broadway, and double-heading with shed mates Nos. 4270 and 7903 *Foremarke Hall*.

The final sequences show the loco's boiler being lifted from the frames prior to transport for overhaul.

The film has no narration and, having been primarily sourced from YouTube, some of the clips do include the film-maker's stamp. In parts the quality is also not up to professional standards, but that does not detract from the overall enjoyment.

The only limiting factor is the fact it is on a USB stick, so can only be viewed on a computer or TV with a USB socket.

All proceeds from the film's sale go towards funding No. 2807 for the next 10 years, after the loco returns to steam in 2022. For that reason alone it is well worth the £10 asking price. **GBH**

2807 Freight Locomotive Association, c/o John Mayell, 14 Orchard Road, Hockley Heath, Solihull, B94 6QR. 50mins; £10.00 inc. p&p. Make cheques payable to '2807 Freight Locomotive Association'

The UK National Railmap is now available



The map shows over 2,620 stations throughout England, Wales, Scotland and Northern Ireland. Each operator's services are shown in their house colour for ease of identification, and each station carries its unique three letter code to assist booking clerks and customers alike. The 380 PlusBus stations are marked in green, together with all request stops, and stations with restricted services.

The map is published as a poster measuring 63cm wide and 100cm deep.

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CHRISTMAS GIFT GUIDE

BOOKS

everything from heavy bulk flows to 75mph intermodals.

They are an inescapable feature of the modern railway and, like them or not, their success is undeniable.

This new Pen & Sword colour album largely consists of full-page images of the class at work across the country, doing the jobs they were built for.

The photographs are organised into 10 regional chapters, from Eastern England to Scotland. However, the author also provides a useful potted operator-by-operator history of the class and a handy table giving an overview of numbers, sub-classes, operators and delivery dates.

With all views taken over the last two decades, the images are generally to the high standard possible with modern digital cameras.

Each is supported by a short caption, in many cases giving details of the working as well as the locomotive.

All the standard liveries are covered, some of which are already historic, as well as many of the one-off, special or promotional liveries carried over the years.

With its broad geographical spread, mix of scenic and industrial locations and wide range of typical trains from the last two decades this is not just a celebration of the 'Sheds', it's a pictorial record of 21st century British freight operations. **BJ**

Pen & Sword Books Ltd, 47 Church Street, Barnsley, South Yorkshire S70 2AS; Hardback; 160pp, full



colour; ISBN: 978-1-5267762-5-9; £30.00

The Blackpool Streamlined Trams

By Peter Waller

BLACKPOOL'S streamlined trams are as synonymous with the Lancashire resort as its famous tower.

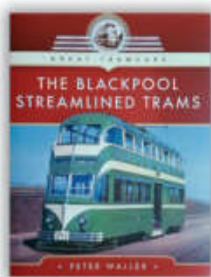
For almost nine decades the double-deck 'Balloons' (originally 'Luxury Dreadnoughts') and single-deck 'Sun Saloons', 'Railcoaches' and open 'Boats' have plied along the Golden Mile, witnessing Blackpool's golden age and gradual decline, and this book tells their story.

It begins with a look at the Blackpool system in the early 1930s when the tramcar in Blackpool was under threat from bus operation. The then newly appointed general manager Walter Luff realised that investment and modernisation was needed in order to reverse the system's fortunes.

Working closely with English Electric at Preston, Luff developed a series of streamlined trams that revolutionised the town's tramway.

The next chapter covers the post-war years and includes technical improvements and experimentation with new bogies and VAMBAC equipment, before the narrative moves on to the era of Joseph Franklin, who succeeded Luff as general manager.

This saw the first of the 'Railcoach' conversions into twin-car sets, which resulted in several losing their



distinctive cab profiles, as well as a number of route closures.

The 1970s is looked at next; a decade that saw further drastic rebuilds of the 'Railcoach' fleet as Blackpool moved towards the short-lived one-man operation.

By this time the trams, and the town they served, were showing their age, so the next chapter covers the era between the 1980s and the Millennium, with gaudy advertising and promotional liveries.

The final chapters bring the story up to date, looking at the preservation era and the modern 'heritage' side of the Blackpool operation, including the famous illuminated trams.

Lavishly illustrated in both colour and b&w, this book is a great addition to Pen & Sword's Great Tramcars series, and provides a fine tribute to some of the most recognisable vehicles to run on rails. Recommended. **GBH**
Pen & Sword Transport, 47 Church Street, Barnsley, South Yorkshire S70 2AS; Hardback; 152pp; 225x288mm; ISBN: 978-1-52670-904-2; £25.00

Southern Region Electro Diesel Locomotives & Units – A Pictorial Survey

By David Cable

AS THE title suggests, this is a colour photo album featuring the popular SR electro-diesels – not just Class 73s, but the short-lived Class 74s, and the various classes of English Electric-powered DEMUs built by the SR to work its non-electrified routes.

However, as you might expect, much of the album (more than 130 pages) is

dedicated to the Class 73s, illustrating their versatility and the rainbow of liveries they have carried since the mid-1980s.

Photographs are arranged chronologically from 1974 to the present day – unfortunately there are no views of the early years of either the '73/0s' or '73/1s' and very little coverage of the original six 'JA' prototypes.

However, for those with an interest in the Sectorisation period and the subsequent decline and 21st century renaissance of the 'EDs' there is plenty to enjoy, including re-engineered Class 73/9s working in Scotland to bring the story up to date.

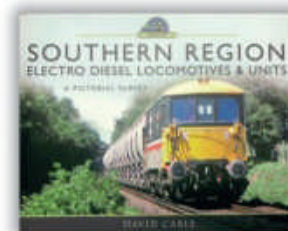
Inevitably, the Class 74s occupy a much shorter chapter, but this includes some excellent portraits and a good overview of their regular duties.

The rest of the album is dedicated to DEMUs, with chapters covering the slim-line Class 201-203 'Hastings' units, Class 204/205 'Hampshire' sets, Class 206 'Tadpoles', and Class 207s.

Images are reproduced to a high standard wherever possible, with one landscape photograph per page supported by a short caption.

Ideal for fans of Southern Region traction, modellers and anyone with a soft spot for these interesting machines. **BJ**

Pen & Sword Books Ltd, 47 Church Street, Barnsley, South Yorkshire S70 2AS; Hardback; 228pp, full colour; ISBN: 978-1-5267206-1-0; £30.00



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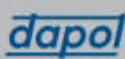
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CALENDARS

Quicksilver 'Footplate' 2021 calendar

FROM the fine-art publishers Quicksilver Publishing is this sumptuous wall calendar featuring paintings by Philip D Hawkins. Measuring overall 19.5in x 13.5in (495mm x 343mm), there are two months to a view, with the dates alongside a Philip Hawkins painting sized at 15in x 10.5in (381mm x 267mm), but no space for notes. However, there is narrative for each image.

The calendar is printed on quality art paper, meaning the images can be framed later, which makes it great value for money.

The stand-out images are the cover shot of the 'Deltic' and 'A4', and the 'Crab' and 'Jubilee' at the top of the Lickey.

Cost: £21 inc p&p, buyers can order online at: www.quicksilverpublishing.co.uk, where other paintings by the artist can be ordered. Quicksilver Publishing, The Sidings, 52 Teignmouth Road, Teignmouth, Devon TQ14 8UT. Tel: 01626 773288.



Bahamas Locomotive Society - Vintage Steam Calendar 2021

THIS is a 13-month calendar running from January 2021 to January 2022, with its illustrations in black & white.

Sized as A4 with spiral binding, each page contains a wonderful half-page picture from the cameras of either Eric Oldham, Martin Welch or Brian Stephenson.

The rest of the page contains the day and dates, with a small space for



appointments.

The selection of images cover the 'Big Four' and are well chosen.

The calendar costs £5.50 plus £1.75 p&p and is available from the Ingrow Museum shop, on the Keighley & Worth Valley Railway or online at: http://ingrowlocomuseum.com/?page_id=1051

Liam Barnes Railway Photography

LIAM Barnes is a young East Lancashire Railway volunteer, and has shown to be a talented railway photographer, following success in previous years by producing two calendars for 2021 – one for steam enthusiasts, one for modern traction fans.

Pictured are 12 seasonal images taken at various locations, both on the main line or at heritage railways.

They are printed on silk paper, with gloss front and back covers, A4-size opening up to A3, with plenty of room on each day to write notes.

Both calendars cost £11.99 + p&p and can be bought online from: www.liambarnesphotography.co.uk/calendars



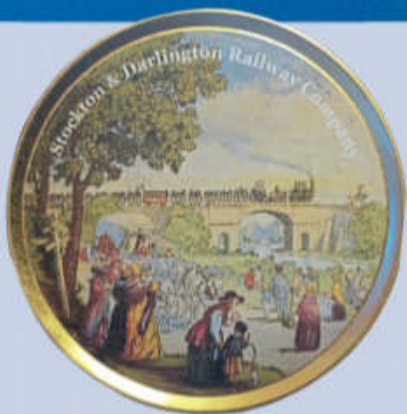
GIFT

Stockton & Darlington Railway Travel Sweets

TANTALISE your taste buds with the Stockton & Darlington Railway Company, which has released a collectable tin of fruity travel sweets featuring a simplified version of a souvenir produced in 1925, which celebrated the 100th anniversary of the S&DR.

The image is by Dobbins, from the opening day of the railway on September 27, 1825, and features *Locomotion No. 1* passing over the Skerne Bridge, Darlington.

The sweets are suitable for vegans



and vegetarians, and made in Darlington, so a nice twist.

A long shelf life make these great value for money and went down a treat in my house.

The tin contains 250g of sweets costing £4.50 plus p&p (overseas extra).

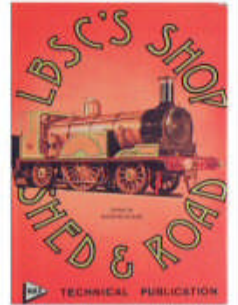
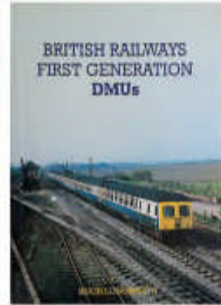
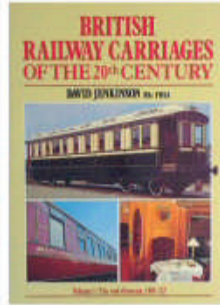
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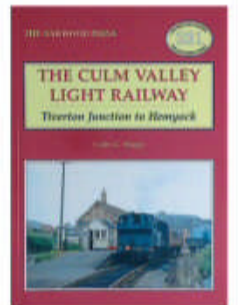
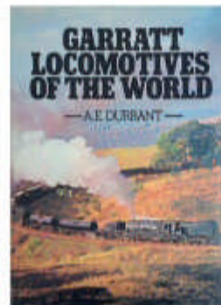
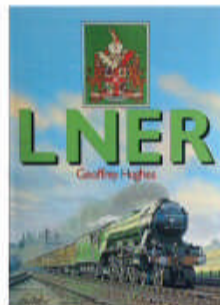
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Class 90s have been regular performers on Freightliner services since 1991. This cab ride features 90044 working the 4M87 Felixstowe to Trafford Park service between Ipswich and Wembley. The 76-mile journey takes in two major routes - the Great Eastern Main Line between Ipswich and Stratford, and the North London Line as far as Camden Road. There's also five track-packed miles of the West Coast Main Line from Primrose Hill to Wembley.



After setting off from Ipswich Yard, 90044 is soon making light work of Belstead bank. With 5,000 horsepower on tap, the AC electric and its 1,200 tonne trailing load continue south through Manningtree, Colchester and Chelmsford, passing several northbound Class 90-hauled passenger services. South of Shenfield 4M87 runs through the outer London suburbs of Romford, Chadwell Heath and Ilford. After negotiating the seriously complex trackwork at Stratford the Class 90 leaves the Great Eastern Main Line and heads for Lea Junction and the busy North London Line. The next six miles are through Hackney Wick, Canonbury and Highbury & Islington. At Camden Road 90044 takes the short freight only chord through the closed Primrose Hill station to join the WCML at Camden Junction. The final five miles of the journey are past Queens Park station and Willesden TMD before accessing the High Level Goods Line and coming to a stand alongside Willesden PRDC Mail Terminal.

With a running time of 1 hours 50 minutes, this DVD is available priced at £19.95 (post free) from the address below, or by ordering online through our website below. Or you can call our CREDIT CARD HOTLINE on 01753 545888.

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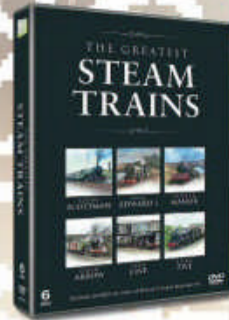
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**B & R Video Vol. 232 -
A Miscellany of East Midlands Ironstone Railways £19.95**

Jim Clemens had a passion for steam and a keen interest in the industrial railways of Britain. This volume in the miscellany series is a compilation of the entire ironstone film archive he created, and has been assembled in the order the film runs off his original cine reels.

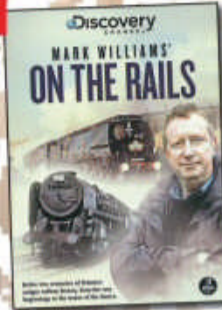


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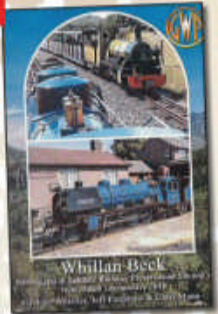
Mark Williams On The Rails 3 DVDset £15.99

Relive two centuries of Britain's unique railway history, from the very beginnings to the trains of the future. In March 1804, a momentous event took place, an event that would change the world forever the world's first steam locomotive pulled a ten-ton load of iron for nine and a half miles along metal tracks. The iron horse was born and in the following 200 years, railways would change the face of the world. On The Rails tells their story, from the very beginnings to the trains of the future. Travelling the length and breadth of the UK, Mark Williams successful actor and dedicated train enthusiast gets to grips with the country's unique railway heritage, tracking down some of the finest locomotives ever produced including the magnificent Duchess of Sutherland.



Whillan Beck DVD £11.99 Blu-ray £14.99

The 15 inch 7 mile long Ravenglass & Eskdale Railway runs from the Cumbrian Coast through two of the most beautiful valleys in the Western Lake District. This all new film features Whillan Beck, Ravenglass & Eskdale Railway Preservation Society's new steam locomotive, now fully restored and in service on the railway in July 2018. Formally known as "The Train from Spain" also has early footage in Spain and rebuilding and testing in Ravenglass. The film will take you on the complete journey featuring Whillan Beck with cab ride and dramatic trackside action, and there are some new aerial drone scenes of the new locomotive



Bluebell Railway into East Grinstead DVD £14.99 Blu-ray £18.99

The volunteer-run Bluebell Railway is UK's first standard gauge passenger line, opened to public service in 1960. The steam trains now run through 11 miles of Sussex Countryside from Sheffield Park, Horstead Keynes, Kingscote to East Grinstead. In 2013, the Bluebell Railway was reconnected to the main line national rail network at East Grinstead. See the first train on 23rd March 2013 and opening of the railway in a snowstorm! A few days later, we see the first special excursion mainline train run into the newly connected railway at East Grinstead. Included is full coverage of the Giants of Steam Weekend in the Autumn of 2015. Narrated by BBC's Nicholas Owen.



Ravenglass & Eskdale Railway 2017 DVD £14.99 Blu-ray £18.99

The 15 inch, 7 mile long Ravenglass & Eskdale Railway runs from the Cumbrian Coast through two of the most beautiful valleys in the Western Lake District. The film includes plenty of action from three of the railway's resident steam locos and diesel Douglas Ferreira. See the new "Spanish Loco" including footage from Spain, its arrival and restoration in Cumbria. Featuring steam trials and Santa's Special Trains. The film takes you on the complete journey featuring River Mite with cab ride and dramatic trackside action, and some amazing aerial drone footage of the railway. Narrated by BBC's Nicholas Owen.



Snowdon Mountain Railway DVD £12.99

Britain's only rack railway, up the highest mountain in England and Wales. Set in superb Welsh scenery and shot in summer weather with the stirring sights and sounds of steam locomotives working to their limits. The remarkable Snowdon Mountain Railway is unique in Britain for the narrow gauge of 800 mm and for the Swiss Abt rack system, which enables grades as steep as 1 in 5½ to be climbed to reach the highest station in England and Wales.



Darjeeling Himalayan Railway £12.99

In November 2006 this amazing 2 foot narrow gauge railway was filmed in superb weather. The whole journey is recorded with the usual GWP quality and informative script. This is probably the best video yet made of this World Heritage Railway. Here is the entertaining, yet detailed exploration of the wonderful sights to be seen. Included are clear maps, to explain just why the railway is unique and how it manages to climb so high over such difficult terrain with its 6 reverses and 3 loops. There are shots down from high above and scenes of whirling wheels from inches above the ground. There is stirring steam action with the small blue locomotives straining hard to surmount the gradient and vies from right alongside the chuffing beast



Steam Railways - The Collection 3 DVD set £15.99

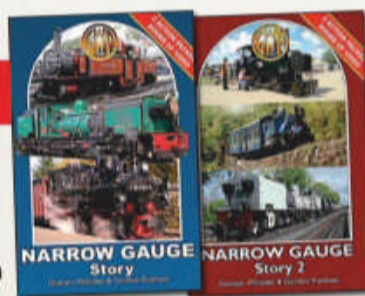


- History Of British Steam Railways
- The Flying Scotsman - Ultimate profile
- Steam At Work

**Narrow Gauge Story Part 1 £12.99 - Part 2 £12.99
BUY BOTH £21.99**

PART 1 - This superb video is a labour of love, being nearly ten years in the making. It uses material shot in the UK and from countries all over the world where narrow gauge still survives today. A feast of steam for all those enthusiasts of the smaller gauges. The NARROW GAUGE STORY uses both film and video footage to illustrate the proliferation of these lines by showing the little trains in their natural environment with some wonderful action sequences. The story covers the UK and goes to visit the former Soviet Union, India, South Africa and the USA. In Europe we visit France and Greece and then on to the remarkable Harz system in Germany followed by a scenic trip through Switzerland. The splendor of rack railways is also celebrated with visits to Wales, Switzerland, Austria, India and Spain.

PART 2 - Ride on the first public train through the Aberglaslyn Pass. Cross the high girders of the last steam railway in Central America. Roll through superb New Zealand South Island scenery on the Kingstons Flyer. Ride the rack of the Achenseebahn, and hear the ancient locomotive thrash up the hill. Visit the island of Majorca and enjoy the narrow gauge railways with electrics older than many preserved steam locomotives. See a Darjeeling engine visit New Jalpaiguri, and then be thrashed up the line in one of the fastest trips ever. It's a real thrill!



Great Little Trains of Wales DVD £12.99

This 15th GWP railway video features all 8 members of the Great Little Trains of Wales: BALA LAKE RAILWAY; BRECON MOUNTAIN RAILWAY; FFESTINIOG RAILWAY; LLANBERIS LAKE RAILWAY; TALLYLYN RAILWAY; VALE OF RHEIDOL RAILWAYS; WELSH HIGHLAND RAILWAY (Portmadog) and WELSHPOOL AND LLANFAIR RAILWAY. These narrow-gauge steam railways all run in dramatic countryside and were filmed in beautiful weather.



Yorkshire Railways DVD £12.99

A double feature DVD covering The North York Moors Railway and The Keighley & Worth Valley Railway. Take a dynamic trip on the Keighley and Worth Valley Railway, up and down the valley on trains with locomotives working hard up the hill. See the Standard Locomotives on the Worth Valley working hard, as well as a lot more varied motive power featuring in the DVD. It is a busy hour of excellent shots from trackside, footplate and stations. You will really see the character of this excellently preserver railway, plus glimpses of vintage electrics now long departed.



Romney Hythe and Dymchurch Railway 2017 £14.99

In 2017 the Romney Hythe and Dymchurch Railways celebrated its 90th Anniversary. This 15 inch miniature railway is 13.5 miles long and runs from Hythe to Dungeness on the Kent Coast. Built by Captain J.E.P. Howey in 1927 it has the largest collection of one third scale express steam and diesel locomotives in the World.



Welsh Highland Railway DVD £14.99 Blu-ray £18.99

The Welsh Highland Railway is now fully restored and connected to the Ffestiniog Railway. This two foot narrow gauge railway runs 25 miles from Caernarfon on the Menai Strait in North Wales through the dramatic Snowdonia National Park to Porthmadog. Our film takes you on the complete journey and features the powerful South African Garratts. With dramatic cab ride, track side action, and aerial views. See the track gangs at work in the Aberglaslyn Pass and the tunnels, including riding with the works train. Narrated by BBC's Nicholas Owen.



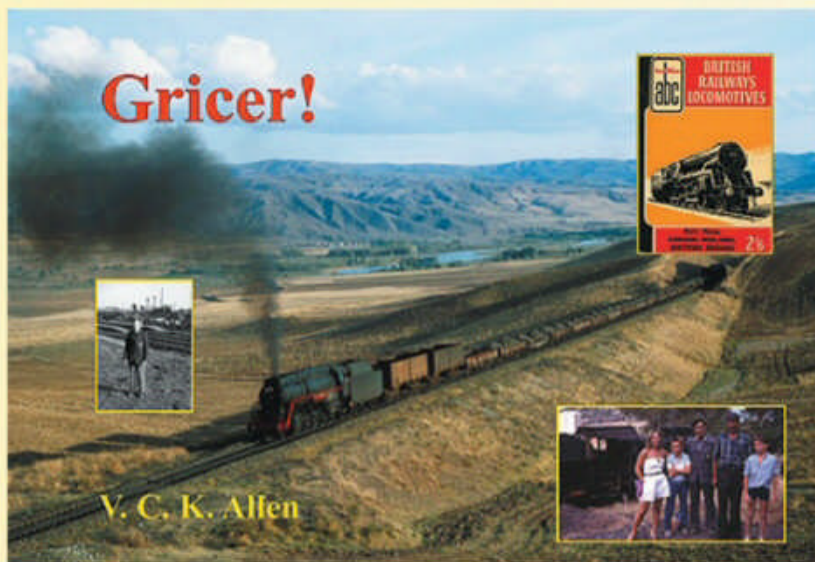
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This story of a rail enthusiast and former trainspotter takes us from naughty little schoolboys in the carefree and sun-filled 1950s, scribbling down engine numbers, bunking engine sheds and evading shed foremen; through careers in the Civil Service, British Railways, and later with two of the most prestigious UK holiday companies, Thomson Holidays, and Laker, when, however the author spent most of his time roaming around Europe photographing steam.

He next started the "Magic of Steam In Poland", a country where, as in most Communist states, photographing trains had been forbidden as they were considered part of the military infrastructure; and finally forming Trainseurope and Enthusiast Holidays, leading suppliers of international rail tickets to the British public and the travel trade, and a market leader in the business of operating steam tours worldwide for a new generation of steam enthusiasts,

taking them to wherever in the world steam still operated, and reproducing as faithfully as possible, that which was no longer available in ordinary service, by judicious chartering. Although essentially an autobiography - decidedly candid and at times, very much X-rated - we'll meet many of the people with whom the author came into contact, often influential, but all having something about them which lifted them out of the ordinary.

This is primarily a book of stunning railway photographs, possibly unique in railway literature, as it covers the last of BR steam but also in Continental Europe and much of the rest of the world besides, many taken on tours he arranged. And the odd bus, trolleybus, tram and Underground train has crept in too!

With a massive 600 pages, this tome includes nearly 400 colour and 125 b/w photographs - and with each copy you get a USB memory stick, containing the same material as the printed version, but also links to video clips, from short early silent footage, to rather better 16mm Kodachrome, digital video, and even 4K footage shot recently on the East German narrow gauge where steam reigns supreme!



With real travel and tours on hold due to the Coronavirus pandemic - this is a chance to get a "fix" of steam, although we do have plans for the future - see below.

"Gricer!" should be available at all good bookshops, but you can order your copy direct by text to 07740 987885 or email to info@enthusiasthols.com - cheques payable to V. C. K. Allen, or by PayPal to the email address above - website www.enthusiasthols.com 26, Onslow Gardens, South Croydon, Surrey CR2 9AB



Enthusiast HOLIDAYS

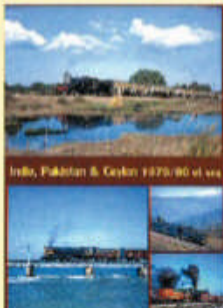
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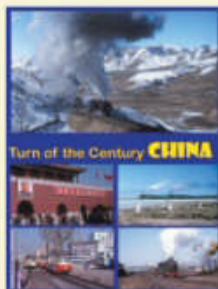
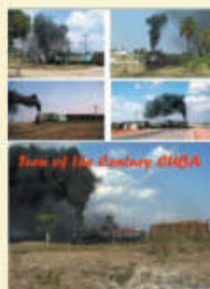
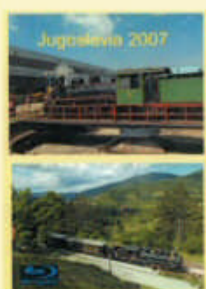
Running steam railway tours has given us a unique opportunity to amass visual records of the final years of steam around the world. Most of our output in recent decades has been film or video, as opposed to still photography; much has been edited into videos for all to enjoy.



Here are some examples of our recent work - almost all digital, HD, or 4K origination, and burned onto Blu-ray DVD discs, for maximum quality, and most of it - apart from the East German footage - unrepeatable today. Please use the contact details above for up-to-date details of titles and prices.



Further releases include earlier (silent) footage originated on 16mm film, including our earliest trips to India, Pakistan, Ceylon, Romania & the Ukraine, Poland and the former Soviet Union.



Enthusiast HOLIDAYS

Tours

Delayed by Covid, we are re-launching our tour programme with our **Christmas and New year 2021/22** tour to India! As well as the favourite hill railways, Ooty and Darjeeling, there are a number of exciting heritage operations, some with regular services, others, like the broad gauge WP and Garratt, and the narrow gauge Kangla Valley line with its ZB 2-6-2; not to mention the oldest steam locomotives in India, Nos. 21 and 22 of 1855, all of which we expect to be able to charter.



Hitherto Enthusiast Holidays has catered solely for steam enthusiasts, but we recognise that "Classic" modern traction diesels and electrics have - some say - an even greater following, so in perhaps Spring 2022 we will offer a short long weekend railtour in Romania, using a "78" railcar for transport, and designed to visit as many depots as possible. Later we will follow this by a similar tour, continuing to the Ukraine where we propose to use a "D1" railcar set for transport visiting depots around the country. But steam enthusiasts will not be neglected - they can extend in Ukraine for a railtour with Broad Gauge "Su" 2-6-2 on the scenic Rachov line, and some n.g. steam with "GR" 0-8-0 before crossing back into Romania for the n.g. steam forestry at Moldavita and Viseu de Sus. Photo courtesy Wikipedia



We are also carefully evaluating the developing railway situations in Kenya, Poland, Italy and elsewhere so please get yourself onto our email list so that we can keep you up-to-date with the fast-moving tour situation post-Covid.

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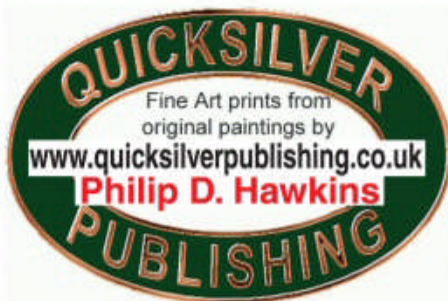


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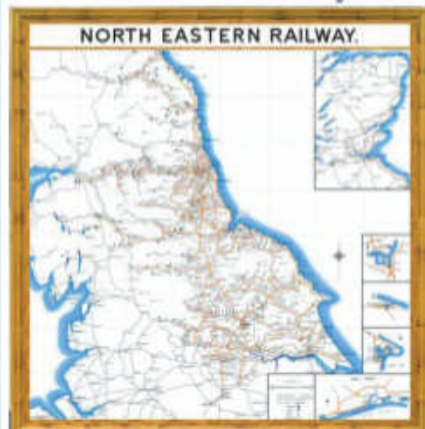
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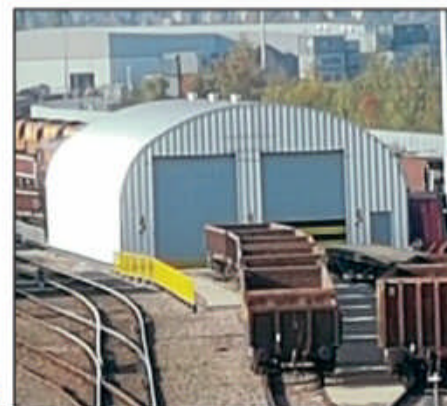
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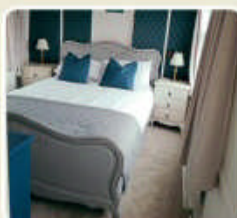
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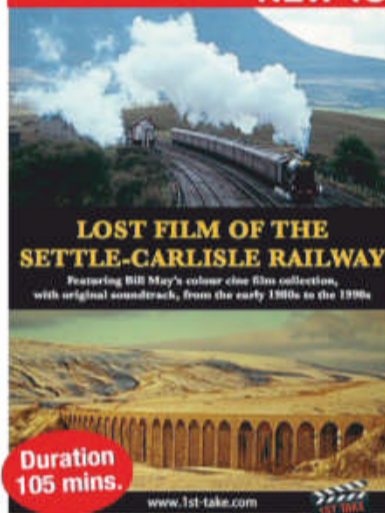


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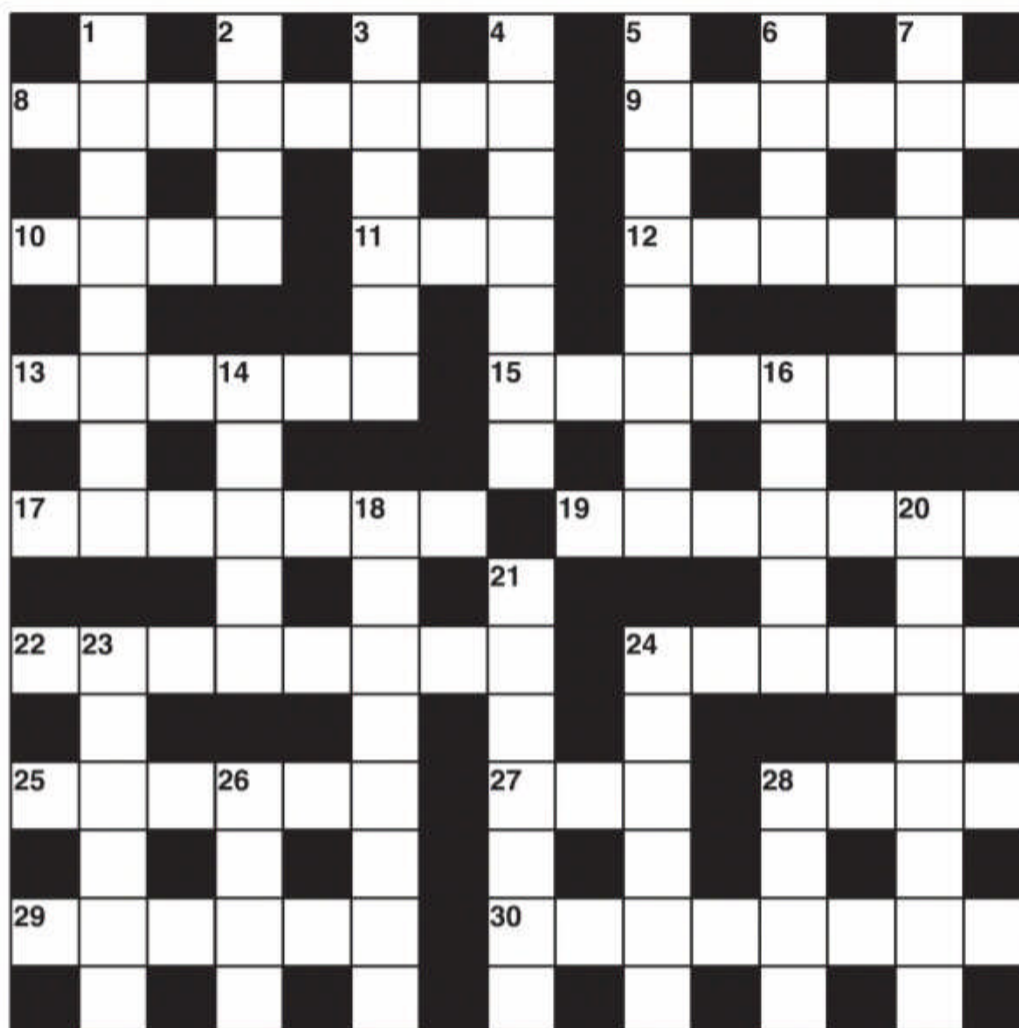
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Across

- 8 The UK's busiest railway station (8)
- 9 ___ of India, 'A4' later renamed *Dominion of India* (6)
- 10 See 2 down
- 11 and 12 ___ Light Infantry, 'Deltic' No. D9017 (3,6)
- 13 Thomas W Worsdell's brother (6)
- 15 Edward ___, designer of the LNER's 'B1' (8)
- 17 Location of both Burton and Stoke... (2,5)
- 19 ... and Moreton (2-5)
- 22 Station between Truro and Penzance (8)
- 24 See 2 down
- 25 Junction for the St Ives branch (2,4)
- 27 ___ Tor, Class 60 No. 60082 (3)
- 28 and 23 down SR Class of 4-6-0s (4,6)
- 29 'EM2' electric loco No. 27002 (6)
- 30 Station on the Blaenau Ffestiniog branch (8)



Down

- 1 ___ Pacific, 'Merchant Navy' No. 35005 (8)
- 2, 10 and 24 across ___ & ___ Railway, based at Tenterden (4,4,6)
- 3 Headquarters of the South Tynedale Railway (6)
- 4 Oldest of The Railway Children (7)
- 5 Junction where the 2, 10, 24 across joined the Tonbridge-Ashford line (8)
- 6 Short section of line branching off another (4)
- 7 ___ Castle, GWR No. 5019 (6)
- 14 Worcester ___ Hill station (5)
- 16 Nos 'D1' to 'D10', specifically (5)
- 18 Station on the 2, 10, 24 across (8)
- 20 East coast seaside terminus (8)
- 21 Yeovil station (3,4)
- 23 See 28 across
- 24 General manager of the M&SWJR, and later the GCR (3,3)
- 26 ___ Ashton Hall, No. 4965 (4)
- 28 ___ Sandall, station north-east of Doncaster (4)

December crossword entry form

Name _____

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Send completed form (photocopies are accepted) to: December 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 February 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.
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Solution to the October issue

- Across:** 9 Aquitania 10 Heath 11 Parkend 12 Tinsley 13 Clip 14 Manchester 17 Wenford 18 Shepton 20 Detonators 23 Mogo 25 Pioneer 26 Antonia 28 Blast 29 Stourport
- Down:** 1 Tamp 2 Guardian 3 St Kew 4 Snodland 5 Baltic 6 Thunderer 7 Mallet 8 Shay 13 Clwyd 15 Ringo 16 John Reith 18 Sir Cadour 19 Thornton 21 Thomas 22 Thrush 24 Starr 25 Pabo 27 Auto
- October winner:** Mr Watson, Evesham
Runners-up: Mr Robinson, Lancaster; Mr Hull, London
- The closing date for this month's crossword is Friday, January 8, 2021**

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Where is it? Our pictorial quiz, for fun only



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For this month can you identify where this GWR 14XX (left) is arriving and about to make a token exchange? Answer next month.



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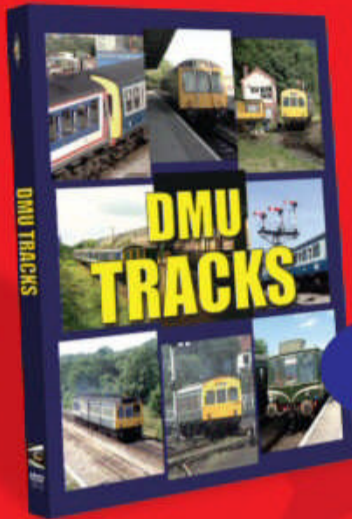
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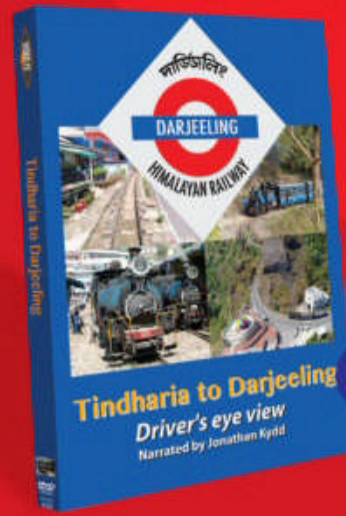
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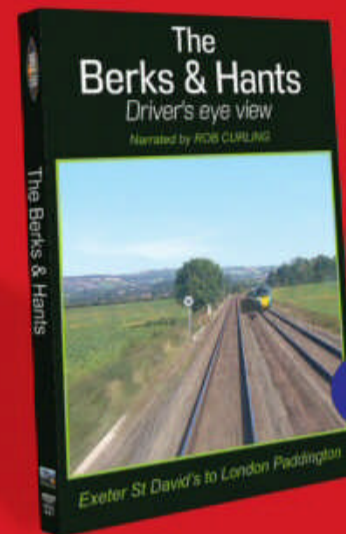
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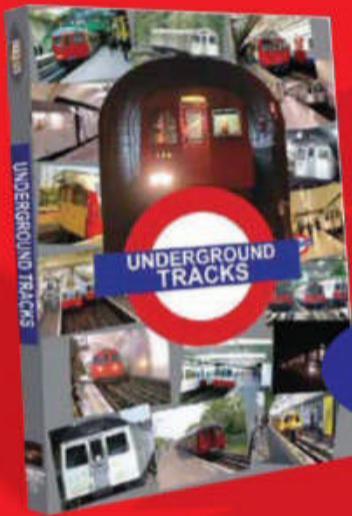
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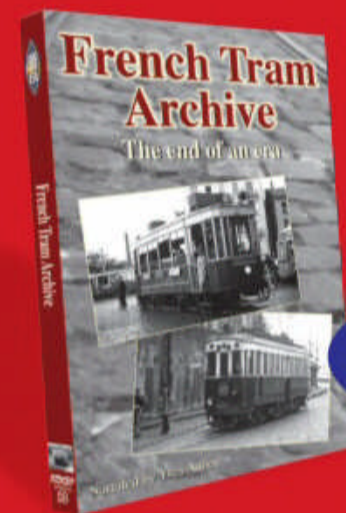
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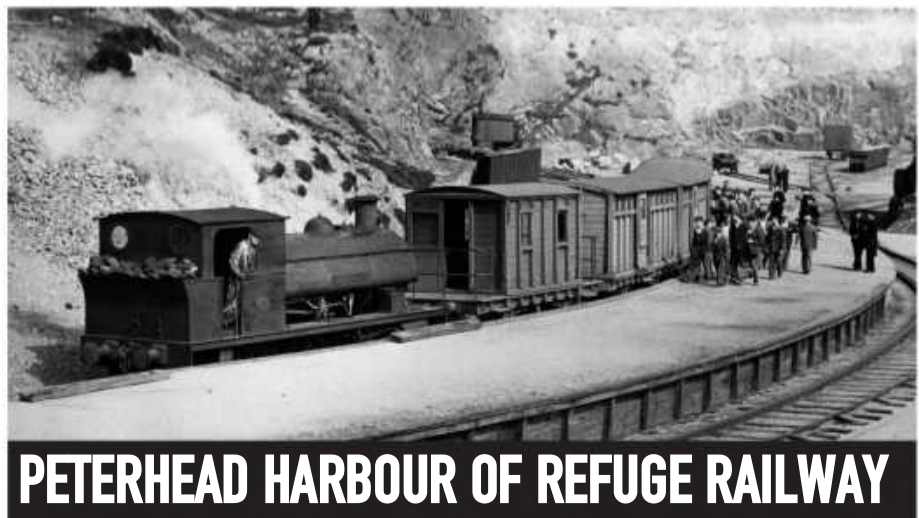


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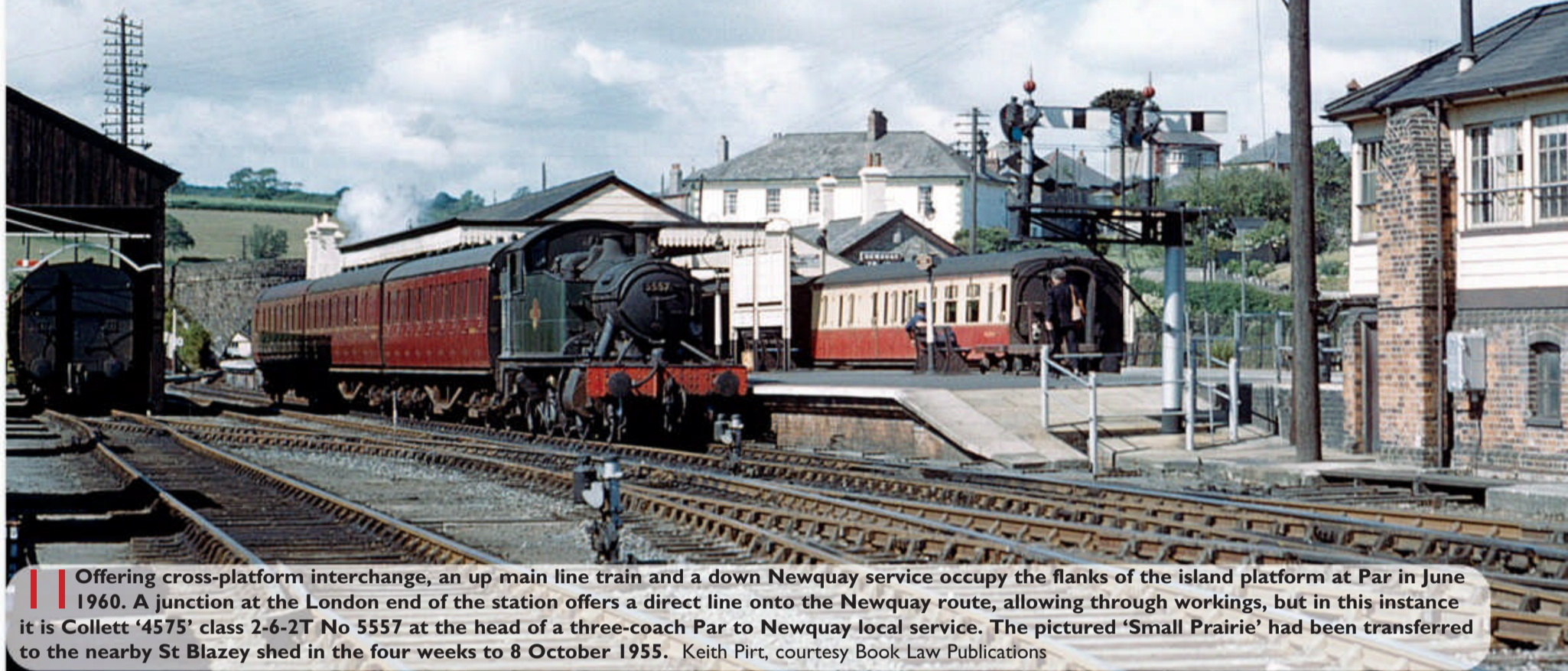


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Offering cross-platform interchange, an up main line train and a down Newquay service occupy the flanks of the island platform at Par in June 1960. A junction at the London end of the station offers a direct line onto the Newquay route, allowing through workings, but in this instance it is Collett '4575' class 2-6-2T No 5557 at the head of a three-coach Par to Newquay local service. The pictured 'Small Prairie' had been transferred to the nearby St Blazey shed in the four weeks to 8 October 1955. Keith Pirt, courtesy Book Law Publications

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Where the West Coast main line meets the sea
Situating on Morecambe Bay just three miles north of Lancaster, Barry C Lane recalls happy visits to this station.



5 'Black Five' No 45025 comes off the troughs just north of Hest Bank station with the 09.58 Wigan to Barrow parcels train on 27 July 1968. Les Nixon

11 Lostwithiel to St Blazey and back: A branch and main line 'circular'

Stanley C Jenkins MA provides an account of the trip from Lostwithiel that traversed the branch lines of Fowey and the southern section of the Newquay line, returning from St Blazey station via Par.

26 Steam Days subscriptions



TRAINS of thought

This issue of *Steam Days* sees us enter a new and exciting era, as from now on our magazine will be published by Mortons Media Group Ltd, who already publish three excellent railway magazines – *Railway Magazine*, *Heritage Railways* and *Rail Express*. *Railway Magazine* has a long history of covering the general railway scene, as it was first published in 1897, *Heritage Railways* covers current preservation operations, and *Rail Express* takes a look at the modern day scene, so *Steam Days* will fill the historical slot covering the steam era from its early days through to 1968, with lots of nostalgia and photographs for those who remember those days, and much for those wanting to know more about such times.

My knowledgeable team of my two sons, Ian and Andrew, Roger Smith and Andrew Wilson will continue to compile and produce each issue of *Steam Days* and we aim to continue to include the diversity of features as we have regularly done in the past. For those wishing to purchase back issues of *Steam Days* they should refer to pages 26/27 of this issue.

In past issues in *Trains of Thought* I have generally made a connection with articles within each issue of the magazine with my own experiences, having been a railway enthusiast since 1942 at the age of eight. Now some 78 years later I have never lost that enthusiasm for the railway scene.

One particular thing that comes to mind is the long-lasting friendships among fellow enthusiasts that we travelled around Great Britain with, visiting locomotive depots, spending time by the lineside, going on rail tours together, and standing with groups of others on station platforms such as the London termini, Newcastle-upon-Tyne, Manchester (London Road), Cardiff, Exeter, and the three stations in Birmingham, or in lineside fields with crowds of other enthusiasts, such as at Tamworth where the Midland main line from Derby to Bristol passed over the West Coast main line, with trains seen virtually every three minutes – happy days.

Although we are now getting older, I am still regularly in touch with friends from those days, exchanging memories and recalling amusing incidents, including the occasions when we were thrown out of engine sheds as we did not have a permit! Many took the photographs that now give us so much pleasure in each issue of *Steam Days*, but sadly, with steam on British Railways ending in August 1968, some of those well-known photographers are no longer with us.

I can recall particular weekends with enthusiast friends, when on I drove over 600 miles a day over a weekend in my Morris 1000 Traveller, and once over 800 miles in a 23-hour day. I will never forget those happy times as a member of the Worcester Locomotive Society with coach trips to a huge number of engine sheds in a day – all with fellow enthusiasts that will be friends for life. Enjoy your read and recollecting your own days with friends chasing steam.

Lex Kennedy

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BR revived long-distance cross-country passenger trains as inter-regional duties in 1949. The core routes to the Eastern and Central districts of the Southern Region being through Reading and Kensington Olympia.

39 The 1948 Locomotive Exchanges – The express classes

A process of evaluation through ten weeks across four regions, *Andrew Wilson* examines the tests and outcome of the five passenger designs used in the 1948 exchanges.

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Keith Jones reveals the railway story behind the construction of a Harbour of Refuge, a project that included the use of hard labour at a prison yard and quarry and a passenger service for convicts.

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Wigan's LMS lines

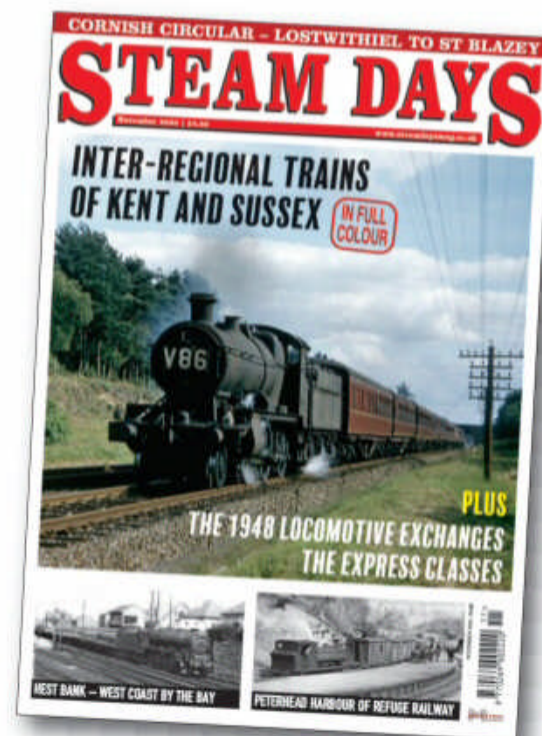
1948 Locomotive Exchanges – Mixed-traffic engines

Life as an Eastleigh Works apprentice

Moving the goods – All change in Scotland

Great Western engine sheds in full colour

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Cover: Decked out with a traditional GWR headcode frame, a Churchward '4300' Mogul has relieved an incoming Southern engine during Redhill reversal. Here it breasts the summit at Crowthorne with the 12.20pm Hastings to Birmingham (Snow Hill) service in 1962/63. Seen about ten miles from Western Region territory, the Reading Spur Junction to New Junction link provides the path into Reading (General). K W Wightman



Hest Bank

Where the West Coast main line meets the sea



Situated on Morecambe Bay just three miles north of Lancaster, Barry C Lane recalls happy visits to this station, firstly in 1954 and then regularly throughout the remaining steam years, the location becoming increasingly popular with trainspotters towards the latter days of steam.

I cannot remember when I first heard about Hest Bank, it was possibly something passed on to me by fellow trainspotters, but suffice to say that, living in Bradford, there was a regular train service to Morecambe and I saw the morning 'Residential' pass my school in Keighley each morning. Several of my friends arrived from Settle and Skipton on that morning train, and I was told of businessmen travelling from Morecambe and shaving on the train while on their way to work in Bradford or Leeds. The 'Residential' was a busy service in those days when few people had cars.

Like so many other trains on the line through Keighley in the early 1950s, the 'Residential' was usually headed by a former LMS 4-4-0 Compound and it was inevitable that the school holidays soon found me taking a similar service the other way round, to Morecambe (Promenade) station and walking north along the coast road to the one place where the West Coast main line ran by the sea on Morecambe Bay – Hest Bank. There wasn't anybody else there, just a cutting breeze off the sea behind me and a signal box across the tracks. What had I travelled all this way to see?

Very soon the signals raised for the down line, and a distant roar from the Lancaster direction soon materialized into a northbound

Viewed from high ground just south of Hest Bank station, Stanier 'Black Five' No 44943 makes for Morecambe having just crossed over to join the single-track link to Bare Lane Junction and the seaside town that gave its name to the vast bay providing the backdrop to this scene – it is 120 square miles, is notorious in parts for quicksand, and receives the waters of five main rivers, from the Wyre to the Leven, high tides lapping close to Hest Bank station. The view is undated but in the down yard are five camping coaches, an increase on earlier numbers, and the arrival of concrete troughing ready for cable runs was in hand hereabouts by early September 1966, so the train is likely a summer duty in 1966 or 1967 and the 4-6-0 is either on the books of Farnley Junction shed or after its transfer to Holbeck, from where it would be withdrawn in October 1967. Generally speaking, trains on the ex-L&NWR line from here to Morecambe used the Midland Railway's Promenade station after mid-September 1958. The exception was in busy times such as high summer, when the L&NWR's nearby Euston Road terminus saw use until it was phased out in 1962 and closed in 1963. Colour-Rail.com/302534

express headed by brand new British Railways Standard '8P' Pacific locomotive No 71000 *Duke of Gloucester*. The green paint was new and rich, and the double blastpipe roared like nothing I could remember. I will never forget that moment – and then it was gone, together with over a dozen red and cream-liveried Mk I coaches. *Duke of Gloucester* worked from Crewe North shed in that first month of revenue earning service, and I well remember too that it wasn't even in the listing of my latest *Ian Allan abc* spotters book yet!

Although many Stanier Pacifics passed in both directions through the day, that first impression set me coming back to Hest Bank several times a year for over a decade. Strangely, very few spotters were there to see all these expresses at full speed on the level main line between Carnforth and Lancaster, but as the years went by, the embankment and the platform became well-populated with lads of a similar age to myself. Sometimes we laid pennies on the rails and the signalman across the way never seemed to be bothered. Finding the flattened coins after a train had passed was tedious, but we were safe with signals at north and south giving us due warning to stay on the fence until the trains had gone by. It was a privilege, back then, to have coins that had been flattened by so many famous locomotives.

After a few years, the trainspotters started to inscribe their names and dates all over the down waiting room shelter – I remember on subsequent visits trying to find my own name among the hundreds of others but there were too many there for me to find it. Then one year before 1960 the shelter was repainted and such vandalism abruptly ceased – some say that piece of cream-painted timber should have been preserved.

In 1955 Willie Carter and I set off on the train to Morecambe with a packet of sandwiches and an apple each. It was the last school holiday before the summer term when we left school, so it must have been either Easter or Whit Monday. As we walked back to catch the double-decker bus that terminated about ½ mile down towards Morecambe we heard the unmistakable sound of a diesel locomotive going north. It was well known at the time that there were only two LMS/BR main line diesel locomotives, but which one was it? We ran back until we could identify the number and then turned back to catch that bus, but too late, as it was now vanishing in the distance, and it was not long before our last train home would depart from Morecambe (Promenade) station. How we ran that mile or so, only to enter the station to see the rear coaches of our train disappearing into the distance – we were stranded!



The up 'Royal Scot' passes Hest Bank behind Camden shed's rebuilt 'Jubilee' No 45735 Comet on 1 September 1957. Of note is the down yard on the left, which remained open to goods until 2 December 1963, but by summer 1959 it was recalled for its camping coaches, while the signal box at the end of the up platform, overseeing the junction for Morecambe, served until December 1958. One of a pair of 'Jubilees' experimentally rebuilt in 1942, Nos 5735 Comet and 5736 Phoenix, the pictured 4-6-0 has a modified type '2' boiler that had lineage to No 6170 *British Legion* and perhaps was an attempt by T F Coleman to meet the demand for greater power on the Midland Division. Although held in high regard and soon diagrammed with the 'Royal Scot' fleet, there were no further conversions. Instead, it was the then parallel boiler-fitted 'Royal Scots' that received '2A' boilers at the heart of their post-1943 evolution under Coleman/Stanier and emergence as 'rebuilt' engines. J Powell Collection/ Kidderminster Railway Museum



Like all lads on such a day out, all our food had been eaten well before noon, and as we 'coppered up' there was hardly a shilling between us. We were just 15 years of age and we had school tomorrow. How we got back home eight hours later is another story, and too long to relate here, but we did get there after thumbing lifts in the darkness.

It was on a Sunday of the following year, 19 August 1956, that I enticed two of my works colleagues, Michael Shepherd and Bill Wildman, to visit Hest Bank with me just to see the trains in this lovely setting. On

Having hopped over the fence to get nearer the action – two lads occupy a favourite spotting position immediately south of Hest Bank station, alongside the spur to Bare Lane and Morecambe. Traditionally, this was probably too far from the station to be within shouting distance of the signal box, and even further for station staff, so responsible spotters would not be duly concerned about being 'moved on', although by early August 1959, the date of this view, resignalling and a new box to the north of the station saw it that the position went unseen. Rushing through with an up express is Newton Heath-allocated Stanier 'Jubilee' class 4-6-0 No 45701 *Conqueror* piloting an unidentified BR Standard '7MT' 'Britannia' Pacific on an up express. John Whiteley

The down side wooden shelter at Hest Bank station looks unloved, at least by the railway, so doubtless has the memories of countless spotting trips engraved within as moments in time. The view is undated but perhaps the advertising might give clues, less so the nearest advert, for travel to Windermere, but perhaps that with the clock-face is for a forthcoming timetable change, while the fashion on the right-hand poster suggests 1960s, so perhaps it is the repaint of the repaint that is now due? Kidderminster Railway Museum Collection





In July 1963 spotting at Hest Bank is ongoing and the down shelter has received a lick of paint. Very likely Fowler '4MT' 2-6-4T No 42359 is deemed not worth a second glance as it returns home to Carnforth, having likely previously passed *en route* to Morecambe. The Lancaster & Carlisle Railway branch from Hest Bank to Morecambe dates from 1864, with trains originally working into Northumberland Street station (replaced in 1907 by what became known as Promenade station). However, capacity issues saw the L&NWR open its own Morecambe station in 1870, and then a larger replacement in 1886, while 1888 saw a direct south-facing link created from a mid-way point on the branch, at Bare Lane, and thereafter Lancaster rather than Hest Bank became the priority main line destination. Although with undermined status, a run-round loop was retained behind the down platform at Hest Bank for many years. Colour-Rail.com/301936

arriving, we were disappointed to find that the engineers had occupation of the line for work on the water troughs just to the north of Hest Bank. Notices stated that normal service was suspended and that delays were possible. The initial disappointment was soon forgotten when Stanier 'Coronation' Pacific No 46228 *Duchess of Rutland*, carrying a red-backed 'Royal Scot' headboard, coasted slowly through the station with no less than 17 coaches behind it, and then came to a halt about ¼ mile north of Hest Bank station on the down line.

One of the quite new Derby lightweight diesel-multiple-units of six coaches (three twin-sets together) then appeared on a southbound special working from Keswick to Morecambe and paused in Hest Bank station to drop off a pilotman, as single line working was in place. I remember that the BR diesel units were very new at that date so I took a photograph of it – within a few years I would not look twice at the diesel units as they became more common. Once the diesel had departed, a British Railways linesman with a red flag allowed the long northbound train to

now reverse its considerable rake of coaches through the crossover at the north end of the station, which by now had the point blades clamped. Of course, all this took a considerable length of time and we trainspotters could dwell on all details of this operation. In due course, the 'Royal Scot' express, with the pilotman on board, departed for Carnforth and the north in the down direction on the up line, all with a severe speed restriction. I am not sure that such a procedure would be allowed today.

Next to arrive was the southbound 'Royal Scot', headed by a tired and dirty, rebuilt 'Royal Scot' class 4-6-0, No 46116 *Irish Guardsman*, with (presumably) the same pilotman. This train comprised another long rake of coaches for a 'Scot' and the tartan headboard relieved the image slightly.

The next train to arrive, again of a similar size, was headed by Stanier 'Coronation' Pacific No 46222 *Queen Mary* and was a Birmingham to Edinburgh and Glasgow service. It slowly coasted through the down

platform and came to a stand well clear of the point-work, before all of its train was propelled backwards through the crossover and into the station, from where the road was reset and the pilotman from the up 'Royal Scot' boarded the locomotive and took the train 'wrong line' northwards. This continued for the rest of the day and I used all the eight exposures on my roll of 120 film. As we headed home later that night we pondered whether they were still carrying out this interesting operation at Hest Bank? Any similarity to a timetable was lost, and the passengers had appeared bored and fed up with it all. I was still using my mother's Kodak Brownie box camera that year and the fact that all the expresses had been stopped allowed my photographs not to be blurred, so I considered myself very lucky.

All the named locomotives were in Brunswick Green livery up until 1957, when a few were turned out in a representation of the old LMS crimson. The 'Princess Royal' class Pacifics were quite rare north of Crewe, but that hardly mattered – the 'Duchesses', 'Royal Scots' and 'Jubilees' were the main attraction, with the occasional Fowler 'Patriot' 4-6-0, often piloted by a former LMS '2P' 4-4-0.

On 19 August 1956 'Coronation' Pacific No 46228 *Duchess of Rutland* is recorded in the up platform at Hest Bank at the head of the down 'Royal Scot'. The down main line a little north of Hest Bank was out of use, so up and down trains were needing to share the use of the up main line under a single-line engineering possession; Hest Bank was the south end of this. Having arrived from the south, been stopped just beyond the level crossing and then propelled its train backwards through the crossovers to join the up main line, *Duchess of Rutland* is near the signal box and is ready to depart 'wrong line'. The pilotman arrived on the previous southbound duty, a diesel-unit bound for Morecambe, and then joined the crew of the 'Coronation', which by now was running very late as it had stood for quite a while waiting for the southbound diesel to clear the line. Author





With a down passenger working visible in the distance, paused beyond the crossover and level crossing as it awaits setting back, the up 'Royal Scot' arrives and drops off the pilotman at Hest Bank station – of note are the contrasting headboards used by the 'Royal Scot' on this day, the version adorning the southbound working being complete with a tartan background and the Scottish Lion Rampant. At the time this up titled working would always be in the hands of a Polmadie-based Pacific, so the unkempt rebuilt 'Royal Scot', No 46116 *Irish Guardsman* of Carlisle (Upperby) shed, is very unusual. The train comprises BR standard Mk I coaches in the latest crimson livery, but many other expresses were still composed of red and cream-livered former LMS coaches of Stanier design, including 12-wheeled kitchen/diners. Author

Normally expresses flashed through Hest Bank, but the engineering work of Sunday, 19 August 1956 was making things rather different. To the delight of the trainspotters present, Stanier 'Coronation' Pacific No 46222 *Queen Mary* slows through the station in readiness to come to a halt with a Birmingham to Scotland express. The signal box then controlling the area is just visible over the locomotive's tender and through the steam from the safety valves. New to Camden shed in June 1937 as a blue-liveried streamlined locomotive, this 'Coronation' was in plain black between January 1944 and lost its casing in August 1946, when outshopped in Ivatt LMS passenger black. A Polmadie engine since the end of 1939, its second blue livery has by now been and gone (BR blue from April 1950 to October 1952) so *Queen Mary* is seen in the then fleet livery of BR green. Author

I soon purchased a 1937 Zeiss Nettar camera that I used for the next 40 years, with good results. However, it had a useless shutter speed of 175th per second, so most photographs taken at Hest Bank subsequently were a little blurred – they never halted trains for me again! The following year was when I purchased an 8mm cine camera, and apart from a brief foray into colour print film I didn't take many black and white photographs at Hest Bank.



A common sight in the mid-1950s was seeing major express trains with a pilot locomotive, and the example pictured here was a common combination in those years. The train has just come off the water troughs at the north end of Hest Bank station, yet still trails an overspill as it heads at speed for Lancaster, and ultimately Liverpool. The train engine is one of the Fowler 'Patriots' that never carried a name, No 45513, then of Carlisle (Upperby), with Fowler '2P' 4-4-0 No 40694 piloting. The leading locomotive is Preston-based and appears to be short of one headlamp. This is possibly my earliest colour photograph, using 120 Agfa CUT-18 film – a combination of slow film and a pre-war slow shutter speed! Author

Camping coaches were a familiar summer sight at Hest Bank from 1959 to 1969, and while this view across the bay and the Kent estuary was the only sight that rail passengers got of the sea from West Coast main line trains running between London and Scotland, it was also rather a nice spot to wake up each morning. The arrangement of a holiday rental in the repurposed carriages was tied to the purchase of return rail tickets to the chosen station, with certain facilities available from the nearby station. On a busy day, judging by the parked cars, the tide is out in this postcard view, with the Hatlex Beck exposed, the next high tide will cover this and much of what is salt marsh. The coaches are stabled on the outer track of the yard, for the best view, so the rails just visible in the foreground are part of the run-round loop to the south-facing bay behind the down platform. Author's Collection



On 22 December 1958 the everyday scene at Hest Bank changed when the task of operating the crossing gates was taken over by the signalman from a new signal box. The old box at the south end of the up platform closed upon commissioning of this standard London Midland Region structure at the north end of the station on the down side. The road is that to the shore. Route modernisation for the 1974 electrification didn't eliminate the 1958 box, with signalmen watching the crossing until May 2013, when newly installed barriers were controlled and watched from Preston power box and Hest Bank level crossing box closed although it was still there in 2019. Transport Treasury

I kept going back to this wonderful location by the sea until all the trains were dieselised. In the 1960s, many other

trainspotters now populated the platform until the general clamp down around 1963 when spotting was heavily discouraged on



Completing the scene in the later steam era, the road (in the foreground) to the shoreline of Morecambe Bay is seen crossing the main line immediately north of the station. The level crossing signage dates this view to 1965 at the earliest – a Morris Minor, Ford Anglia, and Austin A40 Somerset add interest. A lattice footbridge allows the railway to be crossed by pedestrians and rail users alike when the gates are closed to the road, with steps outside the railway fence but with platform signage also directing that the bridge should be used. The station continued in use until 3 February 1969, with almost all structures since swept away. Transport Treasury

railway property, but nothing could beat those early years, or that Sunday when it seemed everything was being halted just for my benefit.

And, to you, dear reader, did you visit Hest Bank and was your name pencilled on to that down side waiting shelter? Happy days indeed.



Looking south from the footbridge (since replaced by a modern structure), a brace of Stanier 'Black Five' class 4-6-0s, with No 45206 leading, pass Hest Bank station running north to Carnforth in autumn 1967. In the yard for the summer are three green and cream-liveried camping coaches seeing out their railway careers, the site of the original signal box at the south end of the station is clear, but Hest Bank North Junction, for the link to Bare Lane and Morecambe remains – South Junction is 1 mile 7 chains beyond and forms a triangle of lines with Bare Lane Junction on the branch. On the horizon to the right is Morecambe seafront. J D Mills/Rail Archive Stephenson

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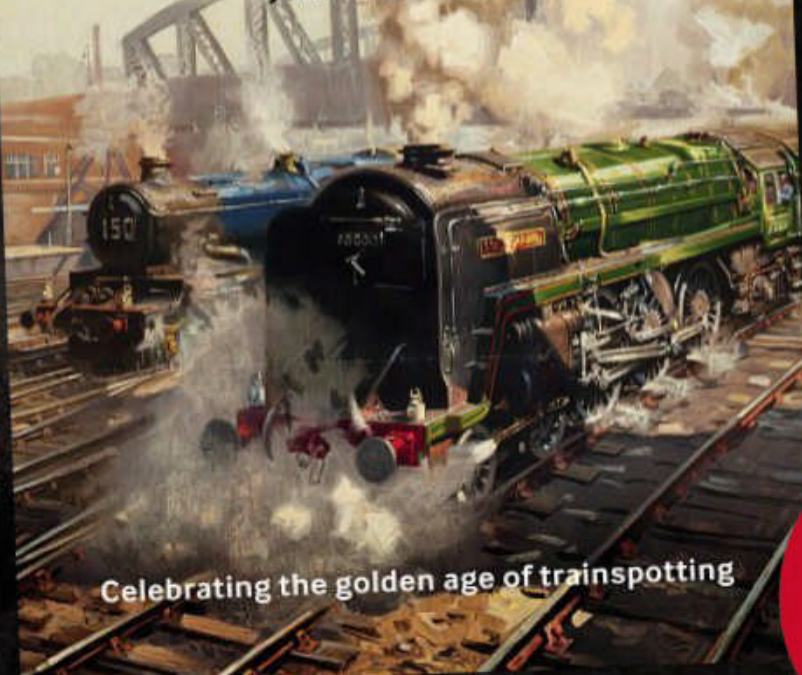
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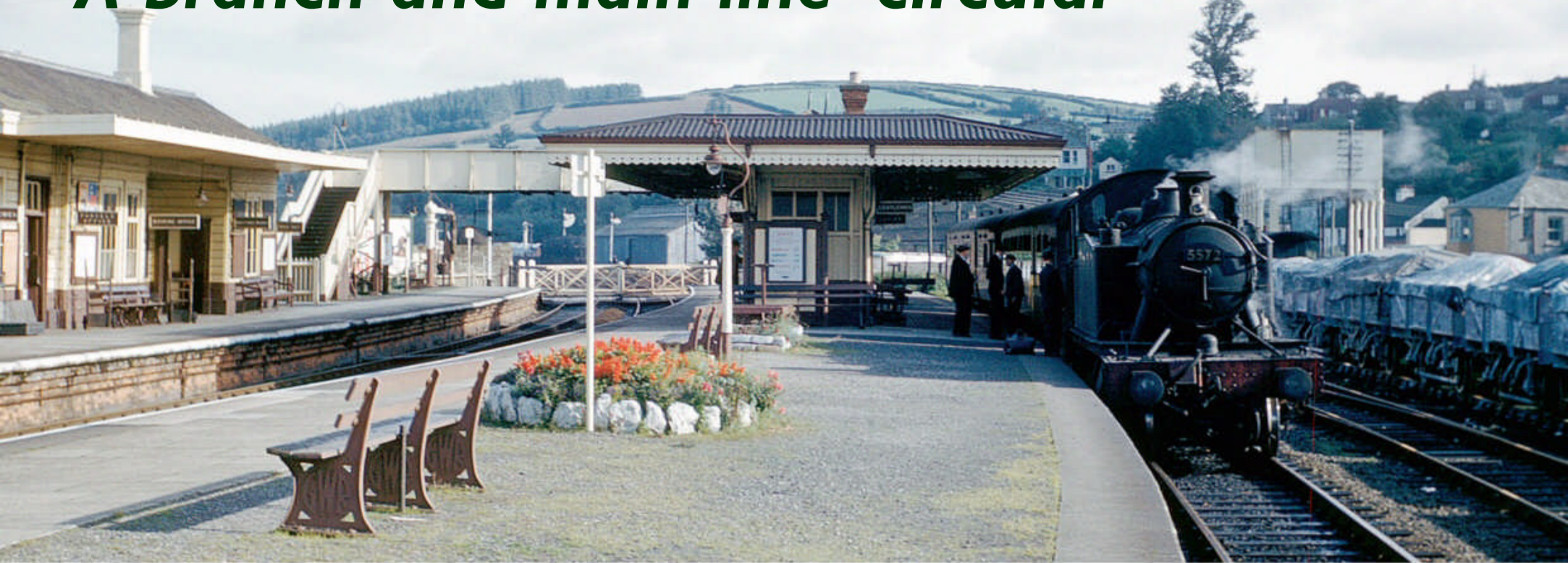
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Lostwithiel to St Blazey and back

A branch and main line 'circular'



Stanley C Jenkins MA provides a travelogue style account of the no longer possible round-trip from Lostwithiel that traversed the branch lines of Fowey and the southernmost section of the Newquay line, and then returned from St Blazey station via Par and the main line.

Having already considered the history of the two branch lines to Fowey – see *Steam Days*, October 2020 – and how between the Victorian era and summer 1968 they co-existed and formed a through route, this article is intended as a 'circular' trip from Lostwithiel via Fowey to St Blazey, with reversal there to return via the 1879 double-track spur to Par station and then former Cornwall Railway metals via the summit at Treverrin tunnel and then down to Lostwithiel. Such a journey was only available to the general public from 16 September 1895, when the Great Western Railway revived the former broad gauge Lostwithiel & Fowey Railway (L&FR) as a standard gauge route, and until the section of ex-Cornwall Minerals Railway (CMR) branch between Fowey and St Blazey lost its regular passenger service from Monday, 8 July 1929. The infrastructure described is that of the British Railways steam days, but with an eye on earlier times and, at times, the post-steam era.

Lostwithiel station

Opened on 4 May 1859 as a wayside station on the broad gauge Cornwall Railway, across the years Lostwithiel has been widely regarded as one of the most attractive stopping places on the West of England main line. Initially independent, by Act of 1861 the Cornwall Railway was operated under a joint committee

The level crossing gates remain open to road traffic as the evening shadows lengthen at Lostwithiel station on Friday, 23 September 1960. The crew of Collett '4575' class 2-6-2T No 5572 await the arrival of a connecting down main line service, before themselves setting off down the branch to Fowey. Note the china clay wagons stabled in the sidings adjacent to the bay platform, and beyond them is the water tank for the station supply. R C Riley

and this arrangement continued through to July 1889, when the company was swallowed up by the GWR. A broad gauge junction existed to the south/west end of Lostwithiel station from opening of the Lostwithiel & Fowey Railway, a 5¼ mile long branch line, on 1 June 1869. In truth, that goods-only operation only ran as far as Carne Point, about ½ mile short of the town of Fowey, and it proved to be relatively short-lived, just 10½ years, as it failed when in competition with the CMR's core route through St Blazey to Fowey. Thereafter, it saw no use from 1880 until resurrected by the GWR as a standard gauge route in 1895, complete with a new junction at Lostwithiel, the main line through Lostwithiel having itself been converted from broad to standard gauge in May 1892.

Situated beside the tranquil river Fowey and surrounded by beautiful woodland scenery, Lostwithiel station was of classic Great Western design, its timber-framed buildings being fully within the Brunelian tradition – they were built by Messrs Olver & Sons of Falmouth, a well-known Cornish building firm. Originally a two-platform station, the main booking office and waiting room facilities at Lostwithiel were situated on the up side of the line, with a smaller building on the down platform. In 1895, however, the down platform became an island, with an additional face for Fowey branch trains, and an enlarged station building. The up and down platforms were linked by a plate girder footbridge, the latter structure being roofed in typical Great Western fashion.

In architectural terms, Lostwithiel's main up-side buildings conformed to a more or less standard Cornwall Railway ground plan, featuring a recessed central portion that

formed a small loggia for waiting travellers. The building sported a low-pitched roof with tall chimneys and a projecting platform canopy, the general effect being vaguely Italianate. Similar buildings could be found at Saltash, St Germans, Penryn, and elsewhere, although most Cornwall Railway stations were stuccoed rather than timber buildings.

The down-side buildings incorporated extensive canopies to provide shelter for passengers waiting on both the main and branch platform, while the signal cabin was a brick and timber structure with small-paned windows and a gable roof. It was sited at the north end of the down platform, from which position the signalman oversaw the adjacent level crossing, which prior to the 1950s was for the main road east from Lostwithiel towards Liskeard and Plymouth. The station was equipped with water columns on each platform, and these were fed from a stilted tank behind the Fowey branch bay. At night, the platforms were illuminated by traditional gas lamps, although electric lights on concrete posts were erected during the BR era.

A pair of south-facing down side sidings existed behind the branch platform, along with two lengthy north-facing sidings at the south end of the site, all these being largely used by rakes of china clay wagons. For the most part these arrived from the west and had to reverse at Lostwithiel if serving Fowey. Across the tracks, Lostwithiel's main goods facilities were concentrated on the up side of the running lines to the south of the passenger station. The usual coal wharves, cattle pens, and loading docks were provided, together with a 1½ ton hand crane, while the goods shed was another standard Great Western design, with large arched entrances

Neatly encapsulating our rail journey of a little over 14 miles – south along the river Fowey, and then west to Par Sands and St Blazey, for reversal and a much shorter journey home on the main line – this Bartholomew half-inch scale map dates from 1903, when such a journey was possible by public passenger services. In addition to the railways, and some mineral lines north of St Blazey, it also offers an insight into the terrain encountered and the roads that pre-dated the railways and in the early 19th century held back transportation for the area's minerals, not least those reaching Fowey for export. Developed as a natural deepwater port for ocean going vessels, the long term lack of a waggonway to Fowey saw Par harbour created, along with rail and canal links, allowing relatively small coastal shipping to be served until Fowey was reached by rail, by which time growth in the china clay industry justified the need for both ports.

in its end gables for road and rail vehicles, and a central trans-shipment platform. The building was of timber construction with a low-pitched slated roof and projecting office accommodation.

Nearby, on a site contiguous to the goods yard, a range of traditional stone industrial buildings formerly served as the Cornwall Railway's main locomotive and carriage works. Opened in 1859, these premises were extended in 1864 to provide maintenance facilities for the small fleet of 4-4-0STs and 0-6-0 goods engines used by the Cornwall Railway. Motive power was supplied by Messrs Evans, Walker, and Gooch until 1867, and then the South Devon Railway until that concern became part of the GWR in 1876. The Ordnance Survey map of 1905 uses the term 'Carriage Works' for these buildings, and the premises were closed in 1920, after which the maintenance work carried out at Lostwithiel was transferred to St Blazey. Historic England notes the remaining Grade II-listed structure as 'former carriage works and locomotive shed' and states its build as 'random slatestone rubble with brick dressings; partly weatherboarded.'

The track layout at Lostwithiel grew steadily throughout the years until, by the



1930s, that in the station area was surprisingly complex. In addition to the three platform roads and the goods yard, north of the level crossing and its 1893 built signal box there were up and down goods loops, together with a number of marshalling sidings for china clay traffic and a rail-connected milk depot on the

up side. The last-mentioned facility, which had been installed around 1932 to serve a Nestle's milk depot, received milk from the surrounding area for despatch to London in glass-lined tank wagons.

Like many country stations, Lostwithiel featured some well-tended gardens, and in

A BMW Isetta bubble car takes refuge under the up side entrance canopy at Lostwithiel station in 1962. Given its abandoned appearance, the Hertfordshire registered Austin Seven Mini on the right appears to be the photographer's mode of transport. Sadly the station building was allowed to fall into a dreadful state and would eventually be demolished in 1982 to be replaced by a rather plain stone built structure. However, palm trees still line the platforms and the semaphore signalling remains in use. Brian Morgan/Kidderminster Railway Museum



A discussion is underway on the branch platform at Lostwithiel before GWR '6400' class 0-6-0PT No 6406 gets underway with the 6.10pm auto-train service to Fowey on Easter Monday, 19 April 1954. The coach has been repainted from GWR livery into BR carmine and cream and is yet to be altered after a missive was issued by management in 1952 to remind the Western Region that auto-trailers were not main line coaches and should not be painted like them. Consequently, when the opportunity arose they were to be repainted plain crimson, until 1956 when unlined maroon was introduced.

Jeff Wood/Kidderminster Railway Museum



The 8.30am auto-train from Fowey runs into Lostwithiel propelled by a GWR '1400' class 0-4-2T on Wednesday, 26 September 1956. The train has just crossed the river Fowey, the branch having its own bridge independent to the main line. The wooden goods shed on the right partially obscures the Cornwall Railway workshops first established here to fabricate the many wooden viaducts employed in its construction. These buildings were latterly a carriage works until the GWR consolidated operations at St Blazey in the 1920s. They then found an alternative use and still largely survive to this day. The goods shed was dismantled for preservation in 1982 but was later burnt. H C Casserley

summertime its platforms were enlivened by colourful floral displays. The gardens incorporated several palm trees that in later

years grew to a remarkable height in Cornwall's generally frost-free climate. In terms of passenger traffic, Lostwithiel was a

relatively busy station. In 1913, for example, it issued 40,151 tickets, while in 1929 there were 46,134 bookings, together with 122 season-ticket sales. These healthy traffic statistics remained constant for many years, and in 1936 the station was still dealing with 39,608 bookings per year, while the number of season tickets issued had risen to 390.



Collett 'Castle' class 4-6-0 No 5011 *Tintagel Castle* sweeps into Lostwithiel station with a down express in the early 1950s. The rail-served Nestle milk factory in the distance was opened in 1932 and beyond that the main A390 road crossed the line on a recently opened bypass that alleviated the chronic bottleneck at the level crossing in the foreground. A Western National-owned rear entrance single-deck Bristol 'L' bus awaits custom near the end of the station approach road.

M Roberts/Kidderminster Railway Museum



The village of St Winnow is in the distance as GWR '1400' class 0-4-2T No 1419 propels a single auto-coach towards Lostwithiel near the boathouse at Penquite Quay in the early 1950s. The train will soon cross over the secluded inlet at Woodgate Pill, where military sidings were installed by the War Department during World War I. They saw use again in World War II but were removed soon after. This engine was a branch regular throughout the 1950s and the only member of the class resident in Cornwall. G Siviour/Kidderminster Railway Museum

On the freight side, the station handled 10,182 tons of goods in 1913, rising to 11,109 tons in 1929 and 18,084 tons in 1930. Thereafter, the amount of goods tonnage handled each year decreased slightly, although the station was still dealing with 9,447 tons of coal, minerals and general merchandise traffic in 1938. Lostwithiel station was, for many years, a comparatively important centre of employment in an otherwise rural area, for example its staff complement was 14 men in 1930. By 1936 this had increased to 15, while 1938 saw the station give employment to 16 people.

Golant Halt

Having left the bay platform at Lostwithiel, branch trains to Fowey ran parallel to the main line for a short distance, but after crossing the river Fowey on its own single-track bridge the Fowey route diverged south-eastwards, while the Penzance line continued south towards Treverrin tunnel. The latter route began to climb at 1 in 118, before 1 in 57/72 was encountered, while the course of the Fowey branch remained just a few feet above the nearby river. The withdrawal of passenger services from the branch in the first days of 1965 was followed by 1968 changes in Fowey that brought about the end of the through route and the diversion of all china clay traffic on to the route from Lostwithiel, while 1972 saw the branch connection at Lostwithiel re-sited slightly

further south, which led to the single-track bridge on the previous branch alignment being avoided, although its remains can still be seen today.

Returning to our steam age journey, dropping below the level of the main line, the Fowey branch soon reached the west bank of the river Fowey, and with the Penzance route still visible through trees to the right, the picturesque journey to Fowey commenced. Rumbling over a small underline bridge, trains glided imperceptibly southwards, and to the left the river soon widened to form a glistening expanse of water, while to the right, Lantyan Wood presented a contrasting scene of rural tranquillity. Running on low embankments for much of its length, the railway followed the river through a well-wooded landscape of enchanting loveliness, with many tantalising vistas of trees, rivers, and tidal creeks. A little over 2½ miles from Lostwithiel the Woodgate Pill is crossed and then, almost immediately, at the 280 mile point from Paddington (via Box), in World War I a trailing connection on the up side was installed to serve a War Department facility – lines ran either side of a central platform to serve a 215ft long trans-shipment shed – and this seems to have served in World War II also, before being removed.

The main route continues south-eastwards for a short distance and then curves on to a southerly heading on the approaches to Golant, its halt, the only intermediate stopping place between Lostwithiel and Fowey, being 3 miles 53 chains from Lostwithiel. This simple unstaffed halt was opened on 1 July 1896 to serve the inhabitants of the adjoining village. The halt was on the up side of the running line, access from the adjacent village being via a short lane. A small waiting shelter was provided for the benefit of waiting travellers, and at night the platform was lit by oil lamps. For administrative purposes the halt was included with nearby Fowey, although Golant's collection and delivery arrangements were centred on the main line station at Par. The railway at this point was built across the mouth of a small creek, and for this reason trains are surrounded by water when passing Golant at high tide.

Golant Halt featured, albeit briefly, in the 1948 British comedy film *Miranda*, which tells the story of a flirtatious mermaid, played by Glynis Johns, who persuades a young doctor to take her to London. In the film we see Miranda (seated in a wheelchair!) being loaded on to the branch train at Golant Halt, the single-coach train being hauled by a '5700' class 0-6-0 pannier tank.

At times the usual '1400' class 0-4-2T was unavailable and a substitute had to be found. On Monday, 17 August 1959, Laira shed has despatched auto-fitted '4575' class 2-6-2T No 5572 away from its usual haunts in the Plymouth area to work the Lostwithiel to Fowey branch, and in this scene it slows to pick-up a decent morning turnout at Golant Halt. Sixteen of these engines were auto-fitted in 1953, ostensibly for the introduction of regular interval services in the Cardiff valleys, but their tenure was short-lived as Derby suburban diesel-units took over within four years. At Plymouth the usual auto-train duty for this engine was to Tavistock on the Launceston branch, with an odd local trip to Saltash. Peter Hay/Transport Treasury



Fowey

From Golant, the single line continued south on a 1 in 88 rising gradient along the west bank of the river, with dense woodland to its west and tidal water to the east. Nearing Carne Point (4 miles 54 chains) the river narrowed, and the branch line then swung south-eastwards.

Carne Point was of particular significance in that it marked the point at which the Fowey branch infrastructure became multiple-track. Although the running line was always single, the multiplicity of goods lines that began at Carne Point and continued through to Fowey gave an impression of main line complexity, especially to uninitiated travellers gazing from the left-hand windows of a Fowey-bound train.

There was, from the 1890s onwards, a signal cabin at Carne Point, the original box being sited on the up side – it was replaced in July 1920 in connection with the ambitious programme of widening and track improvements carried out by the GWR at that time. In the event, the life of this second box proved somewhat short as it was in turn replaced in March 1925 when the GWR opened a third box on a new site on the down side of the line.

With an array of sidings and pointwork visible to the left, trains approached the first of several china clay loading points – known as Jetty No 8, the GWR opened this facility in September 1923. Jetty No 8 enabled vessels of up to 9,000 gross registered tons to come alongside, and it was served by a mechanized overhead conveyor system that enabled china clay to be rapidly loaded. In the longer term, from 1 July 1968 jetty No 8 became the end of the line from Lostwithiel, with the trackbed of the railway through to Par Bridge passing to English China Clays, Lovering, Pochin & Co at that time. Furthermore, from 4 August that year the retained line south of what was by

then Carne Point groundframe was leased by British Rail to the china clay company, which employed its own shunting locomotives at the port.

Returning to the days of steam, now running beside a complex network of sidings and trackwork, Fowey-bound (down) auto-trains pass three more jetties in quick succession. These were numbered in sequence from 7 to 5, and unlike No 8 (which was served by linear sidings), jetties 7, 6, and 5 were arranged at right-angles to the running line and sidings. For this reason, to allow discharging to take place, china clay wagons were turned on wagon turntables and hauled along the wooden jetties with the aid of capstans. Having passed No 5 jetty, the branch line turned southwards through 90 degrees, this abrupt change of direction marking the end of former Lostwithiel & Fowey Railway territory and the start of the short section of linking railway built in the 1890s by the GWR between what had been the Carne Point loading points of the L&FR and the beginning of the erstwhile Cornwall Minerals system.

Jetty No 4, the next in line towards Fowey station, was erected in 1890, and in 1909 it was equipped with a loading system whereby wagons could be physically tipped to deposit their loads of china clay on to a conveyor belt which, in turn, carried the clay directly to the holds of waiting ships. Proceeding southwards, trains passed three more china clay loading jetties (Nos 3, 2, and 1), all of which dated from the opening of the Cornwall Minerals branch in 1874. Like jetties 5, 6, and 7, these were all short wooden structures that were linked to the adjacent sidings by wagon turntables and capstans. Small cranes at the end of each jetty could be used to load bagged clay, but the older jetties were not equipped for bulk loading.

Jetty No 1 was the southernmost of Fowey's eight china clay loading points, and

after passing this jetty trains swung through another 90 degree turn which brought them on to a westerly heading. Fowey station, some 5 miles 36 chains from Lostwithiel, was situated on this relatively sharp curve, the resulting somewhat constricted layout being largely dictated by the surrounding topography. Two platforms were provided for passenger traffic, the main station buildings being on the down (St Blazey bound) side. There were three lines between the platforms, two of which served the up and down platforms while the centre road functioned as a run-round loop and through goods line. A short dead-end bay was available on the down side.

The track layout at Fowey was altered in August 1936, the main changes carried out at that time being centred on the passenger station. There had, hitherto, been three through lines between the platforms, but as a result of the alterations the up platform lost its connection at the St Blazey end, leaving a single connection at the east end that faced any arriving down train. The former down platform, meanwhile, remained in use as a through platform with connections at both ends, while the centre road continued to function as a loop and goods line.

The main station building at Fowey was a timber-framed structure incorporating the usual booking office, waiting room, toilet and staff accommodation. It had a low-pitched gable roof and a projecting platform canopy. A much smaller wooden waiting shelter was provided on the up platform, and this diminutive hip-roofed structure featured a small canopy on the platform side. The up and down platforms were linked by a standard Great Western covered footbridge, although by the British Railways era the roof had been removed and the withdrawal of public passenger services betwixt Fowey and St Blazey/Par from 8 July 1929 had

The branch takes a tight line on the left, past the goods lines and port apparatus at Fowey. Modern mechanised china clay loading facilities were opened by the GWR at Carne Point in 1923, but the former Cornwall Minerals Railway wharves around the bend in the river and nearer to Fowey had also received an upgrade. The equipment at Jetty No 4 is seen on 26 May 1965, with a diesel shunter in the distance and tankers on hand, presumably to convey fuel for local shipping, hence one of these has used a wagon turntable to reach the jetty. Reflecting the minimal amount of traffic received from that direction, a groundframe replaced the signal box at the Lostwithiel end of Carne Point in 1954, released by the branch token.

P J Garland Collection/R S Carpenter Collection



In the era before the national grid spread across Britain, electricity power distribution was very much at a local level, the siding up the ramp on the left leads to a power station that fed electricity to the quayside conveyors and equipment. Jetties Nos 1 to 4 are on the right, but by the time this view was taken, on 26 May 1965, only Jetty No 4 was still being used by rail traffic. P J Garland Collection/R S Carpenter Collection



GWR '1400' class 0-4-2T No 1419 waits to propel a 'blood and custard' livery auto-coach away from Fowey at teatime, back to Lostwithiel in May 1952. Auto-trains were operated with no guard, so special receipt dockets were drawn at Lostwithiel and Fowey in respect of passengers joining at Golant. In the reverse direction, Golant tickets were collected from passengers before departure. In regard to longer distance journeys, Golant passengers travelling on the main line beyond Lostwithiel had to re-book at the junction station. Signalling alterations at Fowey in 1951 enabled trains to both arrive and depart from what was previously the down platform, eliminating the need for a second platform, which as can be seen was taken out of use and together with the footbridge is in quite a state of disrepair by this time. These alterations also reduced the lines through the station from three to two.

undermined the need for two platforms – the up platform was finally taken out of use in 1951, although the main span of the decommissioned footbridge that once served it lasted a little longer.

Other facilities included a typical GWR pagoda shed on the down platform near the buffer stops of the bay (at least until 1922), together with an assortment of stores, sheds, and permanent-way huts. The earliest goods facility was located just east of the station on the down side, but by late Edwardian times the need for more capacity brought about a new goods yard at the other end of the site, behind the down platform. However, even this had restricted space, the yard being served by five tangential sidings that diverged eastwards behind the curved passenger platforms. One of the sidings ran into a covered goods shed, two



terminated in loading docks, and the other two were of some length and ran along the south side of the yard. Coal, machinery, vehicles and general merchandise traffic could be handled, and the yard was equipped with a six ton crane.

The signal cabin was sited at the Lostwithiel end of the down platform. It was a gable-roofed brick-and timber design that closely resembled its counterpart at Lostwithiel and was officially 282 miles 63 chains from Paddington – and almost immediately across the line from it was the milepost that denoted the meeting point of two sets of mileage; 282 miles 65 chains via Box and through Golant, and 286 miles 20 chains via Box, Par, and reversal at St Blazey. The platforms at Fowey were fenced with a mixture of pale-and-space fencing and diamond-pattern fencing, while at night the station was lit by electric lighting, electricity being produced by a nearby railway-owned generating station.

When first opened by the Cornwall Minerals Railway in 1874, Fowey was a goods-only station, but it was hastily adapted for passenger traffic in 1876, a small platform being erected alongside the running line. The CMR had intended to build a much better station on a fresh site to the south-east of the running lines, and to this end a substantial stone-built station building was constructed on the down side of the line. Unfortunately, when it was decided that the original Lostwithiel & Fowey branch would be linked-up to the Cornwall Minerals route, the new CMR station building was found to be too far from the proposed passenger line, and in consequence the original CMR station was rebuilt in connection with the passenger service to Lostwithiel. The superfluous station building was then adapted for residential use, and it subsequently became the station master's house.



This milepost at Fowey indicates the legacy of the two separate railways that met here, with the CMR being 286 miles 20 chains from Paddington via St Blazey, and the later branch from Lostwithiel being 282 miles 65 chains. Railway mileposts usually record ¼ mile fractions, so displaying miles and chains is unusual. D Wittamore/Kidderminster Railway Museum

Rails stretch away from the station at Fowey, past the exit to the public goods yard and towards St Blazey on 31 May 1960. While there was a steady stream of china clay trains over this line throughout the day, just one trip ran the full distance, class 'K' goods 9B43, the 8.35 St Blazey to Lostwithiel, serving the yard here between 9am and 9.45am. The return trip was a 'Q' as required working, with 9B15 leaving Lostwithiel for Carne Point at 12.45pm and either returning to Lostwithiel as 9B43, at 2.02pm, or continuing on to St Blazey via Fowey at 2.03pm in the path of, or coupled to, 9B70 in the same timings, as required. R C Riley

Fowey was, by any definition, a busy station, not only in connection with minerals traffic but also in terms of passenger numbers. In 1913 the station issued 51,995 tickets, rising to 59,544 in 1925, and then hovering around the 30,000-35,000 mark throughout the 1930s. Such figures were unusually good when compared with the results from other small stations in rural areas, but the corresponding figures for goods traffic were even more impressive. In 1913 Fowey handled 468,893 tons of goods, of which 390,198 tons were classified as 'other minerals' (i.e. non-coal traffic). By 1929 the station was dealing with a staggering total of 814,388 tons of freight, most of this being china clay traffic. Thereafter, the amount of goods tonnage handled each year hovered around the 500,000 to 600,000 ton mark, with china clay again constituting the main source of traffic.

Fowey was never fully promoted as a holiday destination, but it was nevertheless selected as the location for a camping coach, which could be booked for one or two weeks by holidaymakers purchasing not less than four ordinary adult return tickets for a six-berth coach, or six adult returns for an eight-berth vehicle; the coach was usually positioned in the goods yard behind the bay platform. Fowey itself is an attractive riverside town with a long history of seafaring and piracy. For the visitor it provides many features of interest, including the parish church, a Tudor fort known as St Catherine's Castle, and Place House, the home of J T Treffry, mine owner and railway promoter. In the early 20th century he invested in the

town's harbour facilities as they were the nearest to some of his larger mining operations inland to the north-east of St Blazey, the poor roads used when transporting his goods to Fowey harbour, around six miles distant, becoming the driving force behind his quest for improved transport in the locality, be it canal schemes or horse-drawn mineral railways.

Par Harbour

Although Fowey lost its public passenger services from St Blazey after July 1929, the station in effect becoming a 'passenger terminus' from Lostwithiel at that time, the route north-westwards to St Blazey would remain in operation for goods traffic for another 39 years, and it is therefore appropriate to continue this trip along the erstwhile Cornwall Minerals Railway line, with examination of the remaining four miles of single track towards Par and St Blazey.

From Fowey, the single line initially ran westwards through well-wooded surroundings for a distance of approximately ½ mile, after which the route curved sharply northwards before turning due west once again on the approaches to Pinnock tunnel. Climbing at 1 in 39, trains then toiled towards the 1,173 yard tunnel, the actual summit being on its Fowey side. Pinnock signal box was likewise at the east end of the tunnel and it served until January 1957. Nearby, a stop board marked the start of a 1 in 58 falling gradient that continued through the tunnel. Emerging into daylight, down trains continued westwards on a series of falling

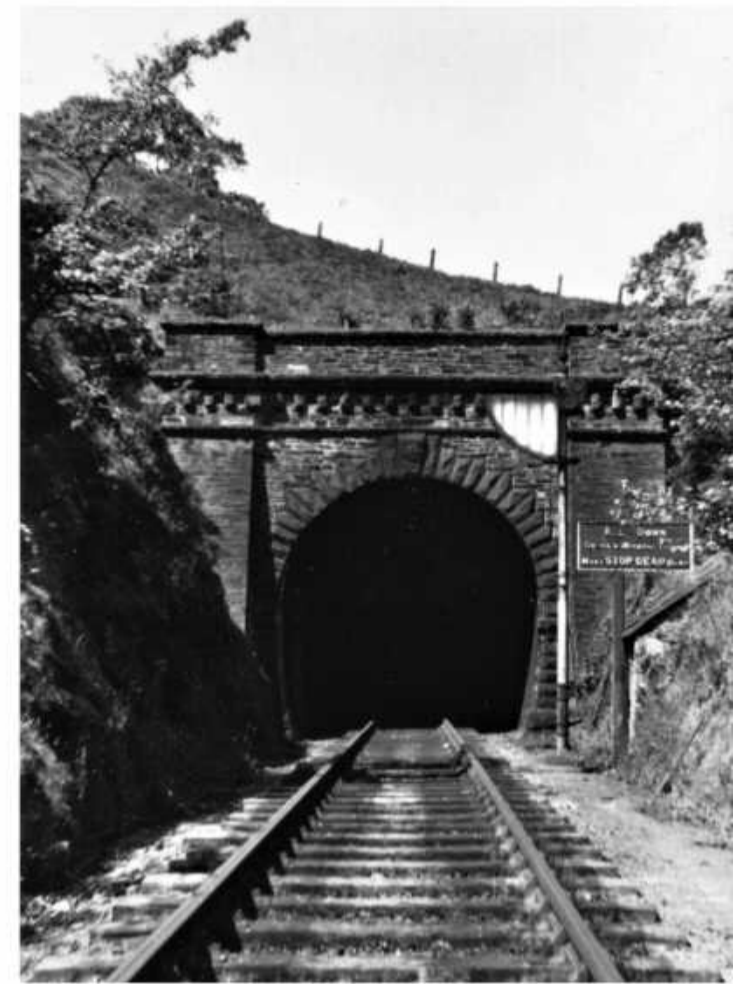


gradients, the steepest of which had an inclination of 1 in 48. Descending through attractive rolling countryside the railway was carried on low embankments for much of its length. Soon, the open expanse of Par sands appeared on the left, while, dead ahead, the industrial landscape of Par harbour with its china clay drying facility provided a starkly contrasting scene.

At Par Bridge, the Cornwall Minerals route passed over the Par Canal that pre-dated it and then immediately passed beneath the Cornwall Railway main line, a low arched viaduct, known locally as 'Five Arches Bridge', being sited at right angles to the CMR main line at this point. On the left, the neighbouring arch of the viaduct spanned the line to/from Par harbour, this branch meeting the route from Fowey just north of the bridge and immediately south of Par Bridge level crossing. It is Par Green that crosses the railway here, while Harbour Road, having also passed under 'Five Arches', parallels the merged railway lines and continues north. Par

GWR '5700' class 0-6-0PT No 9655 lifts a load of 23 empty china clay wagons up the 1 in 36 grade between Fowey and the summit at Pinnock on the morning of 17 August 1959. The maximum permitted speed for goods trains on all lines to Fowey was an optimistic 30mph but as with much of the railway at this time, it wasn't attaining that speed but stopping when required that was often the problem. Peter Hay/Transport Treasury





Above: The ground level intermediate signal box at Pinnock was located just on the Fowey side of the tunnel and controlled no pointwork but was an important means of breaking up the section between Fowey and the box at Par Bridge level crossing, particularly when trains got into difficulties on the steep grades. M Dart/John Vaughan Collection

Above right: Pinnock tunnel, located at the highest point on the line between Fowey and Par, was undoubtedly the crowning engineering achievement on the line. At 1,173 yards it was the longest tunnel within the counties of Cornwall and Devon. This view of the southern end of the tunnel was taken on 5 May 1957 and by then the adjacent signal box at this end had closed, but it was still a requirement for all trains to stop in both directions to pin down brakes prior to the 1 in 58 descent towards St Blazey, and 1 in 36 towards Fowey. M Dart/John Vaughan Collection

Once clear of Pinnock tunnel, on the descent to St Blazey trains were obliged to stop again, prior to proceeding, and on 23 September 1960 the crew of GWR '4200' class 2-8-0T No 4273 have duly obliged. The main line viaduct over the branch can just be made out way below in the distance. R C Riley

The holiday caravans at Par Sands are on the horizon as GWR '4200' class 2-8-0T No 4206 lays siege to the adverse grade past Polmear with a mixed train of loaded china clay open wagons and box vans conveying bagged china clay from St Blazey to Fowey on 2 September 1954. Engines were always marshalled bunker-first in this direction. St Blazey never had a huge allocation of these Churchward 2-8-0Ts, but the pictured engine was a long server hereabouts that ended its career at the Cornish shed at the end of 1959. R C Riley





Smoke has stained the arches of the Cornish main line bridge where it straddles the lines to Par Harbour in the foreground, and the Fowey branch on the right. A standard GWR signal box, Par Bridge, oversees the junction and level crossing in the distance, and the coaling stage at St Blazey depot is beyond. Michael Hale/GW Trust

Bridge was the site of a short-lived halt between 1897 and 1908. A standard GWR hip-roofed signal box was provided here to oversee the level crossing and to control access to and from Par harbour, and this box also controlled the southern end of St Blazey yard. The box closed shortly after the line to Fowey, from 6 October 1968, although the line to the Port of Par, as it was then known, continued to be served, with traincrew thereafter operating the gates. The first commercial shipping to use the harbour was in 1833 and it remains open to this day.

Driven by the need to transport his mineral wealth, which included a copper ore operation at Par Consuls, mines, pits and quarries on high ground near Luxulyrn, and interests at Mollinis, near Bugle, Squire J T Treffry built a new quay at Fowey to aid the shipment of products – it opened in August 1813. However, planned tramway links included a foiled 1825 plan for

a route from Par to Fowey, land ownership issues delaying this – nearly 50 years ensued before its fruition.

Until about 1720 an inland harbour that could handle 80 ton vessels existed at Pons Mill, a mining area about two miles inland, but this had long since silted up and so a number of transportation solutions were considered by Treffry. Key to this from 1828 was the creation of a harbour at Porth cove, Par. A 1,200ft stone breakwater was built to enclose 35 acres of water, the tidal Par harbour initially being served by 50 ton capacity schooners. A huge amount of dredging was required and the 1833 operation was from a temporary pier, with the site not fully open until 1840.

Late 1833 also saw the salt marshes between Par and Pons Mill drained in readiness for the Par Canal, the work also including the dredging, deepening and some straightening of Par river. The canal was 12ft

wide and between six and eight feet deep, but there was also the need for a mineral line to get the ores from Fowey Consuls mine to the head of the canal at Pons Mill – this involved a double-track inclined plane of ½ mile length and passing through an 840ft-long tunnel. This work was completed in 1835, which was when further plans to link more mines by mineral railways was announced. The workforce of the neighbouring mines of Fowey Consuls and Lanescot was 1,680 in 1836, and the sites had by then collectively extracted 162,523 tons of copper ore – the 1837 output from Fowey Consuls alone was 15,254 tons, with most of this travelling by standard gauge mineral railway and then by canal to Par harbour for loading onto ships. There was no main line railway at the time so ships were the only practical method of bulk transportation. Initially the traffic was copper, tin and lead based, but a downturn in such trade was

Looking south-east from above Par harbour towards Gribbin Head, the Paddington to Penzance main line passes by out of view between the clay dries in the foreground and the harbour, which was little changed from a century earlier when captured in this view in the 1950s. Subsequent to ownership of the port passing to English China Clays Ltd in 1964, most of buildings would be swept away to be replaced by new clay processing sheds, which effectively made those on the other (north/west) side of the Cornish main line redundant and led to the contraction of the rail network within the Port of Par.

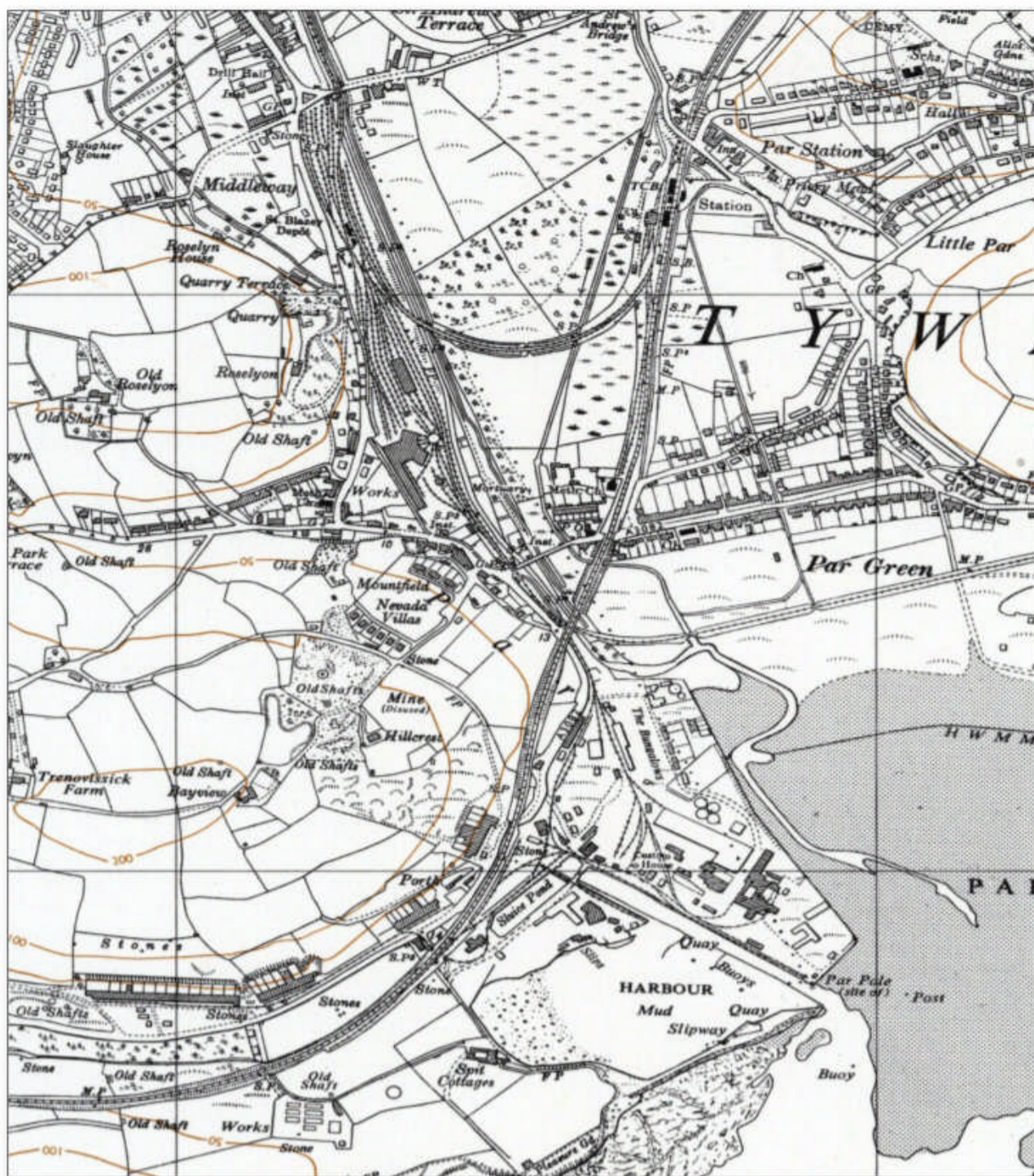


The full extent of rail activity at St Blazey and Par harbour is reproduced in this 1962 map. Note the straight alignment of the original Cornwall Minerals Railway route through St Blazey, north-south from Pontois Mills direct to the harbour, with later expansion of the harbour network seeing the china clay dries on the other side of the main line justify a rail link. As for the line from Fowey, it is interesting to see that even in the 1960s the railway was relatively close to the water's edge, but new land has since been created. Further north, the distinctive shape of St Blazey's semi-roundhouse and the works on its west side is plain to see, as is the sweeping double-track spur line that in 1879 linked the former CMR network with Par station on the Cornwall Railway main line. Crown Copyright

fortuitously counterbalanced by an increase in china clay traffic, which proved long lasting, and from the outset the pits were well catered for by Treffry's evolved network of mineral lines.

Squire Joseph Austen Treffry died in 1850 – the year that the West of England Clay & Stone Company was formed; it has a Pontois Mill operation. In 1855 the mineral tramway network was extended to include a Pontois Mill to Par harbour section, which soon removed the need for the canal. It closed, and in turn the tramway followed suit in about 1873, by which time the Treffry tramways had become the basis for the Cornwall Minerals Railway route between Par and Newquay. In regard to Par harbour, it had a secure future in a growing trade but its tidal nature restricted the size of vessels that could dock, much larger vessels being able to serve the deeper water of Fowey, and thus there was a return to the 1825 plan for a tramway (revived as a railway scheme) between Par and Fowey, which duly opened on June 1, 1874. Meanwhile, by the late 1880s the tonnage shipped at Par harbour was still 85,000 per annum, and by 1933 it was 100,000 tons.

Sometime after the gauge conversion, and at least by 1907, the down main line of the erstwhile Cornwall Railway had a trailing connection to the Par harbour site and, as seen on the 1962 Ordnance Survey map, just to the



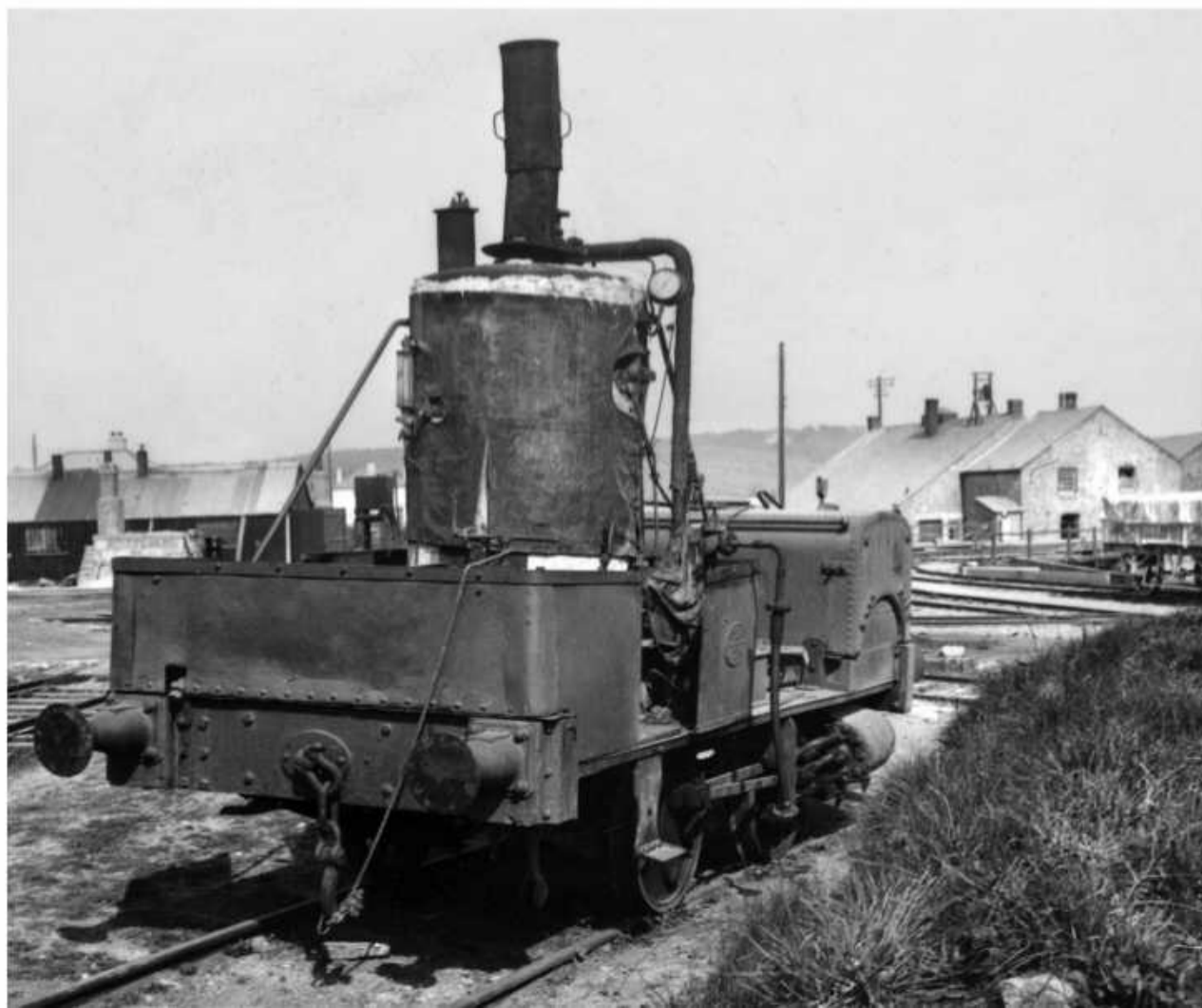
north of this a subway beneath the main line offered a height restricted route to newly-created clay dries near to worked out copper mines. The first Treffry Estates locomotive was new in 1912, an 0-4-0VBT built by Sara & Burgess of Penryn, and this was joined in 1916 by *Punch* – Manning, Wardle No 713 of 1879; it was originally with Locke & Co at St Johns Colliery, Normanton. *Punch* was derelict in 1927 when Sentinel (Shrewsbury)

Ltd Works No 6520 '*Toby*' was purchased brand new. This vertical-boilered engine had geared transmission.

The 1932 scrapping of the Sara & Burgess vertical boiler engine saw it donate its boiler to *Punch*, the unusual conversion being carried out by harbour staff, and five years later W G Bagnall supplied brand new low-height 0-4-0ST Works No 2572. It was planned that this locomotive should be named *Chough*, after the member of the crow family so often seen in Cornwall, but it arrived un-named and soon became known as *Judy*, doubtless as it worked alongside *Punch* until that modified locomotive was scrapped in 1944; Sentinel 4wVBT *Toby* was the other locomotive still in service.

Shunting within the port was undertaken by horses until 1912 when a four-wheel vertical boiler engine was acquired by Treffry Estates from Sara & Burgess of Penryn. This was followed in 1916 by second-hand Manning, Wardle 0-4-0ST *Punch*. Both were effectively put out of use in 1927 by the arrival of a new Sentinel 0-4-0VBT, *Toby* (Works No 652). Five years later, in a moment of local innovation, the two were rebuilt into this single extraordinary contraption where the vertical boiler of the first engine was mounted onto the Manning, Wardle underframe and the former saddle tank was turned by 90 degrees and repositioned above the cylinders. The engine served its purpose but was sidelined by the arrival of W G Bagnall Works No 2572 *Judy* in 1937.

G J Biddle Collection/Kidderminster Railway Museum





Sentinel 4wVBT No 6520 *Toby*, supplied new in 1927, nudges out from in-between the buildings on a trip to the clay dries in 1938. The engine would remain on site until it was cut up in 1961.

G J Biddle Collection/Kidderminster Railway Museum

A string of rail-connected clay processing works were located on the other side of main line near Par harbour, these being accessed via a rather tortuous connection that included this low bridge of just 8ft clearance, seen on 26 May 1965, indicating why the Port of Par engines had to be diminutive in stature. Above, Par Harbour signal box on the main line controlled an exchange siding on the down side, a trailing connection leading down to the port.

P J Garland/Kidderminster Railway Museum

The harbour could now handle much larger vessels, up to 200 ton capacity, presumably after much more dredging, but it was the 1946 lease of the site by English China Clay (ECC) that led to its much greater development as the Port of Par. ECC was created in 1919 to acquire the assets of West of England & Great Beam Clay Co, Martin Brothers, and North Cornwall China Clay Co, and countless other firms were thereafter taken over until the late 1920s/early 1930s saw the industry in crisis (in part through over capacity) and the three main companies became English Clays, Lovering, Pochin & Co, which was subsequently known as ECC International.

In terms of the Port of Par locomotive fleet, 1953 saw W G Bagnall supply a second 0-4-0ST – Works No 3058 – and this took the name *Alfred*, honouring harbour manager Alfred Truscot, while 1960 finally saw *Judy* nameplates added to its ‘sister’ engine, although being built 16 years apart there are, unsurprisingly, some subtle differences. The Sentinel, *Toby*, never carried nameplates and was scrapped in January 1961.



Other changes at Par Harbour saw the site purchased by ECC in 1964 and development continued, with ten berths available and all quays of concrete construction with modern handling facilities. Some 1,500 vessels were

loaded in 1965, and then 1968 saw ECC guarantee BR long-term loadings and in return gain the 3.2 mile long BR line between Par and Fowey, which was closed as a railway and converted to private road use for lorry

W G Bagnall-built 0-4-0ST Works No 3058 *Alfred* shunts the transfer sidings adjacent to the main line on Wednesday, 15 July 1970. Delivered in 1953, it was the second of two similar engines specially designed to be able to traverse the tight curves on the dockside and the low bridge under the main line. Open wagons could pass through the low bridge without any trouble but one can only hope that this load of box vans was not tried! Arthur R Wooller Collection





GWR '5700' 0-6-0PT No 8719 leaves the Par Harbour branch and joins the Fowey line at Par Bridge in June 1960. ECC clay dries around the port were fed by pipeline from the production areas, the 16 ton mineral wagons likely to be empties that conveyed coal inwards for these, while the box vans will be taking bagged clay away. The maximum permitted load was 30 wagons, with trains going in the other direction being propelled from St Blazey yard to the harbour transfer siding inside the docks. Keith Pirt, courtesy Book Law Publications

traffic. It linked the company's huge drying plant at Par harbour (to which pipelines carried china clay slurry), with the deepwater facility at Fowey. The following year saw *Judy* taken out of service, although it remained on site until 1978 and then passed into preservation, while *Alfred* saw use until 1977 and likewise passed into preservation. The pair can be found at the Bodmin & Wenford Railway, along with one of the ex-ECC Ports Ltd Blackstone-powered 0-6-0DE shunters used at Fowey from 1968.

Main line locomotives continue to reach both dockside locations, the shunt at Fowey reverting to a BR locomotive in 1987, while ECC International has been owned by Imerys since 1999, a French company specializing in industrial minerals.

St Blazey

Reverting to our journey when the through route from Fowey was intact, the coaling point for St Blazey engine shed is passed on the west side of the line only a short distance after Par Bridge level crossing, and then we reach the shed itself. It is a rare example (in this country) of a semi-roundhouse style building served via an external turntable; there were nine radiating shed roads, each of which entered the quadrant-shaped brick-built shed. Designed by Sir Morton Peto, the shed was opened by the Cornwall Minerals Railway in June 1874 and looks out across the turntable to the running lines from/to Fowey, Par Harbour, Pons Mill and Newquay. To the rear of the running shed was the CMR Works, the buildings being unusual for the area as they too use red brick

brought in from Plymouth. Once the home of the CMR's tank engine fleet, in later GWR and BR steam days St Blazey shed housed the usual assortment of GWR classes, including '1400' 0-4-2Ts, small Prairie tanks, 0-6-0PTs and '4200' class 2-8-0Ts.

Just to the north was another large railway building with a shorter adjoined structure on its west side at the north end, which is seen on the 1880 Ordnance Survey map as having just one through road – it appeared by 1877 and by the October of that year the GWR was operating both the CMR and the neighbouring Cornwall Railway main line. It is thought to have seen some early use by locomotives, perhaps as a workshop, but it is marked on maps as a three-road carriage shed by 1905/06 – that said, it did subsequently see workshop use.

Leading the line at the charismatic semi-roundhouse shed at St Blazey on 25 August 1959 are Hawksworth '1600' class 0-6-0PTs Nos 1627 and 1624, with '5700' class pannier tanks Nos 8702 and 3705 behind. At this time St Blazey boasted an allocation of 15 pannier tanks, the body of the fleet being '5700s', but with four '1600s' and one '7400', and briefly without its one regular '9400'. K C H Fairey/Colour-Rail.com/11268





Looking north, a long line of fully-coaled steam engines are on the left at St Blazey shed as 'Warship' diesel-hydraulic B-B Type 4 No D816 Eclipse alongside the Carriage & Wagon Works waits to leave the sidings with a loaded china clay train to the port at Fowey on Wednesday, 20 July 1960. The facilities in view remain in use today, these workshops being retained to oversee the maintenance of the china clay wagon fleet and locomotives, as well as the multiple-units used on local passenger services. R C Riley

The locomotive works lost much of its traditional work in GWR days, and steam traction at St Blazey ended in April 1962, after which the semi-roundhouse was home for diesels until 25 April 1987, when they were moved out to the northern three-road building. The semi-roundhouse subsequently saw breeze block walls added between the roads and was rented out for commercial use. Outside, the turntable remains in railway use and in recent years has turned visiting main line steam locomotives. Along the eastern side of the three-road shed is the fuelling point, and parallel to the building are stabling sidings and the Par Docks branch. The latter is on the eastern edge of the formation and continues through to St Blazey Junction, where the line from Par station trails in from the east immediately before St Blazey station is reached.

The journey from Lostwithiel via Fowey is 9 miles 29 chains to this point, but via the main line route (our return route) it is just 4 miles 60 chains. Originally known as Par, St Blazey station was renamed in 1879 to avoid confusion with the nearby Cornwall Railway station. Par to Fowey public passenger services were withdrawn from St Blazey as early as 21 September 1925, but passenger trains for workmen continued here until New Year's Eve 1934. Public goods services were withdrawn from 1 June 1964 but the extensive goods and locomotive facilities remained in use thereafter, the station area being surrounded by numerous good lines and mineral sidings.

Approached from the south-east by the double-track spur from Par, but only by a single-line from both Par docks and Newquay,

the passenger station consisted of a crossing loop with up and down platforms and a somewhat austere station building facing west on to St Blazey Road. The south-facing junction led to some interesting operations at the station, whereby many arriving trains from Par were split, with the front portion heading north for Newquay as a down train and the rear portion southbound for Fowey as an up working. In the reverse direction, down trains from Fowey and up trains from Newquay joined at St Blazey for the short trip over the Loop Line through to Par station. In addition, some through Par-Fowey workings entailed reversal. A standard Great Western hip-roofed signal cabin was erected at the south end of the original CMR station building to oversee these movements and the junction.

Newquay line passenger trains pass at the former Cornwall Minerals Railway station at St Blazey in this south-facing view of circa 1903. The bridge in the foreground crosses the once navigable Par river with the canal that superseded it just out of view to the left – it fell out of use when the railway became predominant. The original CMR signal box, carriage and wagon works, locomotive works and goods shed are in the distance. As traffic continued to grow the goods shed was swept away when the rails and sidings were extended across the station approach road into the area on the right. A newly-installed footbridge maintained passenger access to the station over these lines, and a large, standard GWR brick-built signal box replaced the original CMR cabin on the opposite side of the line, adjacent to the station building.



'5700' class 0-6-0PT No 8702 slows for the crew to give up the single line token at St Blazey on 20 July 1960, before continuing over the double track connection to the main line junction at Par. At the time the station was still in good order, with the buildings in use as offices despite falling out of use after 1934 when the remaining workmen's trains ceased over the line to Fowey. R C Riley

Par

Opened on the first day of 1879, the GWR-inspired connecting link to the nearby main line diverged south-east from the Cornwall Minerals line at its erstwhile Par station to reach the Par station of the Cornwall Railway. The latter station, which is still extant, has three platforms, the up platform being an island with tracks on each side. The main station building is on the down side and is a stone structure, while the island buildings are timber and the up and down platforms are linked by a plate girder footbridge. The main line is virtually north-south at this point. The hip-roofed signal cabin, which is situated at the south end of the up main line/branch platform was originally equipped with a 26-lever frame but this was increased to 57 levers in 1913, necessitating an enlargement of the original box. The up and down main line platforms were lengthened at the same time, while the west (branch) face of the island was extended in 1924. Later changes included up and down carriage sidings, but ultimately rationalization occurred in 1974.

Opened on 4 May 1859 on what was then a single track broad gauge line, a loop existed from the outset, so two platforms were provided. The arrival of the Newquay/Fowey operations from the start of 1879 led to cross-platform interchange across the island until



the GWR abandoned its broad gauge. The goods facilities were on the up side, across from the island, and between 1879 and the gauge change of 1892 there was trans-shipment between the standard gauge lines of the CMR network and the broad gauge metals used by the Cornwall Railway, although all services were by then Great Western Railway operated and ultimately both of the smaller concerns were absorbed – the Cornwall Railway on 1 July 1889 and the CMR exactly seven years later. The gauge change also enabled through working to Newquay, with through coaches regular from 1906 and long distance services continuing through to modern times.

Par station's double track status came about in standard gauge times with doubling of the section to/from St Austell on 15 October 1893, and north as far as Milltown viaduct, just short of Lostwithiel, from 19 December 1894. North of the station, the railway is crossed by Eastcliffe Road overbridge, under which just two lines pass, but immediately there is a down side loop. Although Par is on a level section of railway, departing trains face uphill challenges in both directions: to the south, there is a short ascent of 1 in 143/57 to gain height above the CMR line that passes St Blazey shed, and once 'Five Arches' is crossed, with Par Harbour seen to the left, the line descends briefly before, about one mile out from Par, a five mile climb

An Edwardian postcard view of the main line junction station at Par includes smoke rising from in and around the Cornwall Minerals Railway buildings at St Blazey in the distance. When the standard gauge link between the CMR at St Blazey and Cornwall Railway at Par was constructed in 1879, the main line was still broad gauge, but after the gauge conversion in 1892 public goods facilities were removed at St Blazey and centred here, enabling expansion of the marshalling yard at St Blazey. Note the large goods shed beyond but towering above the up side station building. Behind the up platform is the direct line betwixt the Newquay route and the main line. Lens of Sutton Collection



A chink of sunlight bleeds through the heavy clouds as Collett 'Hall' class 4-6-0 No 6938 *Corndean Hall* waits time with a down passenger service at Par on Saturday, 13 January 1962. Note the running-in board on the island platform reads 'Par – Change for Newquay', while the smallest writing states 'Alight here for the Carlyon Bay Hotel'. A *Laira* locomotive when photographed, *Corndean Hall* would be transferred to Reading shed in the four-weeks ending 3 November 1965. L W Rowe/Colour-Rail.com/94108

continues through St Austell to Burngullow, albeit with very brief easings of the grade – at worst the gradient is 1 in 60. Within Par, beyond the CMR crossing in steam days was Par Harbour signal box, where the Par Docks branch joined the down main line, and immediately before this the main line crossed the internal Treffry Estate/Port of Par line that served the clay dries on the east/north side of the main line.

Lostwithiel

In the up direction the restart from the level section at Par is followed by two miles of hard climbing, 1 in 84/109/62 up to the southern portal of the 565 yard long Treverrin tunnel. Beyond, the descent to Lostwithiel begins, 1 in 85 through the tunnel itself, and then 1 in 64 past Treverrin box, ¼ mile from the northern portal, while the earlier Milltown Viaduct signal box will have been the end of the double-track section at mid-December 1894. The replacement of the timber and stone viaducts of the broad gauge era was ongoing at the time, with that at Milltown, 75ft high, 501ft long and on seven piers, replaced in 1894 by a 432ft-long masonry structure of six arches. Below, the water is tidal, and although unseen thanks to Milltown Wood, not more than 200 yards away to the east is the Lostwithiel to Fowey line, and then the River Fowey.

The round trip of just over 14 miles is now all but complete, Lostwithiel station being less than a mile away, with its 1895 junction from



Fowey (remodelled in 1972), and then the station, a brief level section at Milltown being followed by falling gradients of 1 in 72, 1 in 57 and 1 in 118 before up trains cross the river Fowey, pass the former Cornwall Railway workshops on the left and then come to a halt in the station, alongside the signal box and just short of the level crossing.

In terms of the changes for mineral traffic, in broad gauge days the Cornwall Railway operated trains on both the main line and the Lostwithiel & Fowey Railway, and as such there was gauge continuity in L&FR days with the line from Burngullow and thus the mineral operations of the St Stephens area, albeit with reversal at Lostwithiel, but winning traffic from the workings along the Cornwall Minerals route would have been nigh on impossible, especially with no physical connection at Par until 1879, and even then with the gauge change. Exactly one year on, the L&FR branch closed, only to be revived in

1895 as a re-gauged GWR route and then, in complete contrast to its earliest years, it was chosen over the CMR route to survive post-1968, so all Fowey-bound china clay workings from the west have thereafter been routed via reversal at Lostwithiel and then down to Carne Point, the end of the first railway to reach Fowey, the dock facilities once again becoming the end of the line from 1 July 1968.

Elsewhere in the West Country the coming of the railways and machine-like promotion of holidaying by train changed many towns forever, so perhaps the long-lasting charm of Fowey inadvertently survived through the railway's preoccupation with mineral traffic. In its two forms the branch from Lostwithiel to Fowey dates back over 150 years, but only about 70 of those have been as a passenger railway.

Steam Days would like to thank Kevin Tiller for his assistance with this feature.

Completed at Swindon Works in November 1928, Collett '4575' class 'Small Prairie' No 5557 drifts downhill towards Par station with a loaded westbound china clay train that includes brake vans at both ends of the load in the mid-1950s. Whilst most clay extraction was west of here, there were extensive rail-served clay dries at Wenfordbridge and Moorswater to the east, and one of these locations is presumably the origin of this train. Arriving in Cornwall in October 1955, from Newton Abbot, St Blazey shed managed to get another five years use out of No 5557 before its withdrawal in October 1960. R S Carpenter Collection



Subscriptions

Subscriptions

STEAM DAYS

In Colour

191: Inter-regional trains to Kent and Sussex

Prior to 1904 through services to the South East from elsewhere in the country were rather erratic and largely related to cross-channel steamers from Queenborough Pier and Dover but in July that year the L&NWR inaugurated the 'Sunny South Special' via the West London line featuring through carriages from Liverpool, Manchester and Birmingham to Brighton and Eastbourne. This became a dedicated service the following year, with further services to Folkestone and Dover added in July, followed later by a Manchester to Deal train. Similarly, after a brief flirtation in the 1860s, through Birkenhead-Dover services via the SER line between Reading and Redhill were reintroduced by the GWR in 1904, with a Hastings portion detached at Tonbridge. Two world wars curtailed these trains but the pattern followed in the inter-war years and resumed in the summer of 1949. With post-war austerity lifting, the number of trains increased as the emphasis shifted towards the holiday trade, while cross-channel ferries were served by overnight sleeper and car carrier trains – the steam-hauled BR era is represented here.

Collett 4-6-0 No 4074 Caldicot Castle heads south at Hatton with train 1048, the 10.42am Wolverhampton (Low Level) to Margate in May 1962. A Maunsell 'Schools' class 4-4-0 will take over at Reading (General) for the journey over the former SE&CR route to Redhill. By now this weekday service ran only between April and October, and over the peak holiday periods of Christmas and Easter as required. It was divided upon reversal in Redhill, with a short portion going to Eastbourne via Brighton while the main train continued on to Ashford diesel-hauled, where another division was made. The front carriages continued on to Sandwich via Dover, while the rear continued to Margate via Canterbury (West).

Keith Pirt, courtesy Book Law Publications





GWR 'Manor' class 4-6-0 No 7817 *Garsington Manor* pauses at Guildford with 1V82, the 9.25am service from Margate to Wolverhampton (Low Level) on Saturday, 15 September 1962. This multi-portioned train ran Mondays to Fridays and with a slight variation on Saturdays. The main train ran via Canterbury (West) to Ashford, where a section from Sandwich that had run via Dover was attached. A portion running as the 10.03am from Eastbourne via Brighton would be attached at Redhill outside of the peak holiday period, commencing on the day of this photograph, so is being conveyed in this train. A F Hudson/Colour-Rail.com/324301

On Saturday, 24 January 1959, British Railways Standard '4MT' 2-6-0 No 76062 nears the station at Ash with train 1147, the 7.35am Birkenhead (Woodside) to Margate. This year-round weekday service would cease at the end of the summer timetable in October 1959, only to be revived as the cut-back 10.42am Wolverhampton (Low Level) to Ramsgate duty from 2 May 1960. Thereafter it ran for six months only between May and October (inclusive) with steam eliminated on the Southern from 24 September 1962 when a diesel from Margate started running all the way through to Reading. It was withdrawn altogether at the end of the summer 1964 timetable as BR prepared for a revised service with the introduction of diesel-electric-multiple-units over the Reading to Redhill line from 4 January 1965. T B Owen/Colour-Rail.com/391982





GWR '4300' class Mogul No 6385 nears Chilworth station with the summer Saturdays-only 1V86, 12.20pm from Hastings to Birmingham (Snow Hill) on 21 July 1962. The train picked up at St Leonards (Warrior Square), St Leonards (West Marina), and Bexhill (Central) and was then routed via the Eastbourne avoiding line at Stone Cross Junction to Polegate, where a connection was made with a short service from Eastbourne. A locomotive change occurred at the Brighton reversal and in turn the pictured Reading-allocated engine came on at the Redhill reversal and worked through. Ken W Wightman

Although most of their work was during the summer timetable period, Western Region crews at Reading were able to maintain route knowledge over the line to Redhill on a year round daily turn allocated to one of the versatile '4300' class Moguls. On Tuesday, 12 May 1959 Churchward '4300' No 6313 has arrived at Redhill with the 6.50am service from Reading (South). The engine will run to the nearby shed to turn before returning on the 11.05am to Guildford, then onwards at 1.31pm back to Reading. By the autumn of 1964 the Saturday turn was in the hands of a type '3' diesel-hydraulic 'Hymek' but a Collett 'Manor' class 4-6-0 was still making the journey deep into Southern territory on Monday to Fridays until the penultimate day of steam over the route on Friday, 1 January 1965. Colour-Rail.com/322961





Kensington (Addison Road) station in west London was heavily damaged by the Luftwaffe in World War II and was renamed Olympia before a few services resumed in 1946. Traffic would never return to pre-war levels but for those in the know, interest was to be found on the inter-regional services that traversed the route. To the right on Saturday, 18 August 1956, Thompson 'B1' class 4-6-0 No 61183 gets underway with train 40, the 12.20pm from Margate to Leicester (Central), while classmate No 61063 on the centre road is in charge of train 32, the 12.10pm from Ramsgate to Mansfield (Central), both routed via the GW/GC Joint line and on to the GCR at Ashendon Junction. The pair of 'B1s' reached here light engine to relieve the arriving Southern Region engines as the 12.58pm from Neasden shed via North Acton Junction. R C Riley

Summer dated inter-regional workings provided the handful of surviving former LB&SCR 'H1' Atlantics with work in their final days. On Saturday, 31 August 1957 we see No 32424 *Beachy Head*, by then the only remaining Marsh 4-4-2, approaching North Pole Junction on the West London line with train 494, the 10.51am from Hastings to Leicester (London Road). The Atlantic will be relieved by a London Midland Region engine at Willesden Junction Main Line station, with the train then continuing via Northampton and Market Harborough. This train, along with its reciprocal working in the other direction, would cease running after the end of the 1961 summer timetable, but significantly in 1949 it had been one of the pair of through workings that were the first to resume running after the war. R C Riley





Trains from the west London line that were destined to head north over the former Great Central main line took the link between here at North Pole Junction and West London Junction on the GWR main line out of Paddington, and then turned off at Old Oak Common Junction to gain the GW/GC Joint route. On 8 August 1959, Neasden-allocated Thompson 'BI' 4-6-0 No 61187 has relieved the Southern Region engine that brought the train into Kensington Olympia via Chatham and Beckenham Junction and now heads off with a long string on mainly Gresley teak stock on the 12.27pm service from Margate to Leicester (Central). R C Riley

The last 'Brighton Atlantic' was withdrawn before the start of the 1958 summer timetable but pre-grouping interest was still to be found as 'K' class Moguls were drafted in on inter-regional workings. On 22 August 1959 LB&SCR Billinton Mogul No 32342 passes the North box at Kensington Olympia with train W499, the 12.30pm from Hastings to Manchester (London Road), via Stoke. The Southern engine will be relieved by a LMR engine at Willesden Junction Main Line station. A fair number of services to the coast started on Friday evening and ran overnight, with the return workings, such as that shown, occurring on the Saturday. The balancing working for this train had arrived as train 328, the 11.40pm Fridays only from Manchester (London Road) to Hastings, changing engines at Mitre Bridge Junction at the ungodly hour of 4.02-4.18am. R C Riley





The weather reflects the deplorable condition of Oxley-allocated GWR 'Grange' class 4-6-0 No 6864 *Dymock Grange* as it passes a foot crossing on the GW/GC Joint line near Kingsey with train 1093, the 7.32am Wolverhampton (Low Level) to Eastbourne service in the summer of 1964. A Southern Region type 3 'Crompton' diesel will take the train forward from Kensington Olympia, and the pictured engine, after turning, will return from there to the Midlands at the head of train 1M56, the 9.40am from Eastbourne to Wolverhampton (Low Level). John Carter/R N Smith Collection

After replacing the arriving Southern engine at Willesden Junction, BR 'Britannia' class 4-6-2 No 70019 *Lightning* bursts out of the tunnel at Northchurch with 1M36, the 11.25am Eastbourne to Walsall service in August 1964. In 1949 this was the first 'Sunny South Express' to be revived after World War II, running on Friday- and Saturdays-only from Birmingham (New Street) via the West Coast main line, to Brighton, Eastbourne and Hastings. It became a summer Saturday only working from 1950 and was revised again in 1954 to start from Walsall, but cut back to Eastbourne when all holiday trains were withdrawn from Hastings after the summer 1963 timetable. This is one of the last steam-worked inter-regional trains via the West Coast as electrification work on this line saw through services concentrated on the former Great Western routes from the Midlands between 1964 and 1966, but a service was revived for the summer of 1967. Colour-Rail.com/BRM1968





Race to the seaside! Bletchley-allocated LMS 'Black Five' class 4-6-0 No 45292 on an excursion to Brighton paces a down Mid-Sussex line service to Littlehampton and Bognor Regis at Salfords in the summer of 1962. These weekend inter-regional excursions were frequently promoted by British Railways by handbill or on station posters and were a regular feature to both Brighton and Bognor Regis throughout the 1950s and into the 1960s. This working is running as IX75 and has probably started from Tring. Ken W Wightman

Merstham station is in the distance as Maunsell 'Schools' class 4-4-0 No 30929 *Malvern* avoids Redhill on the Quarry lines with train IM36, the 10.45am Hastings to Walsall via the West Coast main line on Saturday, 25 August 1962. The engine was one of three members of the class still in service at Brighton that found employment on these summer services before withdrawal at the end of the year and the carriages are likely to be Set 212, which was one of the last to be formed of Maunsell stock and was retained at Hassocks, ostensibly for special traffic work. Colour-Rail.com/326047





Maunsell 'N' class 2-6-0 No 31823 on the Quarry lines at Hooley has just crossed over the original Brighton main line (via Redhill) with the 7.32am from Wolverhampton (Low Level) to Hastings on Saturday, 20 August 1960. With a contraction in steam operations on the Eastern Division the engine had recently been transferred from Bricklayers Arms to Stewarts Lane shed and has replaced the Western Region engine at Kensington Olympia. Colour-Rail.com/326058

Stanier 'Black Five' No 45067 gets away from Bromley (South) station with W728, an excursion from the London Midland Region to Margate on Sunday, 4 August 1957. These LMS-designed engines began creeping on to the Southern Region in this year on through workings and by 1964 they were a regular feature on the overnight sleeper trains to Newhaven. The nocturnal nature of the service means that photographs are a little elusive at anywhere other than a locomotive shed during the daytime. Ken W Wightman

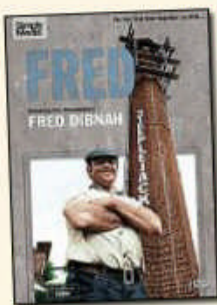




The electrified lines to Horsted Keynes are on the right as Maunsell 3-cylinder 'UI' class 2-6-0 No 31897 heads for Brighton past Copyhold Junction with the 10.47am Walsall to Hastings service in the summer of 1960. Holiday trains to Hastings and Eastbourne would all run via a reversal at Brighton, with some Hastings services using the Polegate to Stone Cross Junction line to avoid Eastbourne and others, such as that shown, undertaking another reversal at Eastbourne. As a result, by the time this Walsall service rolled into Hastings four engines had been involved from start to finish. R N Smith Collection

After a change of engine at Brighton, British Railways Standard '4MT' 2-6-4T No 80149 now leads train 1093, the 7.32am Wolverhampton (Low Level) to Eastbourne service past Glynde on Saturday, 25 August 1962. A wide variety of engine types were employed over the years on these short hops along the coast between Brighton and Hastings, from Bulleid Pacifics, Maunsell Moguls and others to these tank engines, which were normally to be seen on Cuckoo line services between Eastbourne and Tonbridge. Colour-Rail.com/326045

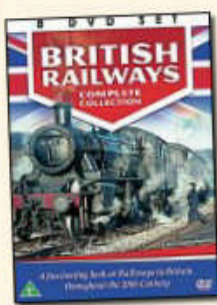




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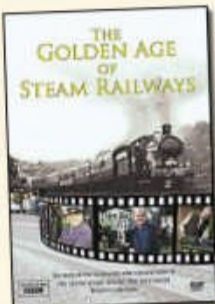
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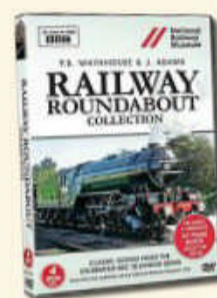
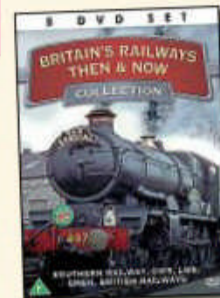
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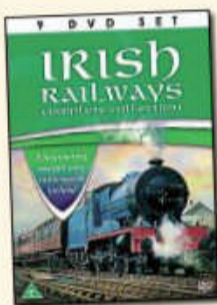


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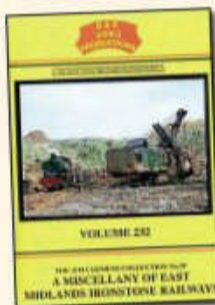
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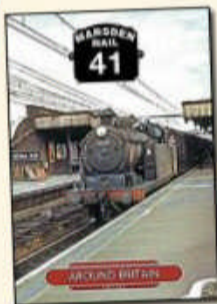
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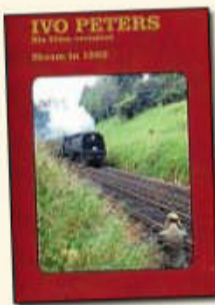
The programme opens up in the 1950s in London's Liverpool Street before travelling around Britain, including Waverley Route and Edinburgh St. Margarets among many stations and lines we visit.

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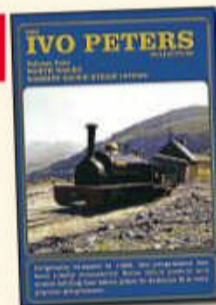
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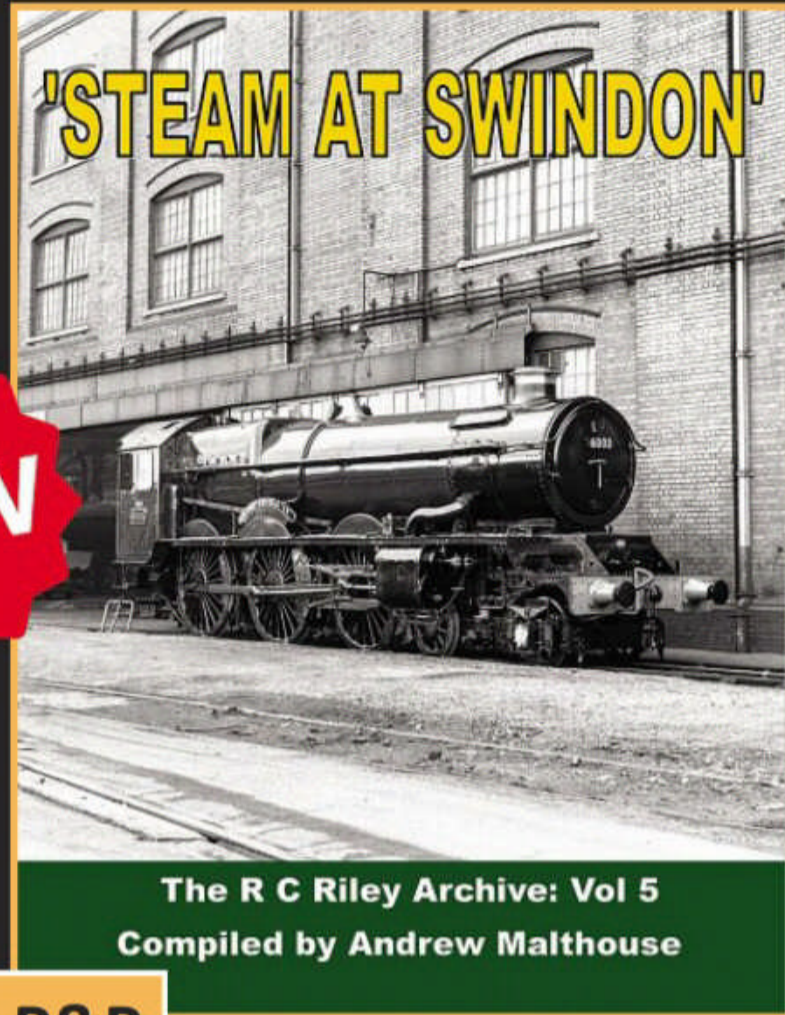
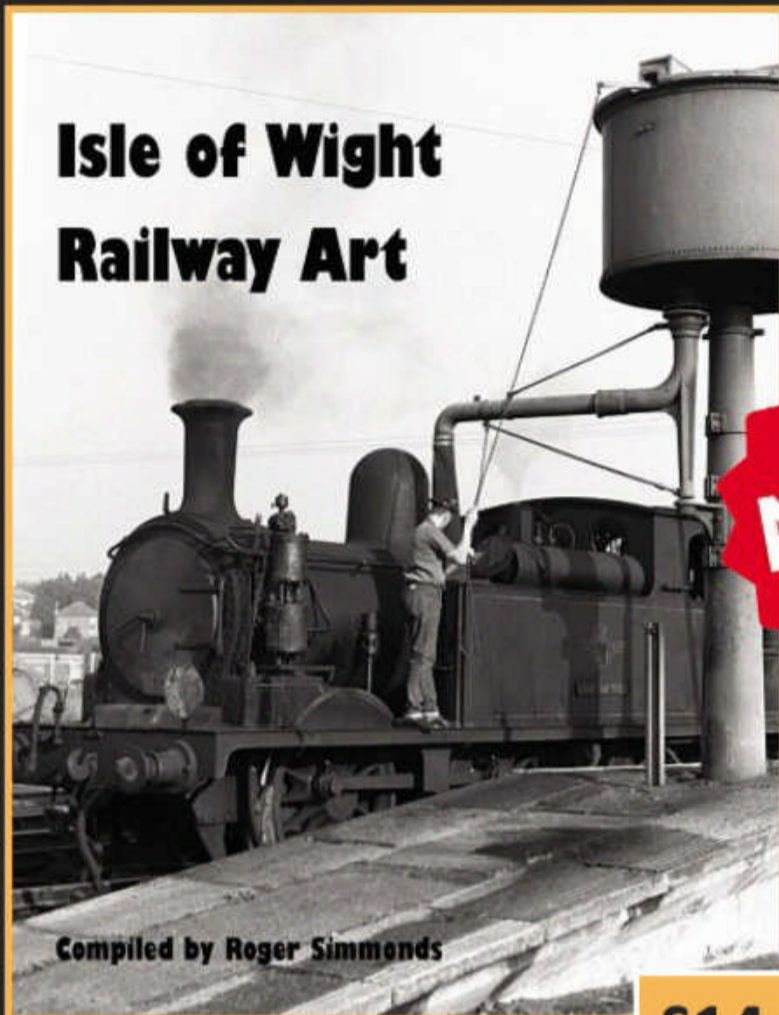
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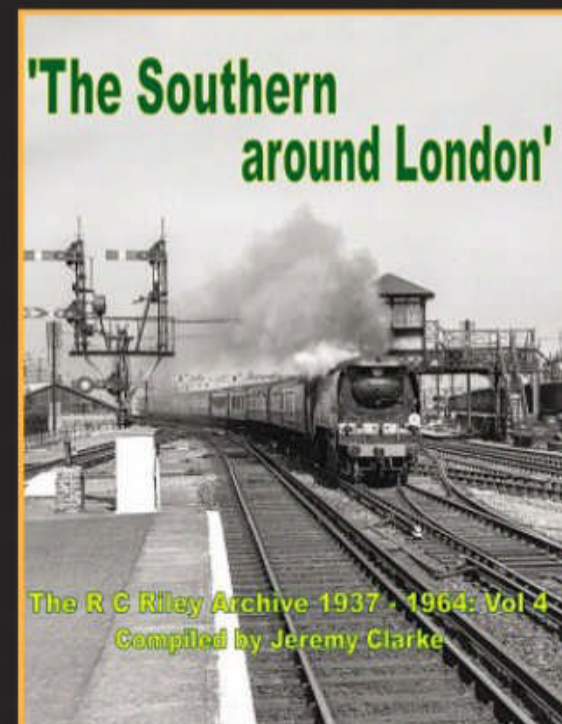
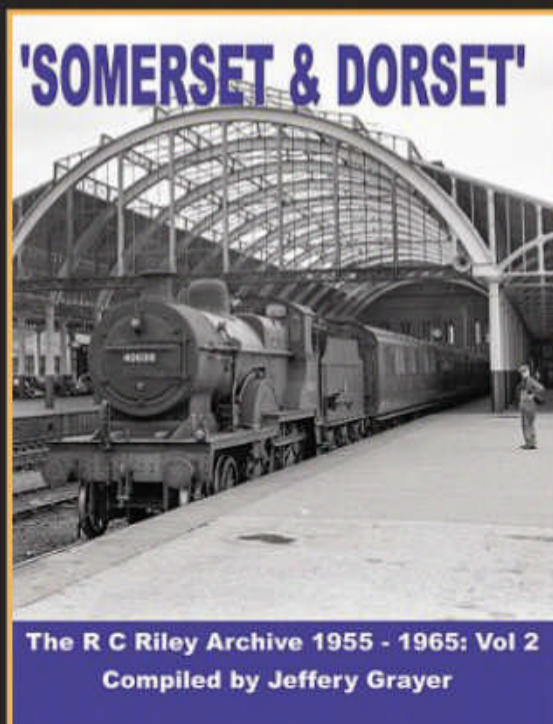
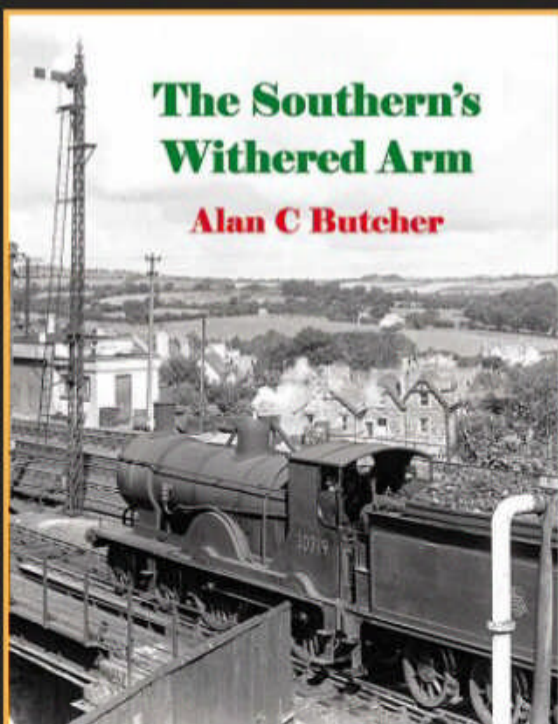
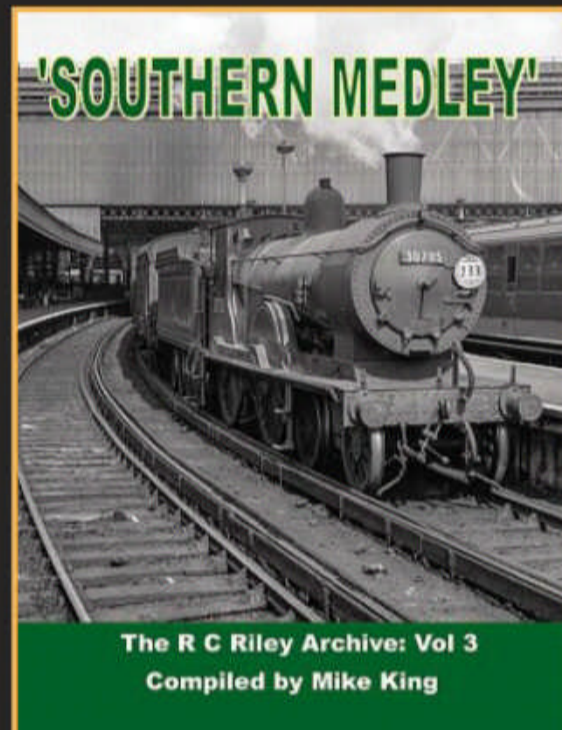
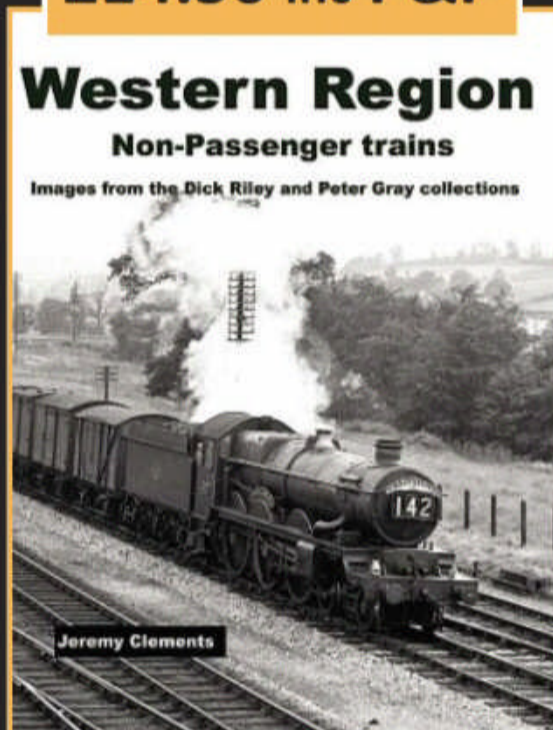
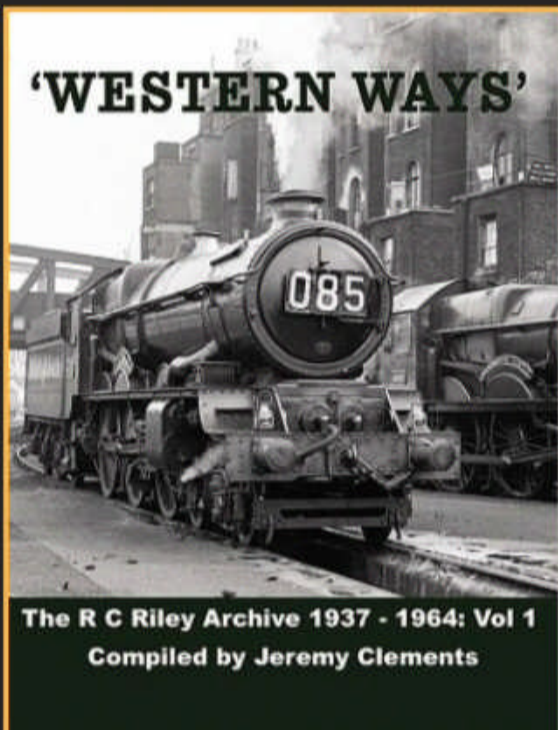
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The 1948 Locomotive Exchanges

The express classes



A process of evaluation through ten weeks of operation across four regions and involving five classes and ten individual locomotives, **Andrew Wilson** examines the tests and outcome of the passenger designs used in the 1948 exchanges.

Almost 73 years ago Britain was an austere, grey and war-ravaged country teetering on the brink of bankruptcy, with the Labour government of Clem Attlee undertaking a radical policy of nationalization. On 1 January 1948 the Railway Executive of the British Transport Commission came into being (British Railways as such did not appear until 1949), and within weeks it was announced that there was to be a comparative interchange of express, mixed traffic and freight locomotives between the new regions that had replaced the private companies. At this news, railwaymen, enthusiasts and newspapers became very interested in the events about to unfold.

Of course such trials were not new. The Rainhill Trials of 1829 were notable for proving the efficacy of the Stephenson smoke-tube boiler. The North Eastern Railway tested Simple and Compound versions of the same basic design, and also one of its Compound Atlantics against a Midland Compound. Lancashire & Yorkshire Railway and Great Northern Railway 4-4-0s were pitted against each other. However, it was the trials arranged between 1908 and 1910 that proved more long-lasting on future developments – 1909 saw the London & North Western Railway comparing its ‘Precursor’ 4-4-0 class against a GNR ‘Large’ Ivatt Atlantic, and later a London, Brighton & South Coast Railway Marsh ‘I3’ superheated 4-4-2T, with the latter ‘I3’ conclusively proving the advantages of superheating. An ‘Experiment’ 4-6-0 was also trialled against the Caledonian Railway’s 4-6-0 *Cardean* and a North British Railway Reid

With the Southern Region engine looking immaculate in malachite green but contrasting with the black of the temporary tender needed for the locomotive exchanges, Bulleid ‘Merchant Navy’ Pacific No 35019 *French Line C.G.T.* passes Westbourne Park while on approach to Paddington station with the 1.44pm arrival from Plymouth on 28 April 1948, the leading carriage being the Western Region’s dynamometer car. On this particular run No 35019 left Westbury over six minutes late and managed to recover four minutes by Reading. Beyond, despite checks at Twyford, the 525 ton train was worked up to 71½mph through Slough, allowing a 1½ minute early arrival at Paddington – C J Allen calculated that *French Line C.G.T.* knocked some 12 minutes off the booked times on this day, the run vividly illustrating the ability of the ‘Merchant Navy’ class when hauling heavy express trains. F R Hebron/Rail Archive Stephenson

Atlantic, and then 1910 saw the vindication of Churchward’s ‘Star’ class when still saturated as *Polar Star* proved its prowess between London (Euston) and Crewe.

More momentous were the events of 1925 and 1926 when ‘Castle’ class 4-6-0s proved Swindon’s technological advances over the LNER and LMS – Nos 4074 *Caldicot Castle* and 4079 *Pendennis Castle* were tested against Gresley’s ‘A1’ Pacifics and showed the advantages of long-travel valve gear, the outcome being the almost universal adoption of this feature, and GWR No 5000 *Launceston Castle* was loaned to the LMS in the autumn of 1926 and paved the way for the abandonment of Fowler’s Compound Pacific in favour of the ‘Royal Scot’ class 4-6-0s.

The 1948 trials were to be in a different league to those that had preceded them. Express, mixed traffic and freight types were to be compared and the testing would take place over a period of five months, from mid-April to the end of August, as only three dynamometer cars were available. This meant that the Euston to Carlisle, King’s Cross to Leeds, and Paddington to Plymouth trials

could run between 19 April and 28 May, with the Waterloo to Exeter tests run between 31 May and 25 June. Those locomotives running on ‘foreign’ lines would work a down train on Tuesdays and Thursdays and up trains on Wednesdays and Fridays to give their crews a chance to get to know the routes, with the test running proper the following week. The test trains were to be normal timetabled services (see *Table One*) but with the addition of a dynamometer car.

It was arranged that all the locomotives would have run between 15,000 and 25,000 miles since their last general repair and be taken straight out of traffic for the tests. They were to use the same coal, South Kirkby ‘Barnsley Hards’, which would disadvantage the Western Region locomotives as they were designed to burn Welsh steam coal. The trains would be made up to agreed weights and be manned by their normal crews. Little or no instructions were given to the crews or pilotmen on how they should fire or drive their locomotives, particularly when it came to regulator openings and cut-offs used. At weekends all the locomotives were returned to their home sheds.

Table One

The interchange passenger services

<i>London Midland Region Eastern Region</i>	10am Euston to Carlisle, and 12.55pm Carlisle to Euston (‘Royal Scot’) 1.10pm King’s Cross to Leeds (Central), and 7.50am Leeds (Central) to King’s Cross
<i>Western Region</i>	1.30pm Paddington to Plymouth (North Road), and 8.30am Plymouth (Mill Bay) to Paddington
<i>Southern Region</i>	10.50am Waterloo to Exeter (Central) and 12.40pm Exeter (Central) to Waterloo (‘Atlantic Coast Express’)



On its first Eastern Region test run on Tuesday, 18 May, its Western Region crew having had four preliminary journeys to get used to unfamiliar coal and the need for a pilotman, Collett 'King' class 4-6-0 No 6018 *King Henry VI* runs into Grantham with the 1.10pm London (King's Cross) to Leeds (Central) passenger service. Some 105½ miles into their journey, the locomotive and crew have just climbed Stoke bank and then taken advantage of the falling 1 in 200 gradient before the Grantham stop. In the up direction, the blanket 70mph speed restriction in force on the Eastern Region would prevent No 6018 from showing its ability to run fast down Stoke bank. The oldest of the express types on test, it would not be until the early 1950s when Sam Eil had proved that a high superheat boiler and double chimney were necessary in post-war conditions that the 'Kings' would be able to match the thermal efficiency of the more modern express types involved in the 1948 exchanges. V R Webster/Kidderminster Railway Museum

The express classes to be tested were Gresley 'A4' Pacific, Stanier 'Coronation' Pacific, rebuilt 'Royal Scot' 4-6-0, Bulleid 'Merchant Navy' Pacific and Collett 'King' 4-6-0. *Table Two* offers comparative details of the five types. The 'King' could not be used on the London Midland or Southern regions so the tests could not be completely comprehensive, and some observers also questioned the omission of a 'Castle' when the rebuilt 'Royal Scot' was included, but the latter was a 1943 design whereas the 'Castle' dated from 1923. The Thompson 'A1/1' Pacific was also not included as there was only one example in traffic, No 60113 *Great Northern*, and the Peppercorn 'A1' Pacifics did not enter traffic until the tests were underway.

One 'King', Newton Abbot shed's No 6018 *King Henry VI*, was tested over the Western and Eastern regions, while one 'Coronation', No 46236 *City of Bradford*, was transferred from Crewe North to Camden for the duration of the exchanges and worked all the preliminary and test trains for its type on all four regions. Three 'A4s' from King's Cross shed – Nos E22 *Mallard*, 60033 *Seagull* and 60034 *Lord Faringdon* – covered the 'A4' tests, and two rebuilt 'Royal Scots', Nos 46154 *The Hussar* and 46162 *Queen's Westminster Rifleman* from Camden, shared their tests, while the 'Merchant Navy' choice fell on Nine Elms-allocated Nos 35017 *Belgian Marine*, 35018 *British India Line* and 35019 *French Line C.G.T.*, with No 35020 *Bibby Line* held in reserve in case of failures. While working over the Southern Region both Nos 46236 and 46154 were coupled to 'WD' eight-wheel tenders to increase their water capacity as the region had no water troughs. The two 'Merchant Navy' Pacifics that saw use on the Eastern, London Midland and Western regions were coupled to Stanier tenders to enable them to collect water from the water troughs.

Ten different passenger locomotives were used during the exchanges. The oldest was GWR

'King' class No 6018 *King Henry VI*, which first emerged from Swindon Works in July 1928 and was allocated to its first shed, Wolverhampton Stafford Road, on 1 August. By the time of the tests it had been in traffic for 20 years, having run in the region of 900,000 miles. A general overhaul completed at Swindon Works on 5 March 1948 saw No 6018 *King Henry VI* have sufficient time to accumulate the necessary mileage to be a suitable candidate for the trials.

The next oldest contestants were the three 'A4' Pacifics, which were all put into traffic in 1938, making them 10-years-old in 1948 – *Mallard* was completed on 3 March, *Seagull* on 28 June, and *Lord Faringdon* was new as *Peregrine* on 1 July. All three were built new with double Kylchap exhausts. *Mallard* went through Doncaster Works for a general repair between 16 January and 5 March 1948, *Seagull* between 25 October and 12 December 1947, and *Lord Faringdon* between 15 October and 12 December 1947. All three received attention again prior to the tests, with *Lord Faringdon* called in between 21 March and 24 March 1948,

Mallard between 5 April and 8 April, and *Seagull* from 23 March to 16 April. These engines were estimated to have each completed around 500,000 miles in traffic since being built.

Stanier 'Coronation' Pacific No 46326 *City of Bradford* was completed as a streamliner on 27 July 1939, and went through Crewe Works between November 1947 and February 1948 for a general repair, during which the streamlining was removed. The Pacific then went back to Crewe Works for 15/16 April, for a check over before the exchanges began. Estimated to have run 507,000 miles from new, *City of Bradford* was the only passenger locomotive to work test trains on all four regions. The three 'Merchant Navy' Pacifics selected all emerged new from Eastleigh Works between April and June 1945, *Belgian Marine* as SR No 21C17 on 17 April, *British India Line* as No 21C18 on 7 May and *French Line C.G.T.* as No 21C19 on 7 June, and so were only three-years-old when the testing began. No 35018 *British India Line* went through the works for a general repair that concluded on 21 April 1948, during which it received a

Table Two

Comparative dimensions of express locomotives

Class	'King'	'A4'	'Coronation'	'Merchant Navy'	Rebuilt 'Royal Scot'
Type	4-6-0	4-6-2	4-6-2	4-6-2	4-6-0
Introduced	1927	1935	1937	1941	1943
Cylinders	4	3	4	3	3
Diameter	16½in	18½in	16½in	18in	18in
Stroke	28in	28in	28in	24in	26in
Wheels	6ft 6in	6ft 8in	6ft 9in	6ft 2in	6ft 9in
Heating surface					
Superheater	289sq ft	749sq ft	830sq ft	822sq ft	357sq ft
Total	2,490sq ft	3,325sq ft	3,637sq ft	3,273sq ft	2,219sq ft
Grate	34.3sq ft	41.3sq ft	50sq ft	48.5sq ft	31.3sq ft
Boiler pressure	250psi	250psi	250psi	280psi	250psi
Adhesion	67.5 tons	66 tons	67 tons	63 tons	61 tons
Tractive effort	40,300lb	35,455lb	40,000lb	37,500lb	33,150lb
Power class*	8P	8P	8P	8P	7P

* Final British Railways classification.



Transferred to London's Camden shed specifically for the locomotive exchanges, 'Coronation' Pacific No 46236 *City of Bradford* is very close to home but on unfamiliar territory when pictured on King's Cross 'Top Shed' coupled to the ex-North Eastern Railway dynamometer car in readiness for a down test run to Leeds in the week commencing 3 May 1948. Thus far it had only been tested at home on the West Coast main line and then enjoyed four preliminary runs on the East Coast. Turned out in immaculate condition for the 1948 trials, to its credit *City of Bradford* would complete all the scheduled test running for its class on the four regions used and suffer no problems or defects. However, its performances proved somewhat disappointing, this seemingly being brought about by the crew seeking economy of coal and water consumption – perhaps a more enterprising driver may have shown just what the big Stanier Pacifics were capable of in terms of haulage and power outputs? J W Armstrong/ARPT

modified cab and Flaman speed recorder.

No 35017 *Belgian Marine* was similarly treated and emerged on 14 February but was recalled on 24 April to be coupled to LMS tender No 10123, which was fitted with a water scoop. No 35019 *French Line C.G.T.* was similarly shopped on 14 February and was called back on 17 April to be coupled to LMS tender No 10219. The reserve

engine, No 35020 *Bibby Line*, was shopped in March 1948, given the same modifications, plus extended smoke deflectors, and coupled to LMS tender No 10373. Unfortunately, both LMS tenders were painted black and thus clashed with the engines' Malachite green livery.

The two rebuilt 'Royal Scots' were to all intents and purposes new locomotives.

No 46154 was converted by 16 March 1948 and the metamorphoses for No 46162 was completed on 7 January 1948. Both carried double chimneys but not smoke deflectors; they were comfortably run-in by the time the trials commenced. An overview of the locomotives used on each day and on each route is presented in *Table Three*.

Table Three

Summary of the express locomotive workings

<i>Euston-Carlisle</i>			<i>King's Cross-Leeds</i>		<i>Paddington-Plymouth</i>		<i>Waterloo-Exeter</i>		
W/B	P	T	P	T	P	T	W/B	P	T
19/4/48	-	46236	46162	60034	35019	6018	31/5/48	60033	35018
26/4/48	-	-	46236	46162	E22	35019	7/6/48	46154	E22
3/5/48	35017	46162	-	46236	-	60033	14/6/48	46236	46154
10/5/48	-	35017	6018	-	46236	-	21/6/48	-	46236
17/5/48	60034	-	35018	6018	46162	46236			
24/5/48	-	60034	-	35017	-	46162			

P - Preliminary tests: down on Mondays and Wednesdays; up on Tuesdays and Thursdays. T - On test: Down on Tuesdays and Thursdays; up on Wednesday and Fridays.

Converted from its Fowler form under William Stanier and his chief draughtsman Tom Coleman, 'Royal Scot' class 4-6-0 No 46154 *The Hussar* prepares to leave London (Waterloo) with the 10.50am 'Atlantic Coast Express' on Monday, 7 June 1948, the first of two preliminary runs to Exeter and back before the following week's dynamometer car trials. Due to the Southern Region's lack of water troughs No 46154 has been coupled to an eight-wheel 'WD' tender with a water capacity of 5,000 gallons, and this has been repainted at Crewe Works and lettered 'LMS'. As with all the locomotives tested, *The Hussar* has been turned out beautifully, the black livery an interesting contrast to the green-liveried Bulleid period coach behind the tender. Colling Turner/Rail Archive Stephenson





On one of its up preliminary runs in the week commencing Monday, 10 May 1948, morning sunshine highlights 'King' class No 6018 *King Henry VI* as it hauls the 7.50am Leeds (Central) to King's Cross train up the I in 100 climb from before Beeston station to Ardsley, after negotiating the two miles of switchback running that faced trains leaving Leeds (Central) for Doncaster. Dewsbury Road has just been crossed, the line on the right is the former GNR Hunslet branch that runs to the north of Middleton Wood, and Beeston North Junction is in the foreground. After reaching the summit at Ardsley the main line drops down to Sandal, before climbing once more at 1 in 150 to just past Nostell. The express locomotives on this stretch were all hard pressed to maintain the schedule with their heavy loads, although No 6018 did better than some. The line to Doncaster was also beset with slacks because of mining subsidence. Author's Collection

– on a previous down run No 6018 reached Peterborough in 89 minutes. More restrictions meant that the climb to Stoke summit was anything but spectacular, but north of Retford the 'King' showed its mettle, cutting times to Doncaster and also between Wakefield and Leeds.

For the 21 May up run No 6018 was given a train of 320 tons to Wakefield, 455 tons to Doncaster, and 490 tons to King's Cross. Maintaining the schedule with some ease, *King Henry VI* was running two minutes early at Retford, cut another four minutes to Grantham, and then two minutes to King's Cross. Coming down Stoke bank after touching 71½mph at Essendine there was a noticeable easing, and after a competent climb to Stevenage there was little else of note to record. Interestingly, on the previous up test run on 19 May No 6018 recorded its lowest coal consumption figure of 3.21lbs per drawbar horsepower, 20% less than the worst figure recorded between Paddington and Plymouth.

The 'King'

Gauging issues with the Western Region 'King' meant that it could only be tested on its home ground and on the Eastern Region's London (King's Cross) to Leeds (Central) line. Despite having to use South Kirkby 'Barnsley Hards' coal, No 6018 was reported as steaming freely, although on one of the preliminary up runs from Leeds its tender was low on coal on arrival at King's Cross.

First tested on its home ground, No 6018 was put to work on the 1.30pm Paddington to Plymouth (North Road) and the 8.15am Plymouth (Mill Bay) to Paddington services. The down loads were 482 tons to Newton Abbot, and 324 tons onward to Plymouth, and in the up direction 330 tons were taken to Newton Abbot, and then 456 tons from there to Paddington. On the Plymouth trains *King Henry VI* did all that the schedules demanded. The performance was deemed adequate but the schedules were far less onerous than those worked by the 'Kings' pre-war. The 36 mile section to Reading was allowed 45 minutes, and then the 59.6 miles to Westbury were booked for 70 minutes, while the 8.30am up working was given 113 minutes to run non-stop from Westbury to Paddington. The 47.1 miles between Westbury and Taunton were

allowed 53 minutes in the down direction and 55 minutes when London-bound.

Unfortunately, out of course checks interrupted the continuity of steaming and coal consumption. On its four runs No 6018 experienced five, six, nine and eight permanent way slowings and one signal stop. Power outputs were nothing out of the ordinary, with 1,310hp exerted on Rattery on 20 April, 1,380hp on Wellington bank on 22 April, and 1,371hp on Rattery on 22 April. Surprisingly, on the last up test run No 6018 burnt 3.86lbs of coal per drawbar horsepower, its highest consumption.

On the Eastern Region No 6018 again did all that was asked of it. On 20 May, 525 tons were taken out of King's Cross cleanly, *King Henry VI* topping Holloway bank at 20mph, and despite permanent way slowings Arlesey was passed at 71½mph, but Peterborough was reached in a slightly disappointing 94 minutes

The 1948 locomotive exchanges generated considerable interest among railwaymen and the general public alike, as shown in this view of GWR 'King' class 4-6-0 No 6018 *King Henry VI* as it departs from King's Cross with the 1.10pm Leeds express test train on Tuesday, 18 May 1948 where both station staff and a bowler-hatted official watch with interest. Note the connections running from the cab and along the lower part of the tender tank through to the recording apparatus within dynamometer car No 902502. One of the lasting memories of No 6018 on test was its ability to lift 530 ton trains up the 1 in 107 gradient through Gasworks and Copenhagen tunnels without slipping, something not often achieved by the Gresley and Thompson Pacifics. Although the exchanges were instigated by the newly-formed Railway Executive, No 6018's tender still carries the Hawksworth style of Great Western insignia. John P Wilson/Rail Archive Stephenson



Two days later and about six miles out from King's Cross on the repeat working of Thursday, 20 May, No 6018 *King Henry VI* makes a fine sight working hard at 1 in 200 as it bursts out of Wood Green tunnel with the 1.10pm King's Cross to Leeds express. This was the second of the down test runs for the 'King' with the NER dynamometer car, which itself dates from 1906 and is now preserved as part of the National Collection. Unfortunately, like many of the other test trains in the 1948 exchanges, on this run No 6018 was hampered by the number of permanent way slacks, signal checks, slow station work and relatively easy schedules. The 20-year-old locomotive gave general satisfaction without ever producing anything spectacular in the way of performance, albeit comparative test figures show that it did burn 15% more coal than the 'A4s' and the 'Coronation'.

F R Hebron/Rail Archive Stephenson

Apart from high coal consumption No 6018 performed satisfactorily, but then the schedules did not call for particularly high-power outputs and steaming rates. The ability to lift 525 ton trains out of King's Cross and through Gasworks tunnel did impress observers. Spectacular the running may not have been but the working of trains to time should not be underestimated.

The 'A4s'

For the exchanges King's Cross Top Shed wanted to use its best three 'A4s' at the time – Nos E21 *Wild Swan*, 25 *Falcon* and 26 *Miles Beevor* – but Doncaster insisted on using three of the four Kylchap-fitted 'A4s', so Nos 22 *Mallard*, 33 *Seagull* and 34 *Lord Faringdon* substituted. In the event Top Shed



was proved to be correct as *Mallard* ran hot on a preliminary run on the Western Region on 27 April and was replaced by *Seagull*. On the Southern Region, *Seagull* ran hot at Andover on a preliminary run of 31 May and was replaced by *Mallard*, and then nine days later *Mallard* again ran hot, but this time on a test train, which had to be terminated at Salisbury. By this time Doncaster had repaired No 60033 *Seagull* and it was back at

King's Cross, and so was hurriedly sent over to Nine Elms shed.

No 60034 *Lord Faringdon* was the first 'A4' to be tested, being selected for the Leeds test runs between 20-23 April, and of course being on home territory no preliminary runs were necessary. With 500 ton loads from King's Cross and 372 tons onward from Wakefield, No 60034 performed as well as the prevailing conditions allowed. Similarly, on the up trains

The week commencing 19 April 1948 was the first for the exchanges, with five locomotives in action across three regions, two of which were on the East Coast main line. 'Royal Scot' No 46162 *Queen's Westminster Rifleman*, on preliminary runs, would spend the week alternating with Gresley 'A4' No 60034 *Lord Faringdon* on the regular 1.10pm King's Cross to Leeds and then 7.50am ex-Leeds on the following day, the 'A4' being on test between the Tuesday and Friday. On 20 April, the date of its first test run with the ex-NER dynamometer car, *Lord Faringdon* gets away from King's Cross and shows the benefits of the double Kylchap exhaust. Wearing garter blue livery but with 'BRITISH RAILWAYS' in full on the tender, an inspector or test official appears to be standing behind the driver. *Lord Faringdon* proved to be the only one of the three 'A4' Pacifics involved in the locomotive exchanges that did not develop an overheated middle big-end bearing and have to be replaced. R E Vincent/Transport Treasury



Week two of the 'A4' tests sees No E22 *Mallard* leave Paddington with the 1.30pm Plymouth service on Monday, 26 April, the Gresley locomotive's first booked down preliminary working on the Western Region. *Mallard* turned in a good performance but on the balancing up run failed at Savernake with an over heated big-end bearing. The 'A4' was replaced by '4500' class 2-6-2T No 4563, which worked the train to Newbury, from where 'Hall' class 4-6-0 No 4920 *Dumbleton Hall* stepped in to haul the now late running 8.30am ex-Plymouth into Paddington. *Mallard* reached Reading light engine, where it stayed overnight before proceeding to London and the Eastern Region. Meanwhile, to cover the 'A4' absence, No 60033 *Seagull* was hastily taken over to Old Oak Common shed to be prepared for the next scheduled preliminary run, out of Paddington on Wednesday, 28 April.

J Marshall Collection/Kidderminster Railway Museum



with loads of 298 tons from Leeds, 425 tons from Wakefield, 457 tons from Doncaster, and 497 tons from Grantham the tests were completed without any alarms. The schedules were unfortunately well below the pre-war standards but on the significant gradients the equivalent drawbar horsepower output from *Lord Faringdon* was remarkably consistent. On the 1 in 200 Gamston bank the lowest figure of 1,050dbhp was recorded, while on the 1 in 200 climb through Little Bytham (heading north) a maximum of 1,294dbhp was exerted.

The first of the foreign tests for the 'A4s' were on the Western Region between 27 April and 7 May, working the easily timed 1.30pm service from Paddington rather than the 'Cornish Riviera Express' or the more tightly timed 3.30pm down service. Sadly No E22 *Mallard* did not even complete the first round of preliminary tests, failing on the up trip at Savernake with an overheated big-end, however the replacement 'A4', No 60033 *Seagull*, successfully ran the remaining preliminary test and the two with the dynamometer car.

On 4 May *Seagull* ran as far as Taunton without producing anything out of the ordinary. Beyond there, on the climb to Whiteball the speed did not exceed 42½mph and the summit was passed at a pedestrian 22½mph. The performance on the south Devon banks was also a disappointment, with

speeds no higher than 20mph. On the up trip, a relaying slack of 15mph at the foot of Hemerdon bank did not help but *Seagull* did accelerate to 24mph on the 1 in 41 gradient, albeit only 18½mph was recorded at the summit. On the descent from Whiteball, 75mph was attained before slowing for the Taunton stop, and the run to Westbury saw speed in the 70mph range as far as Castle Cary. From Westbury to Reading the speed hovered around the mile-a-minute mark and a brief spurt to 71½mph was achieved through Migham, but the Reading restriction brought overall speed for the 59.6 mile section down to 33-36mph. Beyond there, speeds such as 69mph recorded through Slough ensured a two-minute early arrival at Paddington.

Again the Western Region runs were bedevilled by permanent way restrictions. On the two down test runs there were five and nine, while in the up direction there were 11 and eight. Such interruptions to the running as good as negated the tests, which ideally required constant speed and steaming to prevent excessive coal and water consumption.

The trials on the Euston to Carlisle route were even less satisfactory due to the inordinate number of speed restrictions and poor traffic regulation. The down 'Royal Scot' was allowed 183 minutes to run non-stop from Crewe to Carlisle and on one run *Lord*

Faringdon managed to lose 20 minutes! After leaving Rugby almost six minutes late, slacks at Atherstone, Lichfield and Trent Valley Junction caused further loss of time and despite running from Stafford to Crewe in 26½ minutes, against the booked time of 34 minutes, matters did not improve. Leaving Crewe on time, No 60034 lost three minutes to Warrington before being stopped by signals at Winwick Junction. Further restrictions at Wigan and Euxton Junction culminated with adverse signals at Tebay bringing the train to a halt. With the climb to Shap summit marred, even on the favourable gradients down to Carlisle No 60034 barely exceeded 60mph.

At least on one of the preliminary runs to Carlisle *Lord Faringdon* made a good climb of Grayrigg bank with a 505 ton load, breasting the summit at 33½mph. Thereafter, despite another slack after Low Gill, the 'A4' was worked up to 55mph through Tebay and went over Shap summit at 25mph. A maximum of 65mph was attained at Southwaite on the run down to Carlisle.

On its last down test run No 60034 had 540 tons behind the tender and the start was beset with restrictions. Willesden brought speed down to 19mph, Watford to 27mph, Cheddington to 26mph, and 22mph after Bletchley, little wonder that Rugby was reached 7¼ minutes late. Such restrictions and the variations between runs with different locomotives question the wisdom of holding



With its chime whistle warning the photographer, Gresley 'A4' Pacific No 60033 *Seagull* is recorded on the final run in to Paddington with one of the two up 'A4' test trains on the Western Region, the 8.30am ex-Plymouth on Wednesday, 5 May. The train loaded to 525 tons and was made up principally of Collett period coaching stock. On its first up test *Seagull* ran well from Taunton to Paddington, knocking a minute off the schedule to Westbury, which included a speed of 75mph when passing Curry Rivell Junction 12 miles after leaving Taunton, and just over two minutes was cut from the 113 minutes booked between Westbury and Paddington. Despite the loads, the 'A4s' returned the best coal and water consumption figures and also provided some of the finest running on the difficult uphill sections. Colour-Rail.com/99336



The locomotives that worked the exchange trials out of King's Cross and Euston were faced with difficult starts, the 1 in 70/112/77 ascent of Camden bank being the most formidable. On Tuesday, 25 May 1948 ex-LNER 'A4' Pacific No 60034 *Lord Faringdon* tops Camden bank, but with most of the carriages still on the 1 in 77, while in charge of the down 'Royal Scot', the train weight being around 505 tons. Behind the tender is ex-Lancashire & Yorkshire Railway/LMS dynamometer car No 45050, which was designed by George Hughes and built in 1912. Sadly, only rarely did No 60034 get the chance to show its prowess during this week as the Euston to Carlisle route was beset with permanent way slacks and their impact on time-keeping was at times further exacerbated by poor train control. F R Hebron/Rail Archive Stephenson

trials on this route. Despite the problems faced by the 'A4s', their coal and water consumption figures were the lowest of all the passenger classes tested. In this respect the trials were a triumph for Gresley and Doncaster's design philosophy, but it would take a few more years before the 'Achilles heel' of the class, the middle big-end, was solved thanks to a Swindon man, K J Cook.

The 'Coronation'

The general consensus of opinion about the performance of Stanier 'Coronation' No 46236 *City of Bradford* was that it was none too enterprising – it seems that the driver believed the Pacific would be judged solely on low coal consumption. As a consequence, No 46236 only occasionally gave a glimpse of its real abilities. During one of the up preliminary

runs the driver was slow in reducing speed for the Peterborough restriction, entering the north end curves at nearer 50mph than 20mph. Was the ex-LNER pilotman responsible or driver Byford? Maybe this incident had some bearing on the subsequent running.

To the credit of all those concerned with the running of *City of Bradford*, it was the only

With the Western Region testing of express types concluded on 28 May, ex-GWR dynamometer car No 7 was available for use from Waterloo, and it was thereafter employed for four weeks to and from Exeter (Central), with the 'A4s' concluding their runs in the second week of June. Gresley 'A4' Pacific No 60033 *Seagull* departs from Waterloo with the down 'Atlantic Coast Express' on Thursday, 10 June 1948 – *Seagull* had replaced No E22 *Mallard* which failed at Salisbury on the previous day's up test. No 60033 would enjoy a smart run as far as Woking but be eased to avoid running too early, and so reached Salisbury in just over 96 minutes. As with most of the express locomotives on the exchanges, *Seagull* produced some fine running but was too often hampered by permanent way slacks. On the balancing up run, after restarting from Salisbury the 'A4' passed Andover at 79mph but after Hook the speed was eased and, despite a brief spurt to 74mph at Brookwood, by Waterloo 1½ minutes was lost.

Colling Turner/Rail Archive Stephenson



The second week of the exchanges saw Stanier 'Coronation' No 46236 *City of Bradford* undertake its first work away from home, preliminary runs between King's Cross to Leeds. Heading for Leeds, Brookmans Park has just been passed, so the running is easy on the 1 in 330 downhill between Potters Bar and Hatfield in the week commencing 26 April 1948. It was not possible for crews from other regions to learn the route between London and Leeds in a few days and as a consequence the pilotman's role was very important and may well have had some bearing on performances. The train is the 1.10pm duty and this week ex-LMS power was to work this from Monday through to Thursday as the Eastern Region preliminary runs of No 46236 and test runs of No 46162 *Queen's Westminster Rifleman* were running concurrently. With the return 7.50am ex-Leeds workings taken into account, on Tuesday, Wednesday and Thursday both ex-LMS locomotives were in use on the GNR main line. Having just lost its streamlined casing, No 46236 retains its sloping smokebox, giving rise to the nickname 'Semis'. Colling Turner/Rail Archive Stephenson



locomotive in its category to run successfully on all four regions. *City of Bradford* began the exchanges on its home region on 22 April.

The West Coast main line was still suffering the after effects of the 'Big Freeze' of 1947, with a number of permanent way slacks still waiting attention. It seemed impossible to travel more than 15-20 miles without encountering a restriction of one kind or another, yet on 22 April No 46236 had 530 tons on the drawbar and the run as far as Rugby was with only two restrictions, but even this early in the proceedings the uphill work from *City of Bradford* was moderate, with time being made up by fast downhill running such as the 77-79mph from Tring to Bletchley. On the same run 1½ minutes were lost to Crewe, despite touching 81mph down Madeley bank. North of Crewe the restrictions became more frequent, yet such was the potential of No 46236 that over a minute was shaved off the 116 minute schedule from Preston to Carlisle

thanks to sustained 70-72mph downhill from Penrith to the outskirts of Carlisle. On one of the up test trains No 46236 did not work through to Euston as a derailment at Lancaster forced the test train to be diverted over a route not cleared for the Pacifics.

During the first week of May on the Eastern Region this 'Jekyll and Hyde' running continued. On its first down test No 46236 got away from King's Cross with a load of 535 tons and speed was up to 50mph through Holloway, Potters Bar was passed at 36mph and, after a permanent way slack and signal check, Hitchin was passed 5½ minutes late. Despite accelerating to 74mph after Sandy, further checks meant that Peterborough was reached in 94 minutes, 4½ minutes late. Leaving Peterborough, progress to Grantham was lacklustre, taking almost 39 minutes, and the 62 minute schedule for the 50½ miles to Doncaster meant that even *City of Bradford* gained time, all of 7½ minutes. North of Doncaster, No 46236 lost three minutes to

Wakefield but still ran into Leeds (Central) on time.

Coming south, No 46236 ran into Wakefield a few seconds early despite a signal check, while a short burst to 70mph at Carcroft was not enough to achieve an on time arrival at Doncaster, which was reached almost a minute late, but two minutes were gained to Retford and again to Grantham. Stoke summit was passed at 34mph and on the downhill racing stretch 76mph was touched through Tallington before the Pacific was eased to acknowledge the overall 70mph limit then in force. Apart from a brief 77mph at Welwyn Garden City, the rest of the up run was quite ordinary, but still King's Cross was reached three minutes early.

On the Western Region, No 46236 showed brief glimpses of its true potential, reaching 69mph at Slough on its first down test run, but then a signal check saw Reading reached 1½ minutes late. Enterprising running of 70-82mph

The second week of its Eastern Region activities, Stanier 'Coronation' Pacific No 46236 *City of Bradford* gets away from King's Cross with the 1.10pm service/test train to Leeds (Central) on Thursday, 6 May, the last of its four departures from King's Cross. Many railwaymen are on hand to witness the spectacle of departure. No 46236 carries the Ivatt 1946 lined-out LMS black livery but with 'BRITISH RAILWAYS' in full on its tender and in line with the cab-side numerals. When newly applied, as in this case, it suited the 'Coronations' perfectly, but once travel-stained it quickly began to look dowdy and down at heel. R E Vincent/Transport Treasury





Following its two weeks of East Coast main line work and weekend returns to Camden shed, 'Coronation' class Pacific No 46236 *City of Bradford* is now working out of Old Oak Common shed and has steam to spare and the sanders on as it departs from London (Paddington) with the 1.30pm express to Plymouth (North Road) on the down preliminary run of Wednesday, 12 May 1948. Many observers expected some scintillating running from the Stanier Pacific but again it only gave brief glimpses of its potential. If Stanier had not moved to the LMS in 1932 and had been allowed to succeed Collett on the Great Western the evolution of a second class of Swindon Pacific may have resulted in scenes such as this becoming an everyday occurrence. F R Hebron/Rail Archive Stephenson

between Patney and Lavington brought a four minute early arrival at Westbury, *City of Bradford* having run the 19.3 miles from Pewsey to Lavington at an average of 71mph. An on time arrival at Taunton, despite a permanent way slack to 15mph, was achieved by passing Bruton at 77mph. Signal checks spoiled the leg to Exeter and further time was dropped to Newton Abbot. Thereafter, with 350 tons in tow, the south Devon banks were a considerable challenge. No 46236 breasted Dainton at 25mph and then fell away on Rattery, but just about kept the sectional time from Newton Abbot to Plymouth.

Running up to Paddington on Whit Tuesday with a load of 350 tons from Plymouth, four minutes was lost to Newton Abbot – the speed at Hemerdon fell away to 15mph, and to 18mph at Dainton. Between Exeter and Taunton, with the load increased to 530 tons a further 2½ minutes was dropped, and another three minutes was lost to Westbury. Because of the loadings a stop had to be made at Reading instead of slipping a coach, but with the load reduced by 40 tons some 1½ minutes was then shaved off the schedule to Paddington. With loads such as these and the number of permanent way slacks it is little wonder that the footplate crew of *City of Bradford* was reluctant to over-exert themselves or their locomotive. Nevertheless, the highest equivalent horsepower on the Western Region was recorded by *City of Bradford* when climbing Dainton, with 1,865ehp exerted.

Below: On its test run of 19 May 'Coronation' Pacific No 46236 *City of Bradford* is the centre of attention at Westbury station when en route to Paddington from Plymouth (Mill Bay). Some uninspiring hill climbing on this run saw departure from Westbury almost nine minutes late. Whilst being tested on the Eastern Region the ex-NER dynamometer car was employed with this locomotive but on the Western Region it was paired with the Swindon dynamometer car. Churchward-designed, car No 890 was built in 1901 under the aegis of William Dean at Swindon at a cost of £890 and featured a 'royal' clerestory roof. However, it was not until after World War II that the car saw extensive use, after being renumbered. During the trials it still carried the lettering 'GWR DYNAMOMETER CAR' centrally about the company's coat of arms, and No 7 can be seen on the leading door. Later it became No W7W to denote region of allocation/number/origin, and it would be retired in 1961 when the Western Region built a new dynamometer car from the shell of a Hawksworth corridor third. No W7W was subsequently bought for preservation and is now based on the South Devon Railway. Pursey Short/Kidderminster Railway Museum



At rest near the Waterloo buffer stops upon completion of its Southern Region preliminary runs, on Thursday, 17 June 1948 we find Stanier 'Coronation' Pacific No 46236 *City of Bradford* having worked up to the capital with the up 'Atlantic Coast Express' from Exeter (Central) – it awaits 'release' from the platform by removal of the lengthy incoming train by an unseen engine. The testing programme of express locomotives was now in its ninth and penultimate week, with the 'Royal Scot' runs ongoing between King's Cross and Leeds and then the pictured locomotive undergoing its Southern tests proper in week 10, along the former London & South Western Railway main line to Exeter.

R F Roberts/SLS Collection



During its preliminary week on the Southern Region *City of Bradford* gave a real demonstration of the power of a 'Coronation' when opened up. With a load of 450 tons from Salisbury to Waterloo, 45mph was attained on Porton bank, and 66mph at Grateley, but being stopped by adverse signals saw Andover passed almost nine minutes late. Impressively, by Worting Junction the speed of No 46236 had been worked up to 75mph, and through Basingstoke 88mph was reached at milepost 44. The 22.3 miles from Worting to Brookwood were run at an average of 82.6mph, allowing an on time arrival at Waterloo. Unfortunately, for the test runs No 46236 showed its usual lethargy uphill, such as 32½mph climbing Whimple bank, but was transformed when running downhill, with speeds of 82½ at Gillingham, 84mph at Sherborne and 85mph at Axminster.

Despite the crew of the 'Coronation' looking to keep coal and water consumption down by easing up on the gradients and regaining time downhill, No 46236 could not

beat the Gresley 'A4' Pacifics on this score, the 'A4' averaging 3.06lbs per drawbar horsepower an hour and No 46236 3.12lbs. Throughout the tests more coal was burnt but with the larger grate of 50sq ft this was to be expected.

The 'Merchant Navy' Pacifics

If the running of the 'Coronation' was disappointing, this could not be said about the Bulleid 'Merchant Navy' Pacifics. That they consumed more coal, water and oil than any of their competitors can take nothing away from the enterprising approach of their crews and the ability of the Bulleid boiler to produce steam.

The first of the class to enter the fray was No 35019 *French Line C.G.T.* on the Western Region, which returned very even and consistent performance on the down runs. On 27 April, trailing a load of 505 tons the Pacific had worked up to 67mph by Slough and despite a permanent way slowing was a

minute early through Twyford, but rolled to a stop at Reading 1½ minutes late. After a good start from Reading, Westbury was reached almost a minute early. The only locomotive to keep the sharp timing to Castle Cary, No 35019 reached Taunton on time. West of Taunton, the Bulleid went through Wellington at 50mph and went over Whiteball summit at 30mph after an excellent climb – this was followed by 75mph through Tiverton Junction. The south Devon banks proved troublesome, with speed down to 21½mph at Dainton and severe slipping marring the climb to Rattery, yet Plymouth (North Road) was still reached at the advertised time of 6.55pm. On the balancing up run, No 35019 *French Line C.G.T.* made a competent ascent of Hemerdon, with speed dropping from 42mph to 17mph, and after leaving Taunton over nine minutes late the 'Merchant Navy' made up time to arrive at Paddington on time.

Whilst on the Southern Region No 46236 *City of Bradford* occasionally showed the power and speed capabilities of the Stanier 'Coronation' class. On 24 June No 46236, complete with its temporary LMS-lettered eight-wheel 'WD' tender and coupled to the ex-GWR dynamometer car, has called at Sidmouth Junction station with the down 'Atlantic Coast Express'. The run, the second down test from Waterloo for *City of Bradford*, was typical of the exchanges with all the highest speeds recorded downhill, and in this case a maximum of 85mph achieved near Sherborne. The Salisbury to Sidmouth Junction leg was covered in 82 minutes against a 90-minute schedule, just over a minute longer than the run of *Mallard* on 8 June. Although a station exists here in modern times it is much changed and known as Feniton. The branch from here to the coastal town of Sidmouth closed to passengers from 6 May 1967 and the main line junction station lost its passenger services on the same day, with its reopening as a through station achieved from 3 May 1971. C F H Oldham/Kidderminster Railway Museum





Representing the Southern Railway's top link express power, Bulleid 'Merchant Navy' Pacific No 35019 *French Line C.G.T.* departs from Paddington with the 1.30pm Plymouth express on 19 April 1948, its first preliminary run down the Western Region main line to the west – the use of water troughs necessitated the use of a scoop-fitted Stanier tender. If running trains to time was the sole criteria of the exchanges then the 'Merchant Navy' Pacifics would have come out very favourably, but instead they were judged on their average coal consumption related to their power output. As a result, they were placed bottom of the table for the express locomotives tested, with a figure of 3.6lbs per drawbar horsepower, slightly worse than the 3.59lbs of the 'King'.
F R Hebron/Rail Archive Stephenson

of 1,929 with the regulator wide open and the cut-off showing 33%. South of Warrington, control allowed an RAF leave special out in front of the test train, which caused 27 checks to Leighton Buzzard. Whatever the coal consumption and delays, No 35017 *Belgian Marine* had produced one of the outstanding ascents of Shap from Carlisle.

No 35017 also worked the Eastern Region tests. On the down run of 25 May the 'Merchant Navy' Pacific made the second best climb to Finsbury Park, after the 'King', but the speed restriction on the section to Peterborough meant that an overall time of 90 minutes was recorded. However, the climb to Stoke summit was excellent and between Little Bytham and the summit the equivalent drawbar horsepower of 1,528 was achieved. On its next down test *Belgian Marine* cleared Stoke signal box from a standing start at Grantham in 9½ minutes, returning an equivalent drawbar horsepower of 1,659, considerably better than the 'King', 'A4', 'Royal Scot' or 'Coronation'.

Coming south of 28 May, No 35017 almost kept the sectional times from Leeds to Wakefield and then cut a minute off the schedule to Doncaster. Another minute was shaved from the allowance to Retford, and this was followed by 2½ minutes cut to Grantham. On the racing stretch from Stoke summit No 35017 was eased at Little Bytham when running at 70½mph, and further good running ensured that King's Cross was reached two minutes early despite a signal check at Finsbury Park.

The first two weeks of May saw No 35017 *Belgian Marine* in action between Euston and Carlisle and any hopes of a scientific test were dashed by permanent way slacks, signal checks and poor traffic control. On the first preliminary run on 3 May the tender water scoop was damaged, necessitating a non-scheduled stop for water. Two days later, No 35017 was brought to a halt by signals north of Tebay in bad weather and driver Swain had the greatest difficulty in getting the 500 ton train on the move again.

On 13 May, the date of the first northbound test run, No 35017 got no further than Primrose Hill tunnel before being stopped by signals. Further checks ensued and Rugby was reached nearly 18 minutes late, but this masks the fact that up the 1 in 333 from

Watford to Tring *Belgian Marine* ran 14 miles at a steady 57-55mph. The booked allowance between Tamworth and Stafford was kept despite further checks. North of Preston, No 35017 was opened up and made a good ascent of Shap after passing Tebay at 57mph, with the equivalent drawbar horsepower of 1,835 being recorded and the summit passed at 29½mph. A maximum speed of 78mph was then attained between Shap and Clifton, and despite another restriction outside Carlisle *Belgian Marine* had cut the booked allowance by four minutes.

The following day's southbound run was notable for the climb from Penrith to Shap, which was passed in a shade under 18 minutes at almost 50mph. This effort produced an equivalent drawbar horsepower

For the tests on the former LMS main line the chosen 'Merchant Navy' was No 35017 *Belgian Marine*, with driver Jack Swain and fireman A E (Bert) Hooker of Nine Elms booked. This 11 May view records the first test train to Carlisle, the down 'Royal Scot', near Brinklow. *Belgian Marine* turned in some of the best runs on the Euston to Carlisle main line, and it has to be remembered that the 299 miles covered were almost three times the length of the longest continuous run normally made by either the engine or crew on the Southern Region. That some of the best running also occurred north of Preston is testament to the willingness of the crew, and especially the fireman, to enter into the spirit of the exchanges. Perhaps the best hill-climbing for No 35017 came on the up run of 14 May when six minutes were cut from the 86 minute schedule from Penrith to Preston.

C M Doncaster/Kidderminster Railway Museum



The week commencing 17 May 1948 saw No 35017 *Belgian Marine* begin its preliminary runs on the Eastern Region, this view recording one of the two runs with the 1.10pm ex-King's Cross that week as it restarts from Wakefield (Westgate) for Leeds. During the exchanges the Bulleid 'Merchant Navy' Pacifics proved to be powerful, prone to slipping at speed, and fast when given the opportunity. The boilers were prodigious steam raisers but at the cost of excessive coal and water consumption, partly because their Southern Region crews were determined to show everybody what their locomotives could do in terms of haulage and running to time. Turned out in full Southern Railway post-war Malachite green with yellow lining along the air-smoothed casing, the visual effect was spoilt somewhat by being attached to a black-liveried Stanier 4,000 gallon tender. H M Lane/Colour-Rail.com-BRE1518



The departure of the locomotives being tested from King's Cross station was always watched in anticipation of a display of slipping on the difficult exit from the platforms and the usually poor rail conditions inside Gasworks tunnel, and 'Merchant Navy' class Pacific No 35017 *Belgian Marine* was no exception on Thursday, 27 May. With the ex-NER dynamometer car behind the tender and the sanders on full, the Bulleid Pacific leaves King's Cross in charge of the 1.10pm Leeds (Central) express. To the surprise of many the 'Merchant Navy' was second only to the 'King' in making excellent starts from King's Cross and the ascent of the Northern Heights out of London. Colling Turner/Rail Archive Stephenson

No 35018 *British India Line* was used on the Southern Region. On 3 June it worked the down 'Atlantic Coast Express' loaded to 505 tons, taking 101 minutes to pass Salisbury (83½ miles) despite a bad permanent way slack at Walton. Nothing more than 45-50mph was required to Hook to keep time, with No 35018 accelerating to 52mph up the 1 in 249 to Worting. At Andover nothing faster than 42mph was reached, and down Porton bank the maximum was 67½mph.

On one of the up tests from Leeds (Central), so either 26 May or 28 May, 'Merchant Navy' Pacific No 35017 *Belgian Marine* passes Potters Bar. This service, the 7.50am departure, was booked for nine coaches from Leeds but gained a four-coach Bradford portion at Wakefield, a single coach from York was added at Doncaster, and a coach from Lincoln joined at Grantham; thereafter, the train was non-stop to King's Cross. The modifications made to the 'Merchant Navy' engines involved in the exchanges are clearly seen in this view, the Flaman speed recorder, modified cab and LMS tender, in this case No 10123. With Bulleid having been Gresley's right-hand man for so many years, much interest was centred on the running of his Pacifics, especially on the former GNR main line. Across the regions, despite their profligate coal consumption the 'Merchant Navy' Pacifics ran most of their trains to time and none suffered a failure when working. Rail Archive Stephenson



From the outset of the locomotive exchanges converted 'Royal Scot' class 4-6-0 No 46162 *Queen's Westminster Rifleman* found itself on the East Coast main line. One week on and with four days of preliminary trips complete, this Tuesday, 27 April view records the locomotive coupled and wired up to the ex-NER dynamometer car as it prepares to leave King's Cross with the 1.10pm Leeds express. Lashed to the back of the tender is a crate stencilled '46162' that contains the tools and oilers belonging to the engine. From this angle the large boiler and firebox of the 'Royal Scot' are seen to good advantage and these combined with the double chimney and modern front end, were key to the superb performances that were coaxed out of both 'Royal Scots' during the trials, some of which were superior to the nominally more powerful Pacifics.
F R Hebron/Rail Archive Stephenson



The 'Royal Scots'

The converted 'Royal Scots' were an interesting choice, being smaller and rated at one power class lower than the Pacifics, yet on the Southern and Eastern regions they were given loads comparable to the Pacifics. The two selected for the tests – Nos 46154 *The Hussar* and 46162 *Queen's Westminster Rifleman* – were only recently out of Crewe Works but the rough riding of the originals was never eradicated in the conversions. *The Hussar* was selected to work on the Southern Region and so was coupled to a 'WD' 5,000 gallon tender.

Queen's Westminster Rifleman began its preliminary running on the Eastern Region during the first week of the trials. The test run on 29 April saw 530 tons behind the tender and No 46162 made a slow start out of King's Cross. At Holloway, 1½ miles out, the 'Royal Scot' was running at 14mph, but it was at 49mph through Wood Green, about five miles into the journey. Four bad permanent way slacks – at Brookmans Park, Hatfield, Woolmer Green, and Connington – saw Peterborough reached 12½ minutes late. Running improved north of Peterborough, with 61/62mph sustained between Tallington and Essendine. After the easily timed section to Newark, No 46162 was held at signals at Eglington

signal box after a freight train had split in two, holding the 'Junior Scotsman' and the test train for 18 minutes, so it is little wonder that No 46162 was 32 minutes late into Doncaster, and 34 minutes late into Leeds.

The following day's up test saw the 'Royal Scot' loaded to 500 tons south to Grantham, nevertheless No 46162 ran to Wakefield on time but then lost a minute to Doncaster because of a signal check, and almost six minutes to Grantham – on the Retford to Grantham section No 46162 had produced a performance worthy of a Pacific, running down into the Trent Valley from Markham summit at 77½mph, and perhaps more impressive was the sustained 61-65mph maintained on the gradual rise from Newark to Hougham. After stopping at Grantham, a steady climb to Stoke summit followed, but after the Corby Glen slack *Queen's Westminster Rifleman* ran to Stevenage at an average of 60mph, with the 27 miles from Huntingdon to Hitchin run in 25½ minutes with a maximum of 77½mph. Despite the usual checks running into King's Cross,

No 46162 rolled to a stop 1½ minutes early having cut over eight minutes from the Grantham to King's Cross schedule – a quite remarkable performance by the 4-6-0.

The next tests for *Queen's Westminster Rifleman* were on its home region, where its finest running was in the northern fells. On 4 May the 12.8 miles from Carnforth to Oxenholme were run in 13 minutes, with No 46162 exerting an output of 1,442edhp at 53mph with a load of 450 tons. The climb up Grayrigg saw speed fall to 44½mph at Hay Fell with outputs of 1,304edhp and 1,230edhp on the final 1 in 106 at 37mph.

The third and final outing for *Queen's Westminster Rifleman* was on the Western Region. On 25 May, with a load of 465 tons Reading was reached a couple of minutes early with no higher speed than 64mph. A good run was made to Westbury, but speed downhill from Savernake never exceeded 60mph. Two permanent way slacks ruined any chance of running into Taunton on time, with 6½ minutes being lost. No 46162 then made a lacklustre climb to Whiteball, with speed

During its preliminary running on the Western Region, week commencing 17 May 1948, No 46162 *Queen's Westminster Rifleman* accelerates the 1.30pm Paddington to Plymouth (North Road) express out of Brunel's London terminus of the Great Western Railway. Although regarded as conversions of the Fowler/North British Locomotive Co design, in real terms the converted 'Royal Scots' were new engines. Few if any retained their original frames during conversion, the only visible Fowler feature being the cab. The Western Region still had its fair share of slacks and on going maintenance work at this time, but these were not as frequent as those between Euston and Carlisle. Although a black locomotive, the early afternoon sunlight picks out the straw coloured lining and the red used on the edge of the locomotive's platforming, and of course the chocolate and cream livery of the rolling stock. Colling Turner/Rail Archive Stephenson





On one of its two preliminary runs from Paddington, 17 May and 19 May, No 46162 *Queen's Westminster Rifleman* has arrived at Exeter (St David's) station and a moment of inspection is underway. Whilst the No 46236 *City of Bradford* ran with its Stanier tender lettered 'BRITISH RAILWAYS' in deference to the newly-created Railway Executive, the tender of No 46162 retains its LMS lettering in Ivatt's 1946 style. During the exchanges the 'Royal Scots' were something of a surprise package, struggling with some of the exceptional loads but also showing some remarkable power and speed outputs in relation to grate size. Such performances would probably have been out of reach of the 'Castles' at this time with their single chimney draughting. P Shaw/Kidderminster Railway Museum

down to 18½mph at the summit, but then ran to the Exeter to Newton Abbot section to time. Over the South Devon banks the 'Royal Scot' was impeded on one run by a freight train ahead when forced to stop at Tigley – a sure-footed restart and climb to Rattery followed, but six minutes were lost.

No 46162 did well on the eastbound run on 26 May, with a fine climb up the valley from Exeter. A steady run downhill from Whiteball may have been due to riding problems on the curves through Wellington but after the Westbury stop *Queen's Westminster Rifleman* was opened up on the climb to Savernake, producing outputs of 1,405edhp at Edington, 1,630 at Lavington, and 1,563 at Patney. After having to stop at Reading to set down passengers, a maximum of 70½mph was reached on the level at Slough, representing an output of 1,080dhp.

On the Southern Region No 46154 *The Hussar* produced some outstanding runs, including the down run between Salisbury and Exeter on 17 June. Time was kept with a

load of 510 tons and up the steep Honiton bank speed fell from 83½mph at Axminster to 14mph at the summit, a remarkable feat with such a load.

The final up run on the following day was again loaded to 510 tons. The start out of Exeter brought just under a mile at 1 in 100 up to Exmouth Junction and No 46154 cleared Whimple summit at 46mph, allowing almost three minutes to be cut to Sidmouth Junction. The climb to Honiton tunnel follows and the 'Royal Scot' went over the top at more than 30mph. After a fast run down Seaton bank, a slow start was made from Axminster but by milepost 138 speed was up to 60mph and 1,782edhp was recorded near Crewkerne on the 1 in 200 west of Hewish crossing. The difficult 21 minute schedule in force between Salisbury and Andover was kept, with *The Hussar* producing 1,680edhp in the process. The Andover to Waterloo section saw No 46154 running easily, with the highest speed of 75mph attained near Hampton Court Junction contributing to an on time arrival at Waterloo.

Conclusions

Any uniform testing was made impossible by the fact that the exchanges took place at a time when the selected routes were still recovering from the effects of wartime usage and the winter of 1946/47. The 'A4s' were the most efficient locomotives while the 'Merchant Navy' Pacifics the most extravagant, but proved to have the best steam-raising boilers. The 'Coronation' disappointed as its performances generally lacked any sparkle. The biggest surprise came from the 'Royal Scot' – for the size of its grate the two locomotives used produced some outstanding performances, better than some of the nominally more powerful Pacifics. That the exchanges were part of the planning for future designs is questionable. They were more like an exercise in industrial psychology to bring pre-1948 opposite numbers together – E S Cox's initial report detailing his ideas for the future British Railways Standards was dated early June 1948, while the trials were still ongoing!

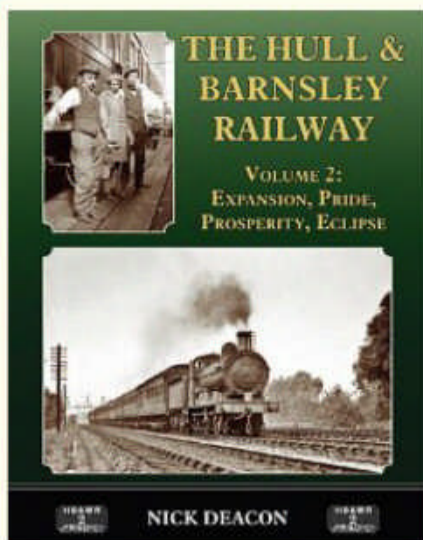
The week commencing 14 June 1948 saw the Southern Region test runs for the converted 'Royal Scot', and it was No 46154 *The Hussar*, rather than No 46162 used elsewhere, that was chosen to haul the 'Atlantic Coast Express' service between London (Waterloo) and Exeter (Central), a distance of 171 miles 30 chains, hence the 5,000 gallon capacity 'WD' eight-wheel tender. Interestingly for the local enthusiasts, the week saw *The Hussar* alternate with 'Coronation' No 46236 *City of Bradford* on these duties, the latter undertaking its preliminary runs in readiness for the following week, with *The Hussar* working the 10.50am down train on the Tuesday and Thursday, and the up train, 12.40pm from Exeter, on the Wednesday and Friday. This view of the down train is recorded on the four-track section of line somewhere between Farnborough and Old Basing. G Siviour Collection/Kidderminster Railway Museum

STEAM DAYS

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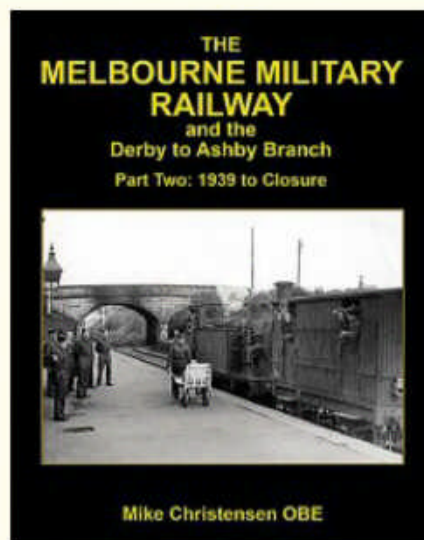
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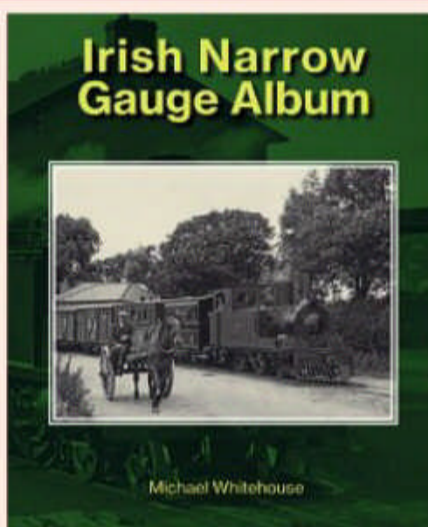
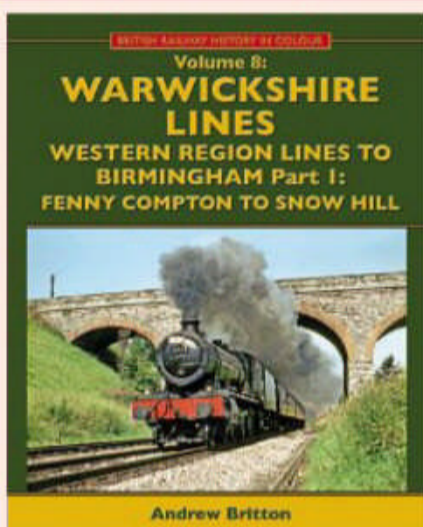
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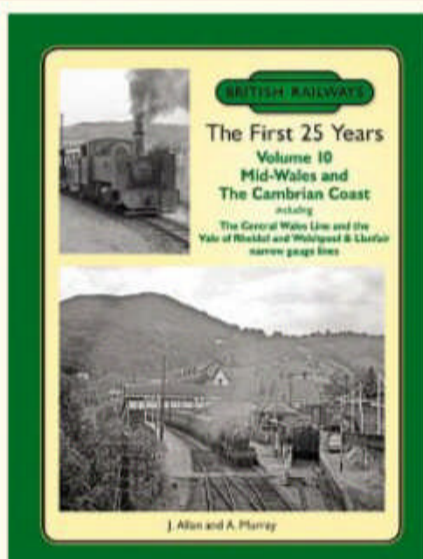
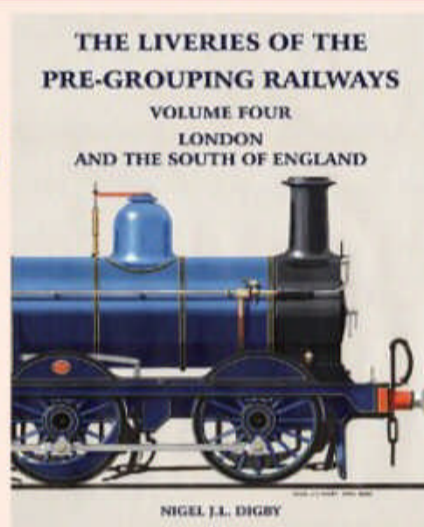
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L&NWR Central Wales line at Builth and so we cover the part of that line in Mid-Wales, from Craven Arms as far south as Llandoverly. Resuming our journey at Moat Lane Junction we stop at Welshpool to visit another narrow-gauge line, the Welshpool & 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.

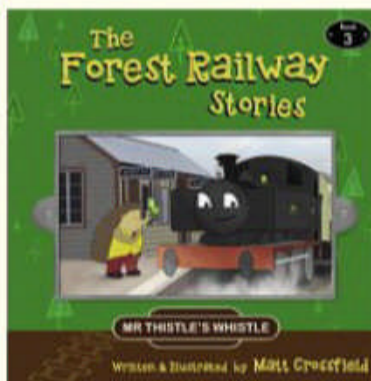
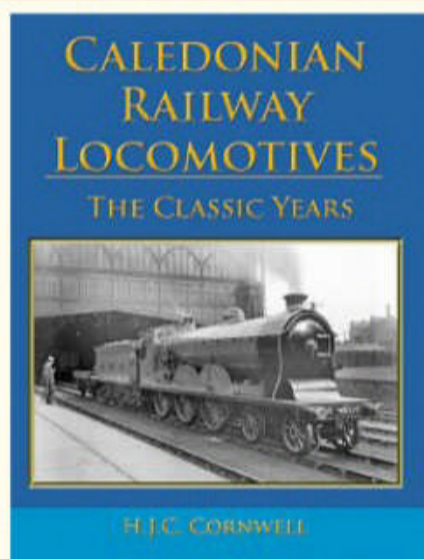
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A safe haven from the worst North Sea conditions, Keith Jones reveals the railway story behind the construction for a Harbour of Refuge, a 70-year project that included the use of hard labour at a prison yard and quarry, and a passenger service to take convicts between these two sites.

In the mid-19th century the east coast of Scotland was notorious for the large number of ships wrecked and the lives lost every year on its rocky coastline caused by storms that could arise with little warning but much ferocity. At the same time the Admiralty was concerned about the lack of shelter for Naval vessels, a Royal Commission was set up and in 1852 it recommended that a National Harbour of Refuge be built at Peterhead, a busy whaling and fishing port with ambitions to expand. Because of the massive costs, of which two-thirds would be sought from the local harbour board, the project did not proceed.

Meanwhile, south of the border major public works were being undertaken using convict labour at locations such as Chatham Dockyard, Dartmoor, Portsmouth, and on the Isle of Portland in Dorset. Following the appointment of a new Board of Commissioners for Prisons in 1877, John Hill Burton, the Scottish representative, noted that although his country contributed to the costs

This scene is representative of one of the first views that arriving prisoners would have experienced upon reaching Peterhead, the inside of the trainshed of the Formatine & Buchan Railway terminus (GNSR from 1866), somewhat gloomy and uninviting. Except for a few additions, such as the canopy over the platform and another over the entrance, the station remained substantially as it was when opened in July 1862, with the first convicts arriving for hard labour in August 1888. This 10 July 1957 view includes a two-coach train ready to leave for Maud Junction behind a BR Standard '2MT' 2-6-0. Hamish Stevenson Collection

Looking out to sea, something of the magnitude of the Harbour of Refuge project is captured in this scene of the North Breakwater on 28 July 1950. This is less than half of the main project construction, ultimately 1,500ft in length compared to the South Breakwater's 2,850ft. One of the Admiralty-owned Hunslet Engine Co-built 0-6-0Ts is at rest with three wagons near the breakwater's 40 ton Titan crane; it is very likely *Prince of Wales* as during the 1950s it enjoyed a long spell on the self-contained railway of the North Breakwater. The load appears to be containers of Portland Cement used to stabilise the breakwater foundations prior to the laying of concrete blocks. Divers were employed in the dangerous work of positioning these underwater. The superstructure here extended down for 69ft below low water, with at least another seven feet of concrete foundation beneath that. Maud Railway Museum Collection

of maintaining convicts, England had the entire benefit as over 600 Scottish prisoners were employed there. The proposal to build a Harbour of Refuge in eastern Scotland was accordingly revived and in 1882 another commission was set up to look at various potential locations from Eyemouth to Wick. Two years later it reiterated that Peterhead Bay would be the most suitable and a site was selected for a new prison to house the potential labour force, this being about 1½ miles south of the town centre.

The Treasury gave the go-ahead for the project and the Admiralty appointed Sir John Coode as the first Engineer-in-Chief. The Peterhead Harbour of Refuge Act was approved by Parliament in 1886 and preparations began. According to the traditions of the time, the initial contractors built the first cell block for about 200 men, the perimeter wall and various extraneous buildings, and the inmates would subsequently be employed on completing the remaining two cell blocks and staff housing.

On 7 August 1888 the first batch of 20 convicts, all sentenced to a lengthy term of penal servitude, arrived just before noon at Peterhead station. They were met by 'an immense crowd of all sorts of people, crushing and pushing for a good place' – a celebrity welcome! The men, accompanied by four warders, had travelled in the Caledonian Railway's special prison carriage that had been attached to the 7.20am train from Perth to Aberdeen, where it was immediately added to the Great North of Scotland Railway's 10.15am Buchan line train. Chained together in groups of five, the men, dressed in the standard coarse linen prison uniform of the day, marked with arrows, were taken to their new home by two horse-drawn buses flanked by local policemen and armed guards. This was to become a familiar sight in Peterhead over the ensuing months and years.

The reporter for the local newspaper was able to look inside the prison carriage and gave a detailed account of the interior. 'There was a space in the centre immediately fronting





An exterior view of Peterhead's GNSR station, the journey from here for prisoners being little more than one mile by road to H M Convict Prison. The GNSR line from Maud Junction terminated on the northern fringe of Peterhead (although the site is now within the expanded town), while the prison was built on the other (south) side of Peterhead Bay. Prisoners were still arriving by rail in 1938 but by the early 1950s transfer by motor coach was the norm, perhaps with the occasional escorted exception, this picture dates from 5 June 1954. Peterhead station would lose its passenger service from 3 May 1965, with goods operations lasting until 7 September 1970. Hamish Stevenson Collection

the door reserved for the warders cushioned and comparatively nice, but at either end of the van where the convicts were stowed, the fixtures had a striking resemblance to a wild beast's cage in a menagerie - only smaller. Each end has two compartments one on either side of the carriage with a passage in the centre. In each of these compartments five convicts are accommodated, all of course chained, and the chain being fixed to a staple in the centre of the apartment. The front of the compartment is solid wood panels up to the height of three feet after which there are bars to the top of the carriage.' Incongruously he added the 'atmosphere of the carriage was warm and comfortable.'

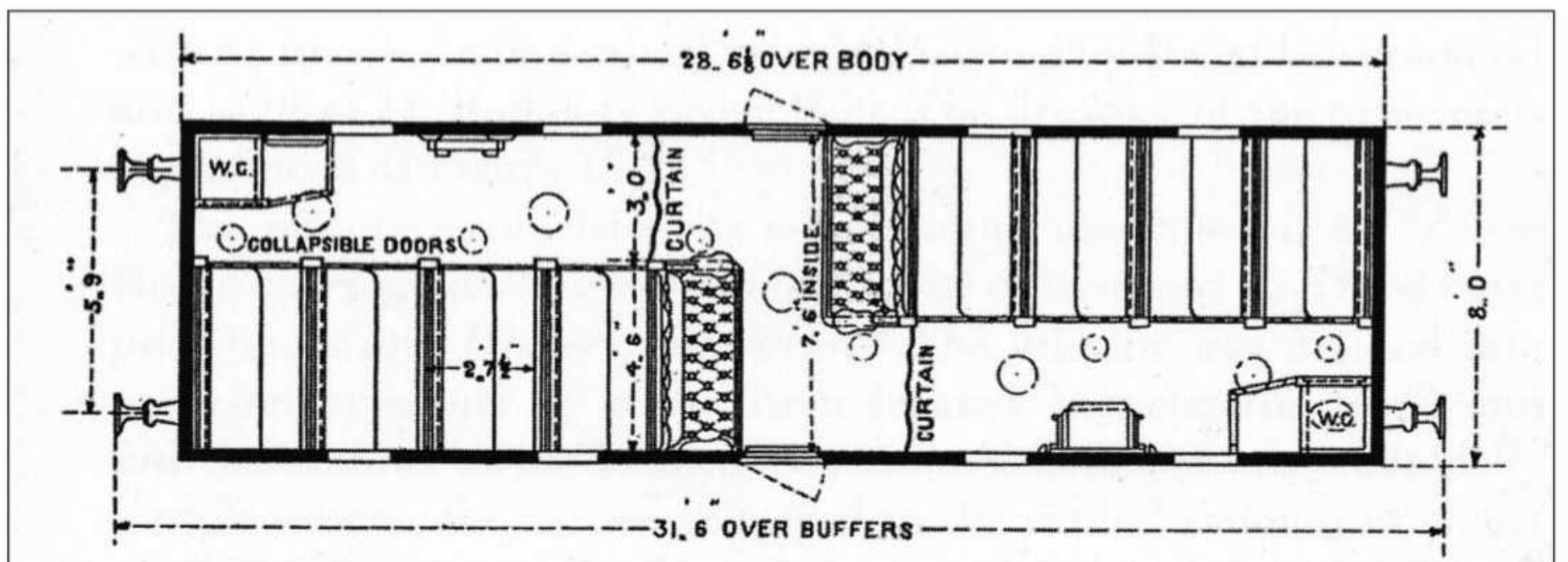
The vehicle dated from 1885 and was of similar dimensions to a Drummond five-compartment third class carriage, 31ft 6in over buffers. It was dual-braked, steam-heated and, except for the external doors, was windowless. It could carry up to 24 prisoners, for whose convenience urinals were installed at the end of each corridor.

In 1890 the North British Railway also built a new prison carriage particularly for convicts being moved to and from Edinburgh, and this too was a regular visitor to Peterhead. It was on a six-wheel chassis, 38ft 6in over buffers and dual-braked. The central doorways accessed two short corridors, one on each side and placed symmetrically, giving access through sliding doors to five narrow cells furnished with a wooden bench seat. The external windows to these cells were shuttered with a stout steel grille when in use. Painted in the standard NBR crimson lake livery, on its bodyside it carried the Royal cypher, originally VR. Upholstered seats for warders were provided at the entrance vestibule, and an additional folding seat in each corridor allowed close supervision if necessary. A small cast iron urinal was located at the diagonally opposite ends of each corridor. The Caledonian Railway's carriage was upgraded in similar style in 1895, including small, enclosed WC compartments replacing the urinals. It was painted brown and again

carried the Royal crown instead of the CR coat of arms. Both were withdrawn soon after the grouping to become service vehicles, after which normal stock would have been used.

The Harbour of Refuge proposals entailed building massive breakwaters on each side of the bay, between Salhouse Head on the south and Keith Inch on the north, costing an estimated £750,000; completion was expected by 1920. Material for the works was sourced from Stirling Hill (nowadays Stirlinghill), a few miles away to the south, next to the village of Boddam where there were huge resources of the local pink granite. A railway would transfer the prisoners to and from the quarry, as well as the granite from there to the prison yard and onwards to the breakwater. Built to an extremely high standard, it was ready for use in 1890, by which time one locomotive - Hawthorn, Leslie & Co Ltd 0-6-0ST *Victoria* (Works No 2138 of 1889) - and 25 side-tipper wagons had been delivered, along with a couple of locally-built stone carriers.

The layout of the Caledonian Railway's prison carriage after its modification in 1895. There are two lots of four narrow cells with wooden benches for prisoners, with more comfortable seating for warders in the central part of the vehicle. It was a regular visitor to Peterhead. The NBR carriage was similar in layout but being longer had ten cells rather than eight. Caledonian Railway Association





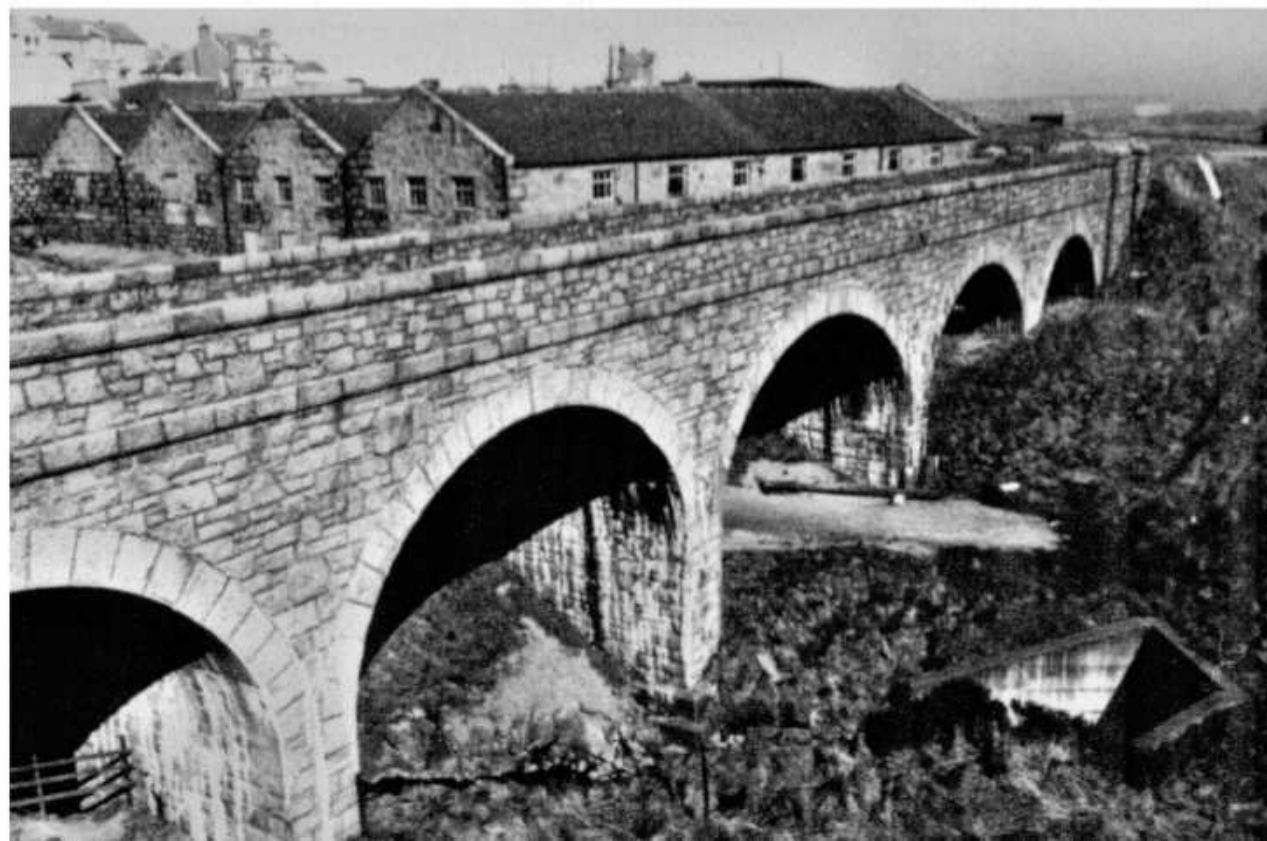
This picture dates from 1889 and shows the extent of the line in the quarry area at that time, along with early preparatory and excavation work – to the lower right, narrow gauge skips are in use to remove top soil and deliver it to a loading dock and standard gauge tippler wagon, while the skyline is dominated by stone extraction, the huge crane's counterbalance weights seen on this side. In addition, the mid-level on the left includes broken up stone, and for its onward journey a series of wooden planks line a chute that descends to the railway. There were several commercial quarries operating in this area as well as this quarry serving the Harbour of Refuge construction works. Early annual returns always showed at least one horse, sometimes two, on the list of assets employed. Presumably these were used to assist in moving wagons and materials at the quarry, the horse here is seen feeding contentedly. Maud Railway Museum Collection

The line was approximately 2½ miles long, laid with heavy flat-bottomed rail of 72lbs per yard and ballasted with granite. It was fully fenced and signalled, with trains worked on the block system from three cabins, one at each end and the third at a passing place, about ¾ mile before the quarry and where there was also a water tank. Emerging from a gate in the prison wall on to the main line connecting the breakwater and quarry, the railway immediately crossed a five-arch viaduct, 220ft long and constructed of granite masonry. It then passed the Glenugie distillery, perhaps reminding

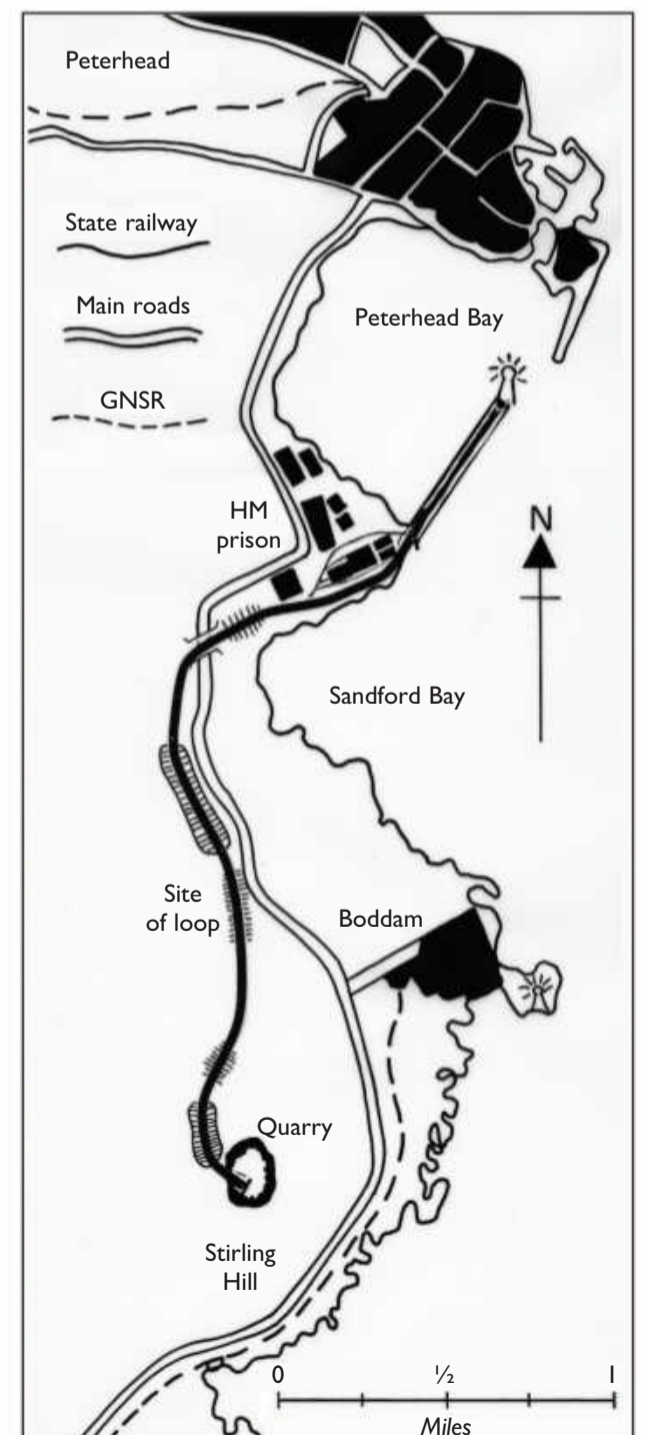
patrons of what they were missing in the outside world!

There followed a steel girder bridge across the main road to Aberdeen, and there were also two substantial masonry overbridges. The first was north of the passing loop, and the second to its south, at the west end of Lendrum Terrace. Much of the route from then onwards entailed heavy cuttings or was on embankment. The average gradient from prison to quarry was 1 in 76, with a maximum of 1 in 40. There was no connection with the GNSR network, either at Peterhead or at Boddam. The system was referred to in *The*

The substantial nature of the railway viaduct over the river Ugie can be appreciated in this post-closure photograph. Looking north-east, the buildings on the left appear to be warehouses or stores for the distillery adjacent to the line, the Glenugie Distillery having origins in the 1830s and continuing in use until 1983. Beyond was the railway junction where the running line from the quarry either entered the prison yard (on the north side) or continued onwards to the breakwater. The main line was controlled by block signalling and a signal box was also located where the lines diverged. Maud Railway Museum Collection



A plan of Peterhead and its Harbour of Refuge includes the Admiralty railway running south from Peterhead Bay to Stirling Hill quarry. The prison is just west of the South Breakwater and some trackwork is shown, but the rails of the North Breakwater are omitted. Of note is the proximity of the GNSR network at both ends of the system, but neither the Peterhead branch of 1862 (which even included a harbour branch beyond the terminus) nor the Ellon to Cruden Bay and Boddam line of 1897 were ever connected to the state-owned railway operated from the prison or its associated North Breakwater lines. GNSRA Collection



Amongst the infrastructure to be purchased by the Admiralty were two 50 ton Goliath gantry cranes for the blockworks on the south side of the prison yard. They were erected at the neighbouring south and north blockmaking floors to lift the large cast concrete blocks (expected from the outset to be between 25 and 45 tons each) onto railway flat wagons – two of the twin-bogie block carrying wagons await their next load in the later years of the line. From here, the blocks travelled by rail either to the construction site on the South Breakwater or to the barge harbour, protected from the worst seas by the southern end of the South Breakwater, from where the blocks were loaded onto the dedicated barge, *Thistle*, for use on the North Breakwater scheme.

Maud Railway Museum Collection



Locomotive Magazine in 1900 as a 'British State Railway'. Although many government establishments throughout Britain had internal railways this was probably the only one with a passenger-carrying operation at the time, built to near main line standards.

Work necessary before the project could begin included the construction of a harbour for the barges needed to move rubble for the foundations of the new breakwater. Steam cranes were ordered from Messrs Stothert & Pitt at Bath, two Goliaths for the block-making yard and a massive Titan crane for working on the breakwater. The Titan had been tested with a load of 62 tons – it had an arm 100ft in length, counterbalanced by a tank containing 120 tons of concrete, and ran on 32 wheels but could be controlled by a single man in the cab. Delivered by rail to Peterhead station in 1889, in sections weighing less than 12 tons, it was operational three years later, in 1892, having taken 30

men six months to re-assemble. Several smaller steam cranes were also acquired – for the harbour, for breakwater work, and for the quarry. Twin-screw steam-powered hopper barge *Thistle* was delivered for the project from Messrs W B Thomson's shipyard, Dundee in 1896 at a cost of £13,000.

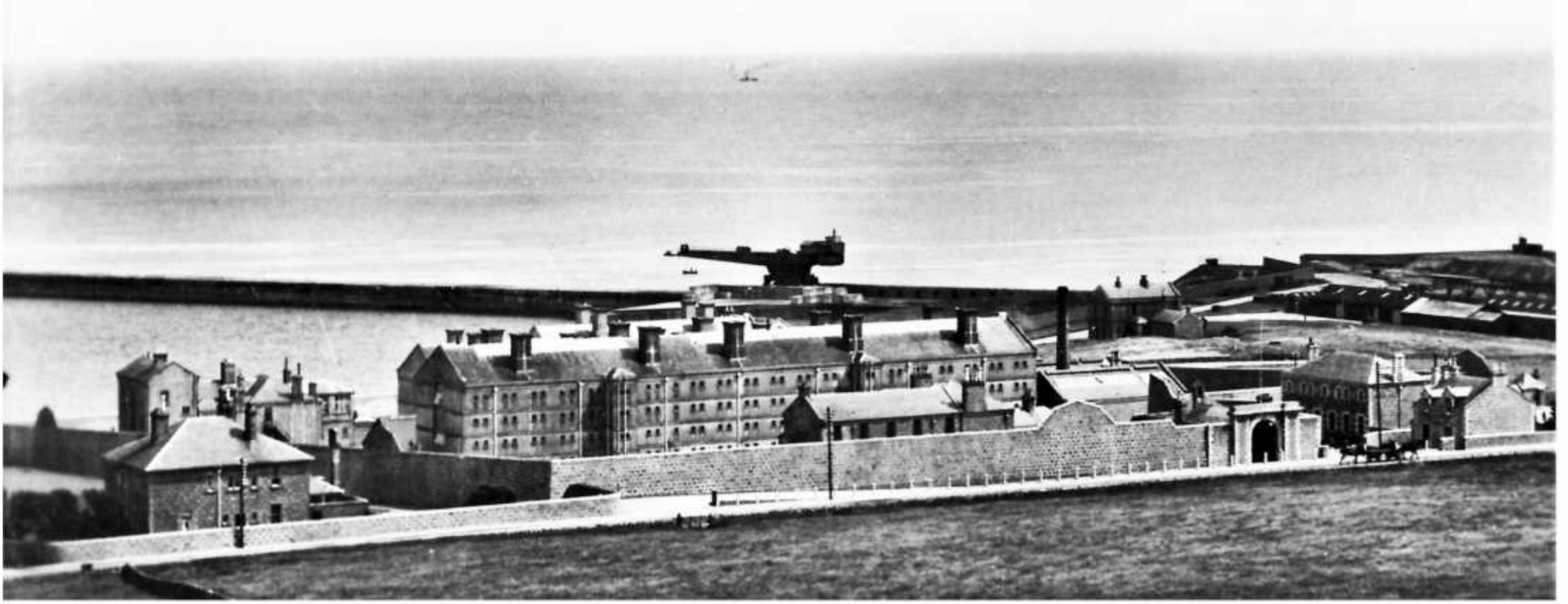
Inside the prison yard there was a secure compound containing workshops where prisoners would cut granite into suitable sizes for building purposes or assist in the manufacture of concrete blocks. There were 16 sidings here, a two-road engine shed and a station platform. Operation of the railway, construction work on the breakwaters and most of the skilled work was undertaken by civilians, of whom the squad of divers was regarded as the elite as they undertook many dangerous underwater tasks.

Starting in October 1890, trains carrying convicts and their accompanying warders left the Admiralty station inside the prison yard at 7.15am and 1pm daily, except on Sundays when no work was carried out. Reflecting the Glaswegian origin of many residents, it was generally referred to as 'Buchanan Street'. For most of the year, departures from Stirling Hill were at 11am (known as 'the diner' to return inmates for lunch) and at 5pm; there was a later start and earlier finish in winter. Except for a bare platform, there were no facilities or even shelters provided at the stations.

Passenger stock initially comprised four four-wheel carriages: a brake van and fifth carriage were added later. The wooden van-type body had central doors and a vestibule, on each side of which were three longitudinal compartments or cells all fitted with lockable

Work on the South Breakwater in the early days, its Titan block-setting crane being built from a kit of parts on site, although manufactured in Bath by Stothert & Pitt, world leaders in the field; the company's first block-setting crane dated from 1869. Specialist equipment, it was not a question of lifting loads up high but rather the ability to lift and position large, heavy blocks accurately at a distance of up to 100ft, the lifting capacity being 50 tons. Extending north-east from Salthouse Head, for the first few hundred feet of this breakwater a seaward side parapet wall was constructed, as waves could reach over 30ft in stormy weather. It helped to protect the barge harbour (under construction on the left), and shelters for workmen are seen built into the structure, while the set of rails on top to allow the Titan crane's seaward side supporting wheels to run along the wall were extended as work proceeded. However, a rethink of 1897 saw the section of shelter wall discontinued, which led to a need to modify the base of the Titan crane so that all sets of wheels ran along the breakwater roadway. The lines in the left foreground are part of a triangle that in time linked to the barge harbour, the curving wall directly beneath the lifted block giving an indication of the future alignment. In the distance is Keith Inch on South Head, the future starting point of the North Breakwater. Maud Railway Museum Collection





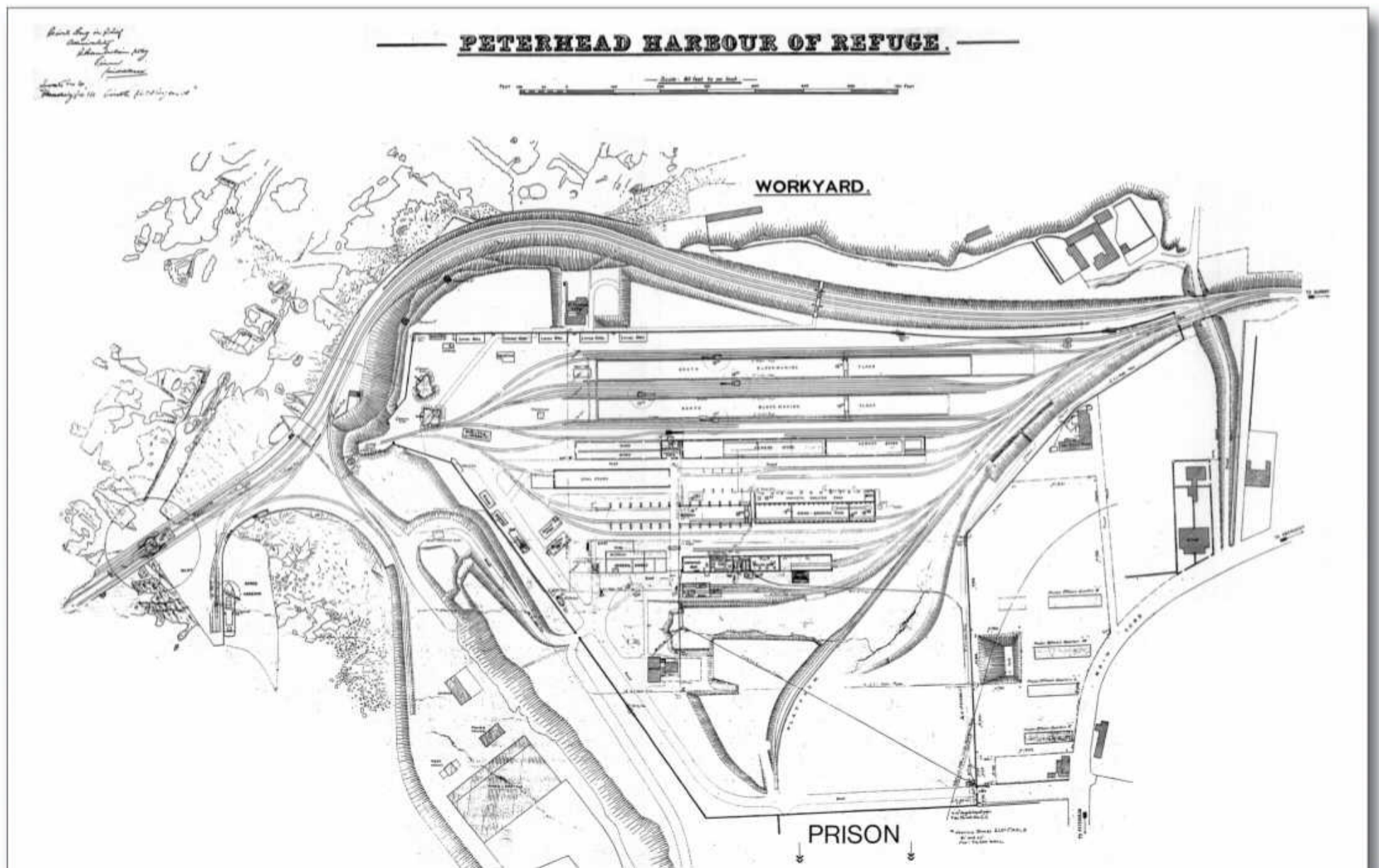
A commercial postcard of Peterhead convict prison – perhaps not a case of ‘Wish you were here’ – with the 160ft end-to-end length of the Titan crane on the South Breakwater seen the background, and the site of the barge harbour evident between the crane and the prison. The sheds forming the workshop and Admiralty station area are to the far right. Built in 1888 and initially intended to house 208 prisoners, the evolved prison later held well over 400, while in 2012, with hard labour long since a thing of the past, Peterhead prison could officially accommodate 142 prisoners. It closed the following year, the former works yard having been adopted as the site for Her Majesty’s Prison Grampian, a new facility with a capacity of about 500, including men and women, and young offenders. The old prison is now a museum. Author’s Collection

gates consisting of metal bars to nearly roof level. They could hold up to six standing prisoners, 36 per carriage, accompanied normally by two warders. Originally there were no windows in the compartments, only in the doorways, but

small barred openings were later provided. There was no continuous brake and it was 1940 before two small fixed wooden stools were provided in each vehicle for staff accompanying the prisoners. This luxury was agreed only because

the seats could be fitted at no cost! Trains usually consisted of a brake van and from three to five carriages, all connected by a pull-rope warning system for emergency use. The brake van was available for use by the occasional civilian.

An official plan from the 1890s, confusingly drawn looking south-south-east, showing (to the far left) the South Breakwater, barge harbour and its triangle of lines, all immediately north-east of the work yard, with the prison itself unseen off the bottom of the map. A massive drawing in its original form, we can only hope to glean something of the scale of the operation. Across the top is the main running line from the South Breakwater that runs south and west around the perimeter of the walled site, under a footbridge and beneath the watch of sentries. Within the walls, and looking from top to bottom, are living quarters, an outside track skirting the Goliath gantry crane of the south blockmaking floor, and then an inside track. The blockmaking floor is next, followed by the path of the Goliath and then three more running lines. A similar pattern exists on the north blockmaking floor, and the floors’ collective of eight lines converge to the headshunt at the lookout, beyond the officers’ mess and near the two 6in naval guns overseeing the harbour. Separate sand, cement and coal stores are immediately above the convicts’ shelter shed and the adjacent stone dressing shed, while the general stores is to the left of the carpenter’s shop, fitting shop, and smith’s shop. The incoming railway from the top right ends at the Admiralty platform, which includes a run-round, the last spur before this leading to the two-road engine shed. Inside the shed are three locomotives, and these are part of a supporting list of ‘assets’ uniting them and the cranes – six dotted circles note their reach within the yard, the 100ft length of the Titan on the South Breakwater overshadowing the rail-mounted cranes generally used in the nearby yard. Maud Railway Museum Collection





At the featureless Admiralty station within the prison yard we find R & W Hawthorne, Leslie & Co 0-6-0ST *Edward VII* waiting with a train of three of the line's four-wheel carriages and the brake van as a large group of men board for work at the Stirling Hill quarries in the early 1950s, with two prison warders bringing up the rear. The angle of the shadows suggest that this is the 1pm train returning inmates to the quarry after their lunch break. Five locomotives were purchased for the Admiralty railway, all new, that pictured being the largest and also the last, in 1905. June 1941 had seen *Edward VII* sent to Rosyth dockyard on the north side of the River Forth, and it did not return home until March 1946, with its scrapping ultimately undertaken in 1957. Maud Railway Museum Collection

Mineral trains ran as required – there was a large fleet of steel tipper wagons for carrying granite from the quarry to the construction site, and it seems that the bodies were demountable and could be used as a bucket or skip. They had inside bearings and were quite narrow for standard gauge vehicles: because of this the buffers on the locomotives and rolling stock were fitted inwards by about one foot compared with main line stock, and also a few inches lower. Eight-wheel flat wagons were provided to move the concrete blocks from the prison yard to the construction work site, and there were various ancillary wagons and trolleys of different styles.

Five 0-6-0 tank locomotives were employed on the line, all carrying names honouring members of the Royal Family: *Victoria* was first used in 1890, *Prince of Wales* and *Alexandra* of 1892, and *Duke of York* of 1896, followed in 1905 by *Edward VII*. *Victoria* and *Edward VII* were

Hawthorn, Leslie & Co Ltd saddle tanks, and the others were standard Hunslet Engine Co Ltd side tanks similar to *The Lady Armaghdale* that is preserved on the Severn Valley Railway. During World War I, *Prince of Wales* was sent to work in Orkney, and likewise in World War II *Edward VII* was transferred to the Admiralty dockyard at Rosyth in Fife. *Victoria* was scrapped during 1930 but the remainder of the fleet survived until completion of the project, only to be broken up thereafter. All engines except *Edward VII* had 3ft 4in wheels, 15in x 20in cylinders and weighed about 28½ tons. The 1905-built machine had 3ft 6in wheels and 14in x 22in cylinders. They appear to have been delivered by rail to Peterhead station. The locomotive livery was dark olive green with polished brass fittings, white and red lining and red-backed nameplates – a very smart fleet; carriages and wagons were painted grey.

The quarry was at two levels, approximately 190ft and 350ft above sea level. Granite was transported from there, either to the prison yard or the harbour. At the former it was used as aggregate for the production of blocks, cast in wooden moulds using concrete from a continuous mixer; larger pieces of granite about 2ft 6in thick were dressed to provide external facing. At the harbour, rubble was tipped into the barge, which then deposited it along the line of the breakwater to provide the foundations for the concrete blockwork. From 1896 to 1911 an average of 75,000 tons of granite was extracted annually and moved by the railway. However, well over a million tons of granite would have been quarried during the lifetime of the project. Portland Cement for the project was delivered several times annually by rail to Peterhead station.

Shortly after exiting the Admiralty yard, joining the main line and crossing the viaduct, this well-known view is often noted as being *Duke of York*, and it is rare in that it includes one of the route's semaphore signals, the three boxes being interlinked by block signalling. *Duke of York* was the fourth engine to arrive – Hunslet Engine Co Works No 644 of 1896; the third from that Leeds concern. Seemingly, these 0-6-0Ts were known hereabouts as 'jazzers', this example heading a three-carriage train of convicts but with the addition of a gentleman sitting on the open wagon that is being propelled. This was possibly provided for civilians before an enclosed brake van was acquired – only wardens and convicts used the carriages. The picture dates from the late 1890s, so the 0-6-0T will be resplendent in green livery with white and red lining, and the brass of its dome and safety valve cover are shining bright – such a glorious appearance would not grace these locomotive in their later years. GNSRA Collection



The only photograph we have traced of *Victoria* – R & W Hawthorn, Leslie & Co Works No 2138 of 1889 – the first locomotive to be delivered, and the first to be scrapped, in about 1930. The outside cylinder saddle tank is shown while working on the North Breakwater project during the 1920s, which involved it being outstationed at a satellite engine shed. Maud Railway Museum Collection



Outside the main two-road engine shed within Peterhead prison's work yard on Thursday, 7 August 1952 is *Alexandra*, the first of the three Hunslet Engine Co inside cylinder 0-6-0Ts to operate on the Admiralty line. Works No 548 of 1891. This tank engine proved to be the longest-serving of the fleet, as it was only preceded by Hawthorn, Leslie-built *Victoria* by two years but out-lived that saddle tank by 28 years, at least in terms of final disposal, its demise coming with *Prince of Wales* in 1958. The smokebox, chimney and dome have a careworn appearance, and the cab steps have a tale to tell! At the time of its naming, *Alexandra* of Denmark was the wife of Albert Edward, the Prince of Wales – they married on 10 March 1863 and on 9 August 1902 the couple became King Edward VII and Queen consort. GNSRA Collection

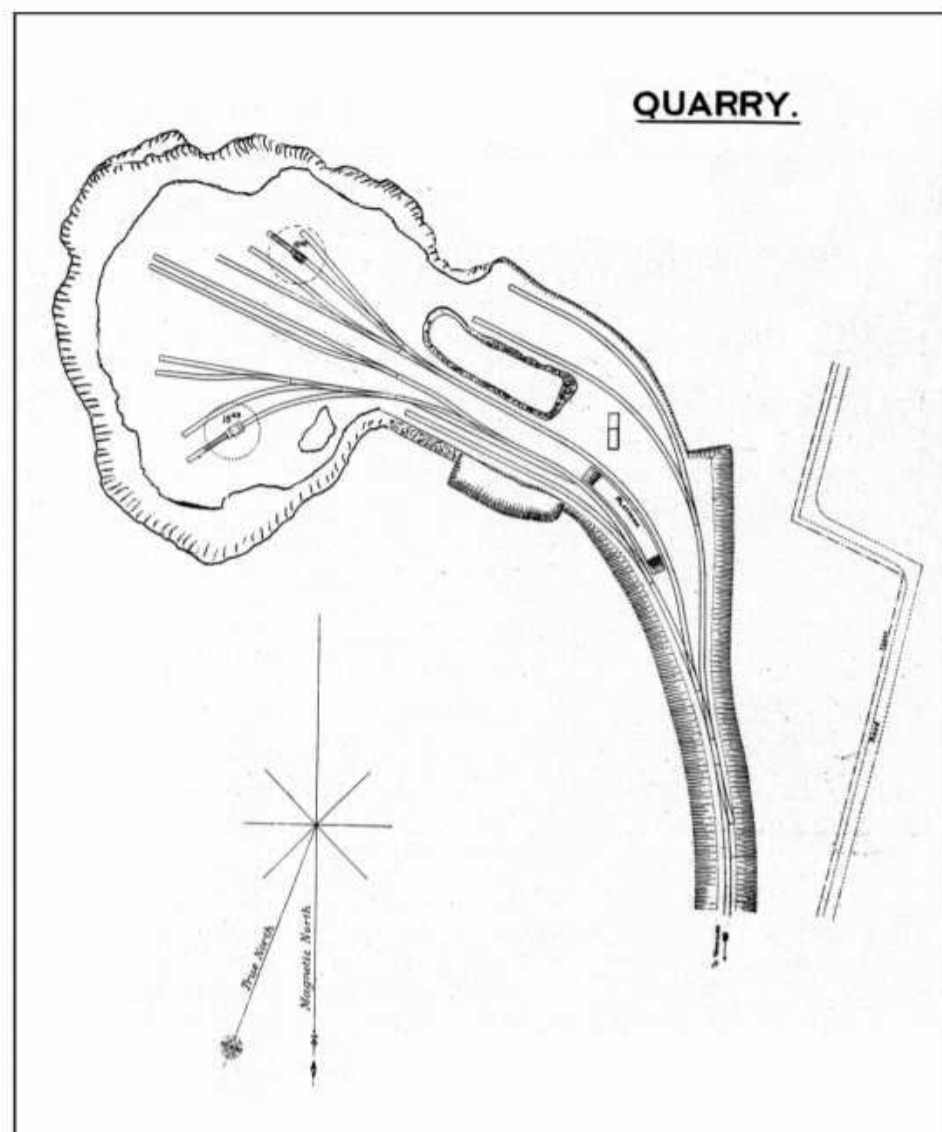


Outside the corrugated iron engine shed at the prison on 22 September 1949 is Hawthorn, Leslie-built outside cylinder saddle tank No 2614 of 1905, which received the name *Edward VII*. He had previously been represented by one of the Hunslet 0-6-0Ts – *Prince of Wales* – but since 9 November 1901 his son George Frederick Ernest Albert (later King George V) inherited that title. The 1890s map suggests that, as built, the pictured two-road shed could accommodate four locomotives, but that the single-road extension on the north side was already in place, presumably to give covered work space. Only between 1905 and circa 1912 were five locomotives on site, thereafter one was at the North Breakwater, and then the prison shed was home to just three locomotives once *Victoria* was scrapped in 1930 and through to 1957, or perhaps two between 1941-46. Unseen beyond the bank to the left is the prison. Note the spacing of the buffers is narrower than on a main line railway system, the stock being similarly matched. GNSRA Collection



The 1890s Admiralty plan of the work yard already shown had this separate portion covering Stirling Hill quarry. Likewise, it looks south-south-east, and once again the reach of cranes is shown, although presumably this is simply to give a picture of regular practice as most photographs show rail-mounted cranes in use. Such is the nature of operations that any quarry trackplan can only be regarded as a 'moment in time', with sections of railway transient as work on certain quarry faces is completed and other areas opened up. However, it is interesting to note that there is no run-round facility at the station, so either there was an element of hand/horse or gravity shunting employed or a second locomotive was always expected to be on hand. Maud Railway Museum Collection

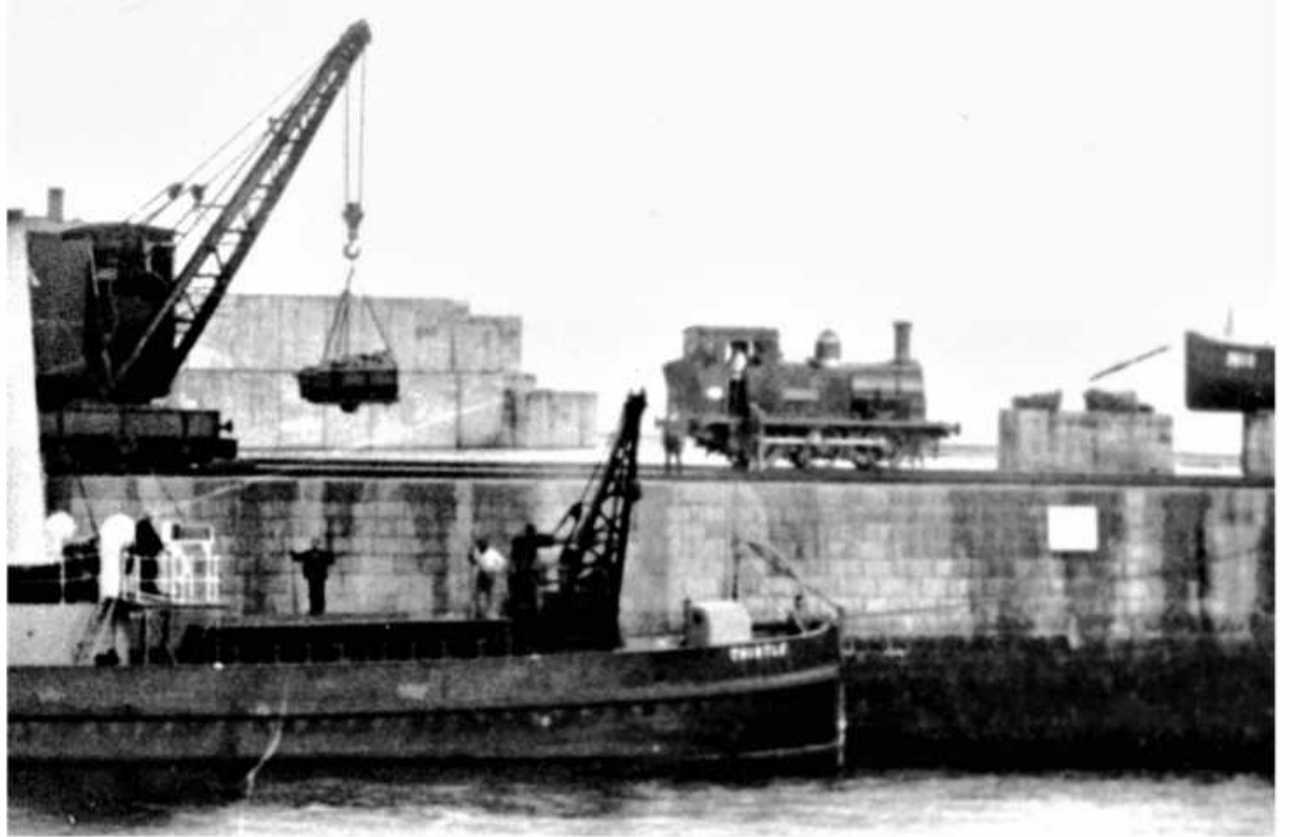
Much-evolved, in terms of size, this official photograph shows Stirling Hill quarry on a working day – the guard keeping watch from high ground is armed with a Lee-Enfield rifle over his right shoulder, and with a bayonet too. Work was carried out on two distinct areas, as seen, with activity at this time concentrated on the lower floor. Using sledgehammers, prisoners reduced the granite to an approximately consistent size for transporting to the work sites, a growing pile being seen centre left. Note the excavator on the lower level, along with a rail-mounted crane, but most of the railway in view is at the higher level, the means of lifting the rock to the higher level being just out of view to the right of the prison officer. 'Hard Labour' as a sentence was discontinued in 1948, and perhaps the photographer is on hand around that time when a some mechanisation was introduced for some of the jobs undertaken by convicts. Maud Railway Museum Collection



With the day's labour complete at Stirling Hill quarry, prisoners join their train for the return journey to the prison yard – *Edward VII* simmers at the head of the train. The quarry face, crane and an array of sidings are in the background, and two rakes of loaded tippler wagons are in view, one of these in the foreground. They carry granite for crushing and for using in the manufacture of concrete blocks at the work yard near the prison. Flat-bottom rail is in use, spiked to sleepers and, on the line skirting the nearside of the platform, unusually there is a check-rail of sorts on the inside of the curve, whereas the outside rail is shored up too, which suggests that the rails have spread at some time. The platform is wooden-faced and then in-filled. The leading vehicle in the train is the brake van, which was also used by any civilians travelling on the line, followed by the carriages for the inmates. After dismantling of the railway, the carriage bodies found further use on local farms as stores or animal shelters. GNSRA Collection



One of the trio of Hunslet 0-6-0Ts, *Alexandra* judging by the short nameplate, is seen at the barge harbour on the leeward side of the South Breakwater as a steam crane manoeuvres a skip from one of the tippler wagons into position above the Admiralty's barge, *Thistle*. Its contents will be used to build up the foundations of the breakwater as work on construction proceeded. The first 950ft of the South Breakwater had a rocky outcrop as part of its foundations but beyond there it was largely sand, so *Thistle* took out some 357,000 tons of rough stone to form a firm foundation, which was built up to 30ft in places. Upon that levelled foundation the Titan crane then placed the concrete blocks, a stockpile of these being seen to the left of the locomotive. The 40 ton blocks were cast in moulds in the Admiralty yard over the winter months when breakwater construction work was suspended. Maud Railway Museum Collection



When finished, the South Breakwater was 2,850ft long, including an 80ft roundel at the end incorporating a lighthouse. In the deepest water, from the base of the foundations to the top the South Breakwater measured 77ft, of which 66ft lay below high-water. The concrete blocks used in its construction were 40-50 tons in weight, were shunted to the work site and then lifted into place using the Titan crane. Progress was slower than anticipated, averaging 130ft per year due to weather, including storm damage, and lack of both convict and civilian labour. As a result of lessons learned in the aftermath of stormy weather, the width of the breakwater was increased from 46ft to 56ft. Work was suspended during winter months, although quarrying and blockmaking continued. The South Breakwater was substantially complete by 1914, allowing resources to be concentrated on the North Breakwater – although shorter, at 1,500ft, this took over 40 years to complete.

Preliminary work for the North Breakwater started in 1910 and a separate short and totally self-contained railway line was built to assist with moving the concrete blocks along the breakwater as it extended. One of the locomotives was based here and there were basic facilities, including an engine shed. Two 40-ton Titan cranes were erected here for lifting the concrete blocks. Materials were transferred across the bay by the *Thistle*, which in 1913 was converted for block carrying.

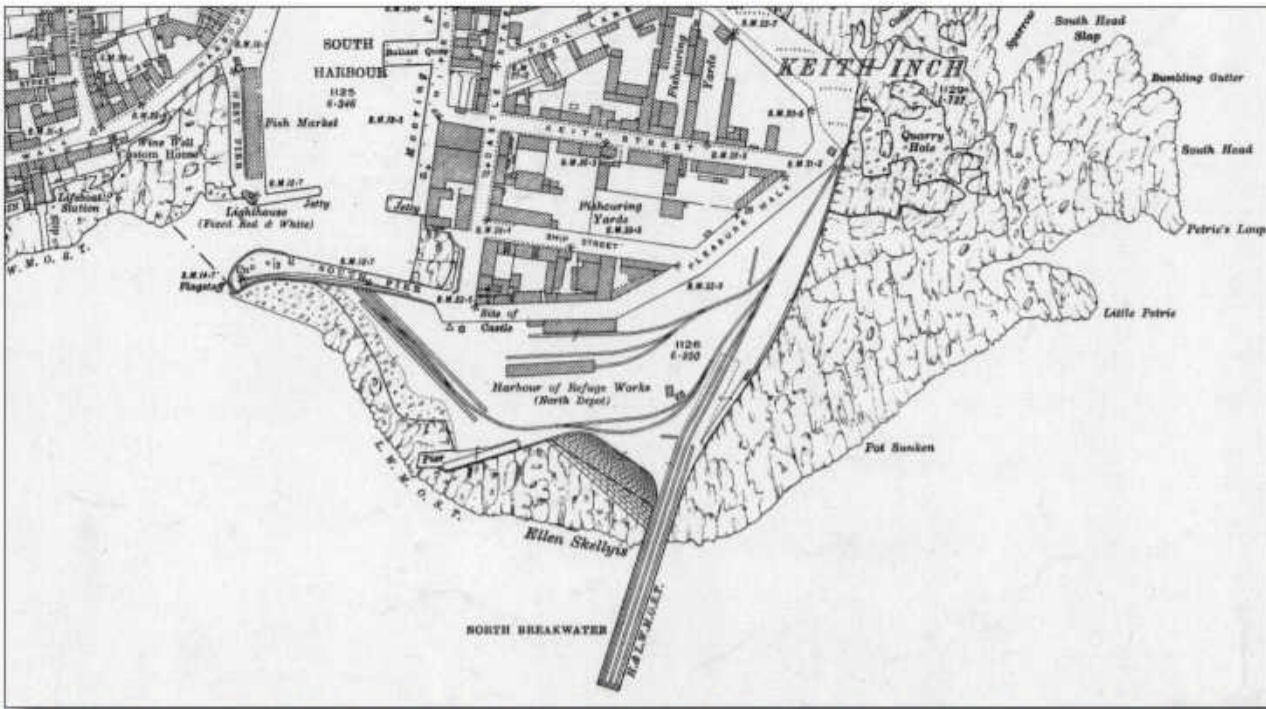
As with many large government projects, the Harbour of Refuge scheme ran massively late and over-budget. Even in its early days the extravagance of the project drew criticism in Parliament, and in 1911 the Treasury withdrew support for the North Breakwater – by now the need for harbours of refuge had been superseded by modern steam-powered warships. This did not go down well in

Scottish political circles and early the following year the Treasury was over-ruled and work continued.

Geological conditions were different on the north side, and the water was deeper. Concrete foundations averaging 7ft deep were embedded directly into the seabed of rock and boulder-clay, on top of which was built a superstructure of up to 90ft. Although it had been expected that about 450 inmates would work on the project at any one time, numbers were consistently under half that total, with on average 180 free men and 209 prisoners employed, together with prison staff. Shortage of promised convict labour was a major contributory factor to the long-delayed completion, and work was suspended completely from spring 1917 to summer 1919, and construction again ceased for a period during World War II.

Early days at the north end of the North Breakwater scheme, probably pre-1914, with a small steam crane assisting in the movement of material and rocks in preparation for the main construction work to begin. The pointwork trailing in from the left is from the Harbour of Refuge Works (North Depot), which claimed new ground beside *Pleasure Walk* and rounded the southern side of North Inch to a point near the south pier of Peterhead harbour. In 1910 it was decided to conclude the South Breakwater at 2,850ft (rather than the envisaged 3,250ft) and use the surplus rubble as foundation for an 80ft roundel that would house a lighthouse. In due course the plans for the North Breakwater were also changed, a new alignment offering greater shelter and use of a rocky outcrop. Also, rubble was not used – the South Breakwater was observed suffering subsidence – and so instead the rocky base of the North Breakwater was given a solid concrete foundation, and shear checks were also deemed necessary. Maud Railway Museum Collection





Although breakwater work on the north side of Peterhead Bay was underway from around 1910, the work ceased for more than two years in the latter part of World War I, so progress, restarted from summer 1919, had been interrupted. This Ordnance Survey map dates from 1926 and shows the isolated railway running from the depot yard via a headshunt and reversal and then along the progressing North Breakwater. Of note is the proximity of the town, as are the rails of the Titan crane on the breakwater and the similar arrangement within the works yard to unload *Thistle* at a harbour area, and also to place the huge blocks onto trains that would work via the headshunt to the second Titan crane on the breakwater. The works yard was built on what was known as Ellen Skellyis, an area of broken rock that previously went nearly unseen at high water. Crown Copyright

A busy scene on the North Breakwater, possibly in the 1930s, dominated by the 32 wheel Titan block-setting crane, which ran on four rails, but with two smaller cranes ably assisting and additional materials brought in by train. Near the end of the headshunt is a rake of wagons and a Hunslet 0-6-0T, probably *Prince of Wales*, the engine usually based here. Blocks stockpiled over the winter when conditions were deemed too dangerous for divers are seen to the right, they were approximately 13ft x 7ft 6in x 6ft 6in and were cast from a combination of crushed granite, sand and Portland Cement. The two 40 ton Titan cranes of the North Breakwater project were a distance apart, that seen being the one that ran along the breakwater, gradually moving south as the building work progressed, and the other in the block stack works yard out of view to the left. Maud Railway Museum Collection

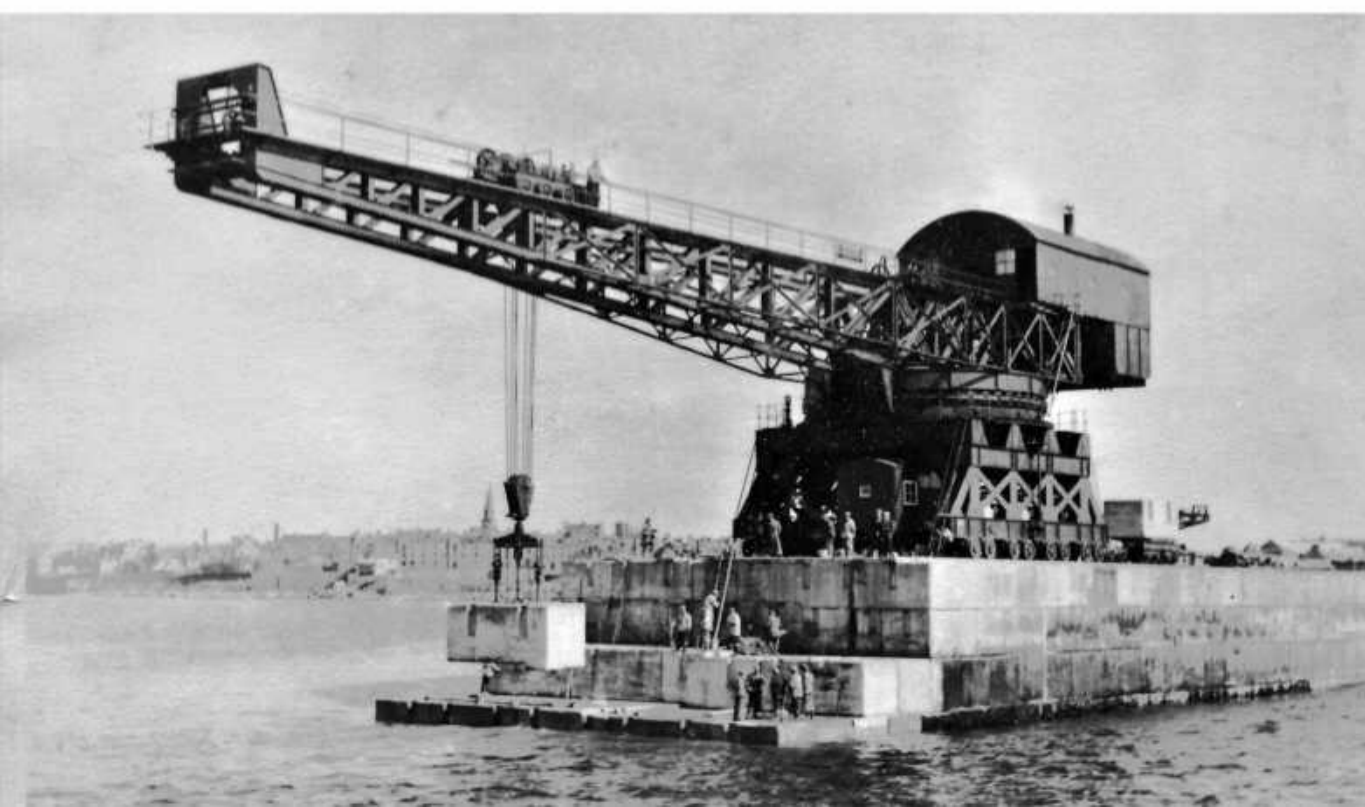


One must not forget the human story here. Thousands of men commuted to work on this railway during its 70 year history. Many of those who were incarcerated at Peterhead were victims of circumstance, poverty or greed, and some had gained notoriety through their actions. Work in the quarry was hard and discipline unrelenting, warders carried cutlasses, and three armed guards were deployed to discourage escape attempts. For major transgressions, solitary confinement and even the cat o' nine tails were possible. Several residents were however, victims of miscarriage of justice – the most celebrated was the case of Oscar Slater, his death sentence for murder commuted to life imprisonment, after 18 years' incarceration, much of it spent at Peterhead, he was eventually declared an innocent man.

James Tinsley, the signalman blamed for the Quintinshill rail disaster of 1915 was sentenced to three years penal servitude, part of which was spent toiling at the Stirling Hill quarry face before he was granted early release, if not a formal pardon. Another legendary character was persistent safebreaker Johnny Ramenski, who escaped five times from outside work parties at Peterhead. His periods of freedom were invariably short, but on release in the early years of World War II he was recruited by the Commandos, where his bravery and skills in working with explosives led to him being demobbed as a hero. Regrettably, after the war he reverted to his previous profession, entailing a further spell at Peterhead.

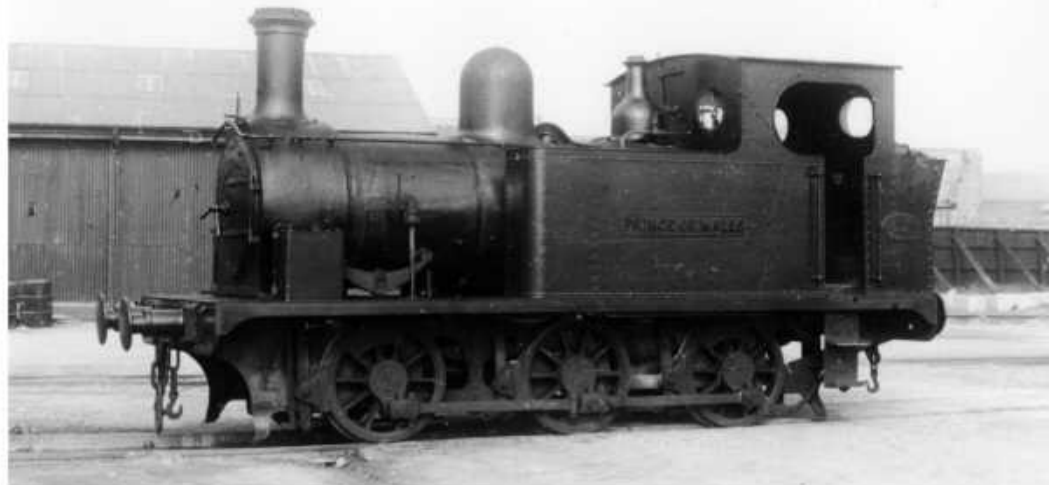
In 1932 George Kynoch, a native of nearby Strichen, serving seven years for armed robbery, made a one-way final journey on the line. Soon after alighting at the quarry station, he and two others attempted an escape – he was shot by one of the armed guards when 20ft up the quarry face and died at the scene.

On 27 September 1956 the last block was ceremonially installed to complete the project, with *Prince of Wales* in attendance. It was 1958 before the railway, plant and equipment had been removed for scrap under the direction of the last resident engineer Lieutenant Colonel W M Littlejohn – 40 years late and millions of pounds more expensive than anticipated. The Harbour of Refuge was never used for its originally envisaged purpose as a naval base but it did immensely improve the prosperity of Peterhead as a



The same crane perhaps 20 years later with the work still ongoing. A civilian workforce of at least 18 men is on hand, their presence accentuating the size of the Titan block-setting crane, its 115ft jib seen in the course of placing yet another block. On average, for the North Breakwater over 70ft depth of blockwork was being laid below sea level and the maximum width was 62ft, so it is hardly surprising that progress on the 1,500ft-long structure averaged about 40ft per year! A similar block sits on the railway wagon immediately behind the crane – it must have seemed an endless job, especially given that the work was stopped during the two world wars. Maud Railway Museum Collection

The neat outline of Hunslet Engine Co No 559 *Prince of Wales* of 1892 can be appreciated from this Thursday, 22 September 1949 view recorded at the North Breakwater yard. This locomotive was transferred across Peterhead Bay to the isolated engine shed of the North Breakwater scheme in 1912. Four of the locomotives were still on the books at 1957, but only *Prince of Wales* and *Alexandra* are credited with survival into 1958, when they were both scrapped. GNSRA Collection



Almost 40 years after the original estimated date of completion, the 'last block' of the North Breakwater is readied for lifting from a bogie flat wagon and swung into position on 27 September 1956, a small ceremony ensuing. In 1952 the stone required to complete the project was estimated at 22,700 tons, which was achieved by the end of that year, and by that stage a mechanical crusher and grading riddles aided the ongoing creation of the block. The 100 then needed were complete by the end of April 1953, but 2½ years then elapsed before the slow process of placing these was complete, as seen, and it was to be another two years before all work was finished – complete with granite ashlar blocks as facing stone, and setts in the roadway – and the railway then removed, its job done. Once again, *Prince of Wales* is the motive power, the operation being watched over by various officials on what seems to be a typically cold day. Maud Railway Museum Collection

fishing harbour and general cargo port. Since the 1970s the South Breakwater has been used as an offshore oil service base and today both breakwaters are a lasting tribute to the skills and fortitude of all those who contributed to their construction.

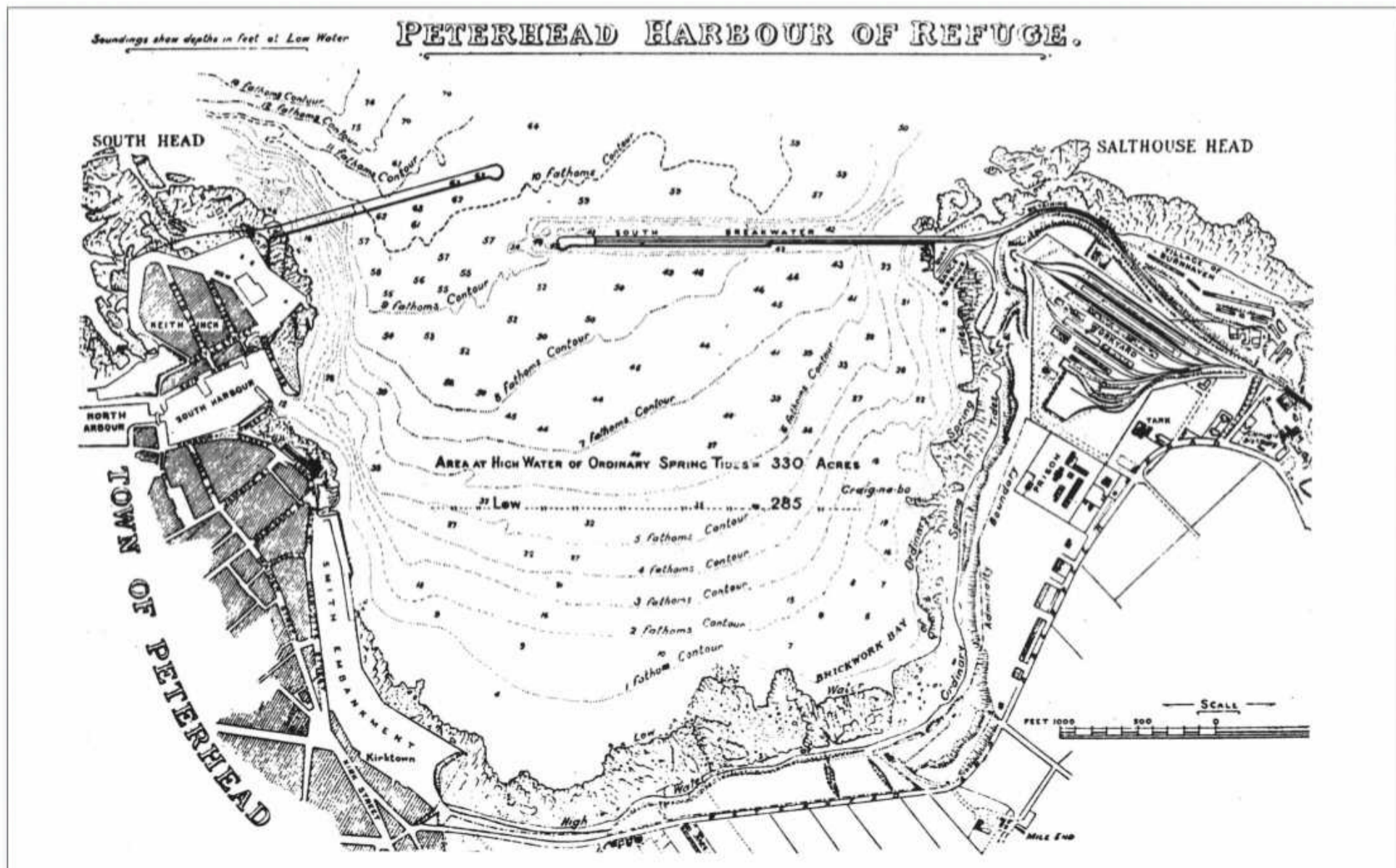
The carriage bodies were sold to local farmers, and remarkably several survive today. Restored and mounted on a suitable chassis, one is displayed at Maud Railway Museum;

another carriage body is on show at Peterhead Prison Museum. When investigating the restoration of the carriage body now at Maud a vicious home-made weapon, a chib, a piece of metal roughly sharpened to a point and ready for use when an opportunity arose, was found concealed in the floor area. Messages and graffiti etched by prisoners on the internal planking were also found, including coincidentally the name 'Tinsley'.

This undated map, again looking south-south-east, shows the Harbour of Refuge scheme after the post 1910 re-alignment plan for the North Breakwater – the South and North breakwaters were initially planned to be in line with each other. The depth of the water has been revealed by soundings and is shown in feet at low water; a fathom is 6ft. After 70 years of construction the sailing fleet in use when the scheme began proved to be a world away from the ships operating when the scheme was completed, with a reduction in the size of the fishing fleet also empowering the scheme's sceptics – but only until the North Sea oil and gas boom, which gave new life to Peterhead thanks to its Harbour of Refuge. Maud Railway Museum Collection

STEAM DAYS

ACKNOWLEDGEMENTS
 With appreciation and thanks to my colleagues from the Great North of Scotland Railway Association and Maud Railway Museum Trust and in particular Des Byrne, for their assistance with this article, and also to the staff of Peterhead Prison and of Aberdeenshire Library and Information Services for help provided over the years in researching this unusual railway.



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Readers' Letters

Tuxford engine shed and its locomotives

Sir: It may be wondered by some why the relatively obscure 'little railway with the long name', the erstwhile Lancashire, Derbyshire & East Coast Railway has for a very long time captured the attention and imagination (and continues to do so) of writers on the history and/or workings of Britain's lines. It was neither picturesque like the Somerset & Dorset, nor grand like the West Highland line, yet it still intrigues many of us. Therefore it is no surprise to me that your authors have chosen an aspect of the 'east to west' line, the engine shed at Tuxford, which provides the headline subject in the June issue of your magazine.

Lavishly illustrated with no less than 30 photographs displayed to advantage on the quality paper for which *Steam Days* is noted, the story is told in a structured way, aided by several tables to explain the allocation of locomotives at different times. A significant amount of research has obviously gone into the preparation of the article, especially in relation to locomotives. However, may I be permitted to clarify or correct two or three matters in the historical portion of the text and also add a little information to the captions.

A portion of the line from Barlborough Colliery to Pyewipe Junction was opened for goods and coal traffic in November 1896 but the first passenger trains ran between Edwinstowe and Lincoln on 15th of the following month. The line west of Langwith Junction first carried traffic on 8 March 1897. Now the authors speak of a temporary engine shed at Langwith Junction superseded by a permanent one in 1897. I have never heard of any temporary shed at Langwith Junction, but Tuxford shed was in use from the start of traffic and most of the engines available at the end of 1896 were based there, although one was out-stationed in the open at Pyewipe West. The shed at Langwith Junction was a northlight building constructed of brick and may well not have been ready for use till some date in 1897.

This brings me to the photograph of engine No 7 on page 24. The original photograph is in the possession of Margaret Woodhead of Edwinstowe, whose mother purchased ticket No 000 on 15 December 1896 to travel on the first train from Edwinstowe. My understanding, having seen the original ticket duly date stamped, and having been kindly provided with a copy of the photograph, is that it was taken

on that day. I believe that I have provided a copy of that photograph to interested friends, which may be how the authors have obtained a copy. There is a large pole rising skywards from the middle of the footbridge and on the copy I have there is clearly a flag or bunting to be seen.

At Pyewipe the LDEC had a small engine shed, actually at Pyewipe West, which was a single road affair but coal and watering facilities were provided and an engine pit in front of the shed building. The building itself may have had a very short existence at Pyewipe as the minute books of the company refer to a shed building there being moved to Langwith Junction.

The impecunious LDEC did place an order for five class 'A' engines but asked Kitsons to delay delivery as they could not afford to pay for them. These were numbered 24 to 28, the first one being the 13th of the type, but that was never returned after being delivered to Tuxford. However the final five of class 'A', which were to have been Nos 29-33, are the ones eventually taken by the Hull & Barnsley Company, later LNER 'N12'. The first of this batch certainly did arrive at Tuxford but was never used by the LDEC. Incidentally, at Tuxford the west to north junction with the GNR was to Tuxford North Junction and not to Dukeries Junction, the latter signal box being on the GNR line at the south end of the low level station there.

Table Six refers to *Bradshaw's Guide* for April 1910 and deals with passenger trains between Sheffield and Chesterfield on the one hand and Lincoln on the other. While these reprints of *Bradshaw* are extremely useful they have to be treated with caution. The inference is that some trains operated between Sheffield and Lincoln in both directions but this was never the case. Langwith Junction was the pivotal point and what actually happened was that up to three times each day LDEC trains made good connections with a Sheffield to Mansfield (Midland) service operated with GCR stock but a MR engine. What *Bradshaw* is actually showing is that connection can be made at Langwith Junction but not explaining the need to change trains. While the authors are still dealing with the 1910 service they make reference in the text to 'GCR trains from Mansfield met the core Lincoln-Sheffield line at Clipstone Junction.' In context this is clearly wrong as the Mansfield Railway line (operated by the GCR) only secured its Act in 1910 and was not opened for passengers till 1917.

Returning to the captions the colour photograph of No 6153 (class 'D') is referred to as No 6163 in the caption with the date of 25 May 1931. In fact the date is 1938 according to the *Colour-Rail* catalogue. Unfortunately on the next page the caption for the three engines on Tuxford shed is also incorrect. From left to right the engines are two of class 'D' and one of class 'C'. The latter is correctly identified but the two class 'D' tanks (to the left and not to the right) are erroneously identified as class 'A' tanks from the batch numbered 1-3. They are in fact two engines out of the three numbered 1145-47, which were the last three to be built and delivered to Tuxford at the end of 1906, said to be numbered A1 to A3. Aside from the above, it is pleasing to see that interest in the Dukeries route remains strong.

W Taylor,
Sutton-in-Ashfield, Nottinghamshire

Editor – Many thanks for all your comments and corrections. Yes, *Bradshaw's Guide* can often

mislead, with too much information compressed and in effect losing some of the important links; many thanks for giving those operational details. The authors have collected material on many locomotive sheds over countless years and cannot recall how the Edwinstowe photograph of No 7 originally reached them, sorry, but Roger Griffiths was really interested and pleased to hear that it is believed to be opening day – what a remarkable image. As for the date of the photograph of No 6153, that was a case of being offered the same photograph from two different sources (one was a black and white version) and each having a different date, so apologies if that chosen proved to be incorrect.

Lord Nelson No 850

Sir: Many thanks for the splendid article on this engine (*Steam Days*, March 2020), which throws some new light on an over-criticised class. A small correction – the Bulleid 1942 changes didn't give them outside admission valves, as you can see from No 850's present state. The rebuilt Pacifics certainly had them, but the 'Nelson' continues with inside admission to this day.

Chris Barclay,
Wavendon, Buckinghamshire

Worcester Locomotive Society

Sir: I have to say how much I enjoyed your article about the Worcester Loco Society (*Steam Days*, April 2020), as I too joined in August 1966, and the first trip that I went on was the Isle of Wight trip on 21 August. We visited Salisbury, Eastleigh shed and works, Ryde, Southampton Docks, Bournemouth, Weymouth and Bristol (Bath Road). I copped a total of 82 locomotives. I then went on a further 18 trips, including six two-day trips. My final trip was a two-day London/South-East on 26/27 July 1969, which left Birmingham Hall of Memory at 2:25am and cost £4 5s. Despite visiting over 30 locations I only managed six cops but by that time I only needed 51 locomotives to clear BR and as I was working on the railway, I had the benefit of free passes and privilege tickets so decided I could get more cops if I travelled around by train. So after three great years of coach trips with the WLS, I did not renew my membership when it expired in August 1969. The trip that I got most cops on was a two-day Scottish on 7/8 January 1967 when I got 638 locomotives, but it was my first visit to Scotland. I was also a bus spotter, so enjoyed getting lots of bus numbers from all over the country, if I could stay awake!

I too had a Discatron but never took it on trips, but well remember the lads playing *Death of a Clown. Autumn Almanac* by the Kinks was another favourite which got played to death! I guess we must have been on the same trips on some occasions during those three years. They were great days and I would not have missed them for the world.

Steve Horner,
Droitwich Spa, Worcestershire

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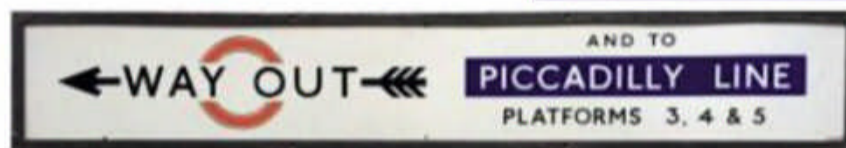
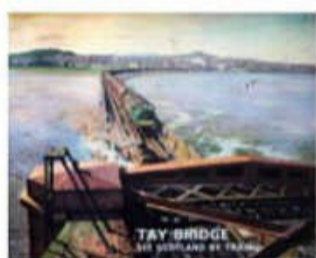
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