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■ New doubts over HS2's Eastern leg



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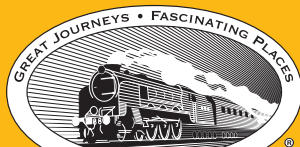
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Just what have successive Governments got against the East Midlands?

WHEN it comes to investment, the East Midlands – specifically Leicestershire, Derbyshire and Nottinghamshire – always seem to be at the bottom of the list when it comes to dishing out money for major rail projects.

For years, the region got hand-me-down rolling stock or had vital infrastructure investments cancelled.

The Midland Main Line first received its InterCity 125 trains in 1982, and nearly 40 years on, they still ply the route day in, day out. Electrification has been talked of countless times but has passed the region by so many times.

In those 40 years, the population has expanded as a result of investment in new housing, factories, warehouses and a freight terminal. Even key parts of the rail industry are based in Derby, yet is the region being prepared to be jettisoned once again from significant investment, this time in respect of the HS2 Eastern Leg?

We've had to accept former Transport Secretary Chris Grayling's 'fudge' of bi-mode trains rather than full electrification, and now hold on to the slim hope that wiring the Midland Main Line from Market Harborough to Derby, Nottingham, Sheffield and Doncaster is one of Network Rail's 'no regrets' electrification schemes, as reported on page 9.

However, it's the latest report from the National Infrastructure Commission (NIC), published last month, which is of immense concern, particularly as it suggests downgrading the Eastern Leg of HS2 in favour of better regional connections.

It is an immensely damaging, short-term thinking proposal for the 4.5 million people in the East Midlands (and a few million more in South Yorkshire), who will be condemned to a second class rail system for years to come. The area has become a rail investment backwater in so many respects.

Surely, by building this leg of HS2, its purpose



"4.5 million people in the East Midlands... will be condemned to a second class rail system for years to come."

will create the segregation needed for higher speeds, allowing an increase in regional services, which are vital for connectivity.

What is the NIC seeing differently, particularly as they want to press on with the HS2 leg to Manchester and Liverpool, which is already well served by rail?

For too long, the Midland Main Line has been the Cinderella of main lines, and it is time this stopped. It is pointless building new homes, factories and warehouses in the region if there is no supporting network of rail services, therefore pushing people to use cars - and creating pollution.

Every day there are thousands of commuters from the East Midlands who travel to Coventry, Rugby, Milton Keynes, Northampton and other places by car, *simply because there is no acceptable rail alternative*. Is anyone studying these commuter flows by car and seeing what can be done for them to encourage a modal shift to rail?

We ought to be looking at rebuilding some closed routes to provide new intermediate or longer distance journey opportunities, rather than looking dewy-eyed at some of the branch line reopenings schemes being proposed.

The East-West line between Oxford and Cambridge is being rebuilt, and can do what I suggest, but is the time ripe for a study of similar schemes which would help decarbonisation and create the vital modal shift?

Scandalous: Price rises won't win passengers back

AT A time when business is on its knees and struggling for customers, putting up prices is hardly seen as a wise move, yet that is exactly what the Government is doing with rail fares. It really is a 'you couldn't make it up' moment.

The 2.6% rise will not take effect until March 1, rather than January 1 (wow, thanks, DfT!), but given that the number of rail passengers has fallen off a cliff in 2020 because of working from home, furloughing and lost jobs, with the only tangible signs of an increase in passenger numbers seemingly coming from the leisure market, why on earth price potential passengers off rail through fare increases?

Speaking last month with Network Rail CEO Andrew Haines, he said the railway has to change in order to welcome passengers back.

He acknowledges it will be an immensely challenging task, so slapping a fare rise on tickets will only make that challenge much harder.

In this column I have called for financial incentives to win passengers over, and start a slow but vital trickle of custom back to rail.

However, if this Government is genuinely serious about decarbonisation and cutting road pollution, then it needs to do much more, far quicker, to get passengers back on rail.

With so many new trains having been introduced last year, and more planned, we have some of the best fleets in the world which, if we are not proactive, will do nothing more than carry fresh air around in 2021.

Scandalous, isn't it?

CHRIS MILNER, Editor

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Diverted from its normal route: The Glasgow to Bristol sleeper emerges from Box Tunnel behind Class 47/4 No. 47597 on February 10, 1985. JOHN CHALCRAFT



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Churchward '42XX' No. 4270 was in action at the Gloucestershire Warwickshire Railway on December 5 working 'Santa Specials' between Toddington and Winchcombe. The 2-8-0T is bathed in winter sunlight as it leaves Winchcombe with a returning train to Toddington. ANDREW BELL

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HS2 Eastern Leg in doubt as NIC favours regional developments

By Ben Jones

THE National Infrastructure Commission (NIC) has thrown the future of HS2's Eastern Leg into further doubt with a new report favouring incremental regional improvements to existing routes over the planned Birmingham to Leeds line.

The NIC backs the completion of the western section of HS2 Phase 2b from Crewe to Manchester, but it favours 'phased' improvements over the next two decades over the completion of the Eastern Leg.

The commission's findings are likely to influence the Government's delayed Integrated Rail Plan for northern England, which is now expected to be published in early 2021.

Five possible packages of upgrades with three different budgets were identified within the funding, likely to be available over the next 25 years, with a £69billion programme prioritising regional links seen as offering the best value and quickest returns.

This includes building new sections of line between Manchester, Liverpool and Leeds, and from Birmingham to East Midlands Parkway, the Midlands Rail Engine, improving links to Bradford and addressing

congestion between Leeds and York, plus improvements to the East Coast and Midland Main Lines.

The cheapest package focuses on upgrading current routes, including the ECML and MML, plus the completion of HS2 Phase 2b to Manchester, estimated at £44bn.

Adding Northern Powerhouse Rail (NPR) between Liverpool, Manchester and Leeds via Bradford, upgrading the Leeds to Newcastle, Sheffield to Leeds and Manchester to Sheffield via the Hope Valley routes and upgrades to the Erewash Valley route take the total to £92bn.

Decarbonisation

Within all those costs, the NIC has included at least £15bn for decarbonisation and digital signalling schemes. However, the report is clear that even the highest budgets do not cover all the work necessary to deliver the Government's 'levelling up' agenda for the English regions.

Two other packages focus on prioritising long-distance rail links by building HS2 Phase 2b in full, completing the TransPennine Route Upgrade and Midlands Connect schemes (£68bn) or enhancing those schemes with additional tracks to increase trans-Pennine

capacity between York and Manchester, upgrading the York to Newcastle and Manchester to Liverpool routes and building the Midlands Rail Hub in Birmingham at an estimated total cost of £90bn.

However, these are both seen as offering less value than the regional packages.

This view conflicts with the ambitions of transport bodies and politicians in the Midlands and northern England, where new high-speed and high-capacity railways are seen as essential to help deliver economic growth.

The report was greeted with dismay in the East Midlands and Yorkshire, where transport, business and political leaders have long feared the cancellation of HS2's eastern leg linking Birmingham with Nottingham/ Derby, Sheffield and Leeds.

Midlands Connect director Maria Machancoses said: "Sacrificing parts of the high-speed network now would short-change millions of people across the Midlands and undermine our efforts to deliver a transport network fit for the 21st century. "HS2 must be delivered in its entirety. To stall, scale down or delay now will cause irreparable damage to communities."

Former chairman of the



The design for the current Toton site could be abandoned if the Government scraps HS2's Eastern Leg.

Commons Transport Select Committee and MP for Nottingham South, Lilian Greenwood, added: "This report is an insult to the people of the East Midlands, whose interests have once again been cast aside by Westminster."

'Blighted'

"Downgrading the Eastern Leg of HS2, as suggested in this report, will condemn a generation, not only to a second class railway but to a second class future. One blighted by economic inequality and a lack of social mobility."

NIC estimates the cost

of delivering all major rail schemes currently proposed, including HS2 Phase 1/2a, Northern Powerhouse Rail, the TransPennine Route Upgrade, digital signalling upgrades and Midlands Engine Rail, could be up to £185bn over the next 25 years.

The report warns of recent overruns on rail projects, and instead recommends a 'core set of investments' with the potential for later enhancements or additional schemes.

NIC member Bridget Roswell said: "Delivering in phases is actually a very sensible way of delivering major projects."

Good and bad news over train fare rise

THE annual fares increase that is normally applied from January has been deferred to March 1.

However, the bad news is it will be an above inflation rise of 2.6% (RPI+1.6%). It is the first above inflation rise since 2013/14

A Department for Transport spokesperson said the change would provide "a significant window" in these uncertain times for commuters, who are unable to work from home to purchase season tickets at pre-increase rates.

The rise was condemned by TSSA (Transport Salaried Staffs' Association) general secretary as "extortionate and plain daft".

Rail Minister Chris Heaton-Harris defended the increase, saying it would help cover some of the increased costs met by taxpayers to keep services running during the coronavirus pandemic.

Passengers were promised flexible season tickets for those working for a few days per week to save money against full price tickets, but with a reluctance by train operators for their introduction, the DfT has said these must be introduced before the end of 2021.

Berney Arms 'least used' station in 2019/20

BRITAIN'S least used station in 2019/20 was Berney Arms in Norfolk, with just 42 entries and exits over the 12-month period.

Usage of the single-platform halt, which has no road access, was down by 90%, although this is largely explained by the closure of the Reedham to Great Yarmouth route for resignalling for much of the year and the Covid-19 lockdown, which started just after it reopened in February.

Last year's least visited stations – Denton in Manchester and Stanlow & Thornton in Cheshire – saw passenger numbers double, to 92 and 82 respectively, possibly as a result of railway enthusiasts visiting after their status is revealed.

Other stations with fewer

than 100 visitors in 2019/20 were Elton & Orston on the Grantham to Nottingham line (68), Havenhouse on the Boston to Skegness line (84), and Polesworth in Staffordshire (96).

In contrast, London Waterloo held onto its title as Britain's busiest station with 86,903,518 entries and exits in 2019/20, a 7.3million decline over the previous year because of Covid-19 and industrial action on the SWR network.

Nine of the top 10 busiest stations were in the capital, with Victoria in second place (73,559,158), Liverpool Street (65,984,786) third, and London Bridge (63,095,300) in fourth.

Birmingham New Street was the only station outside London to make the list, with 46,510,526



Greater Anglia Class 153 No. 153306 arrives at the request stop of Berney Arms on September 26, 2017. VIC SMITH

entries and exits. Paddington, Euston, Stratford, St Pancras International and King's Cross completed the top 10.

Glasgow Central was once again the busiest station in Scotland with 32,465,202 visitors, while Cardiff Central remains the most frequented station in Wales (12,670,920 visits).

Four new stations opened during the year, all seeing encouraging usage figures, despite the coronavirus pandemic, with Meridian Water in north-east London topping the list at 137,050 entries and exits ahead of Warrington West (83,902), Robroyton, near Glasgow (43,542), and Worcestershire Parkway (25,478).

South Devon Railway eyes March reopening for passenger trains

THE South Devon Railway (SDR) has set a tentative date of March 20-21 for its return to public running, more than a year since it last operated any passenger-carrying trains.

The railway's commercial team is working on a set of proposals for the New Year, which will

initially be somewhat pared back to a 'normal' year.

The idea is to promote a basic train service, which the SDR is confident it can deliver, but one that can be added to. This, it says, is preferable to outlining a full programme of events that may end up having

to be cancelled at short notice because of circumstances beyond its control, such as further possible lockdowns.

As a consequence the railway will not be advertising some of its usual annual special events as it monitors the situation, but has agreed to host a Day Out

With Thomas event along with two Rails & Ales beer festivals.

The March 20-21 weekend will therefore see the first trains run, one year and three days since that last passenger train left Buckfastleigh.

Daily running will then start on March 27 onwards.

Midland Pullman and InterCity Class 90 make a double debut

By Chris Milner

TWO new high-quality charter sets from the Locomotive Services Limited stable both took to the tracks on December 12 to create a double debut.

Both trains had been deferred from November because of coronavirus restrictions.

First off the blocks was LSL's pristine InterCity rake working a 'Royal Scot' launch train from London Euston to Glasgow Central, hauled by Class 90 No. 90002 *Wolf of Badenoch*.

The '90' had seven Mk3 carriages and a DVT in tow, meaning its task was relatively easy, especially as the number of passengers was limited to maintain social distancing.

It started from Euston at 07.13, and after station calls at Milton Keynes and Rugby, Nuneaton was left with an 11-minute time deficit. The special later followed a Daventry to Mossend intermodal through the Lake District and Cumbria, resulting in it being 22min late at Carlisle, before finally arriving in Glasgow at 12.57, 18min late.

Extended break

Here, there was a quick turnaround with the 'Royal Scot' leaving at 13.16 and running to Carlisle, where the extended break was taken because of different coronavirus restrictions.

A right-time departure at 17.17, coupled with some reasonable running, saw a 25min early arrival back in the capital.

For the Midland Pullman launch, the e.c.s. working from Crewe to London St Pancras was 12min late arriving after being delayed following a vehicle striking a bridge near Hinckley, before the immaculate blue HST set left two minutes late.

Hope Valley

The set called at St Albans, Luton, Bedford and Chesterfield, before making its way through a gloomy and wet East Midlands, and then turning west at Dore to travel through the Hope Valley, Guide Bridge and Stockport to Crewe.

After a change of crew, the HST ran back to St Pancras via Nuneaton, Leicester and over Haringworth Viaduct, with a two-minute early arrival back in London.

The Pullman HST has all First Class seating, the seats being from ex-GWR HST trailers, while the tables are laid out with bespoke crockery featuring an image of the original Midland Pullman.

The set runs as a 2+9 formation using power car Nos. 43046 and 43055 and has two kitchen cars at each end of the formation to cook meals, (formation is 2 x TF, TFKB, 3 x TF, TK and 2 x TF) which



Returning to London St Pancras: LSL's Midland Pullman HST catches the sun as it passes Glendon, between Polesworth and Atherstone, on December 12. JACK BOSKETT



Above: A view of coach C on the Blue Pullman HST. KEN BRUNT

Left: Breakfast on the Pullman with the specially decorated crockery.

are served by staff wearing the full Pullman uniform with blue lapels, along with the obligatory face coverings.

The Pullman revives the 1960s era of luxury train travel, and

there is a programme of 13 tours planned for 2021, from day trips to weekend breaks, which will see the HST visit Whitby, Cornwall and the West Highland line. Passengers have a choice

of First Class or full dining seats. More details at: midlandpullman.com

InterCity excursions include Edinburgh and North Wales. More details at: inter-city.co.uk



The plush bar area in one of the buffet/kitchen cars with its wood panelling.



There's a great retro look to this view of No. 90002 *Wolf of Badenoch* climbing past Greenholme on the ascent of Shap on December 12. STEVEN ATKINSON

Dumbleton Hall sold for main line return

THE South Devon Railway Trust and Dumbleton Hall Preservation Society (DHPS) have sold 1929-built Collett 'Hall' No. 4920 *Dumbleton Hall* to an undisclosed buyer.

The 4-6-0 was originally bought from Barry Scrapyard for service on the Paignton to Dartmouth line, and last ran 22 years ago.

No. 4920 was too large and heavy for the South Devon Railway (SDR) operation, but served as

a roving ambassador for the Buckfastleigh line during its final years in traffic. Consequently, its return to service has been low down the SDR's list of priorities.

DHPS chairman Richard Elliott said: "After we received an offer to buy No. 4920, the South Devon Railway Trust and Dumbleton Hall Preservation Society decided to take it up.

"The locomotive last ran in 1999 and is now in need of a heavy

overhaul. It is a long way down the restoration queue at Buckfastleigh, and also would never be used regularly on the line because it's too big as a Red route machine."

The loco's buyer has not been named, but *The RM* understands No. 4920 is destined for Carnforth for restoration to main line standards.

It is expected to move to its new home in Lancashire in the New Year.



A somewhat forlorn looking No. 4920 *Dumbleton Hall* is pictured on a back road at Buckfastleigh on April 4, 2019. GARY BOYD-HOPE

Tier 4 lockdown prompts London passenger exodus

AN EXODUS of passengers leaving London by train followed the announcement by Prime Minister Boris Johnson on December 19 that all 32 boroughs in the capital were being placed into a new Tier 4 under coronavirus lockdown restrictions.

The move follows the growth in cases featuring a new strain of the virus. Tier 4 also covers Kent, Sussex, Surrey, parts of Essex, Bedfordshire, West Berkshire and Portsmouth, with the restrictions having also impacted a number of heritage railways.

Under Tier 4 rules householders must stay local, and are not allowed to leave their home or area except for specific legally permitted reasons. This led to a mini-stampede to get out of London to stay with loved ones or family for Christmas.

Mayor of London Sadiq Khan criticised the Government for the late announcement following several days of reassurances that restrictions would be relaxed over the Christmas period.

St Pancras was awash with passengers, and reports said many trains out of Paddington and Euston – dubbed the ‘Covid Express’ – breached social distancing limits.

Extra British Transport Police were deployed the following day to ensure adherence to

the new restrictions.

On December 20, many European countries banned passengers from the UK by both rail and air from midnight, which led to Eurostar suspending services for passengers from the UK on December 21–22 to Paris, Lille, Brussels and Amsterdam, pending a review of the situation.

There were no services from these cities to the UK, with ‘very long’ last-minute queues for Eurostar before the borders closed.

The banning of passengers travelling into France for 48 hours also affected ‘Le Shuttle’ trains, with the Folkestone terminal closing. However, passengers could travel from France to the UK without restriction.

Resumption of services was planned for December 23.

The introduction of Tier 4 has also prevented many people travelling for pre-booked heritage trains.

Railways affected included the Buckinghamshire Railway Centre, East Herts Miniature, East Kent, Epping Ongar, Hayling Seaside, Leighton Buzzard, Nene Valley, Romney, Hythe & Dymchurch, and Spa Valley railways, which all had to cancel festive services from and including December 20.

The move, so close to Christmas and at such short



Manic scenes on Saturday night (December 19) at London St Pancras, with passengers desperate to catch a train out of London. TWITTER

notice, came as a bitter blow to the affected railways, which were pinning their hopes on ‘Santa Specials’ helping to recoup at least some of the losses accrued during an already difficult year.

The need to provide refunds for sell-out trains left some of the purely volunteer-run lines overwhelmed.

The Spa Valley Railway’s commercial manager Jonnie Pay described the railway as being “absolutely devastated” on social media, and requesting affected passengers not to contact the railway with respect to refunds.

Railways outside the Tier 4 zones that were still running

their festive trains were bombarded with calls and emails from pre-booked visitors within the Tier 4 areas who could no longer make the trip.

One such was the Isle of Wight Steam Railway, which although in Tier 1, was expecting several visitors from across the Solent in Portsmouth and Gosport, which had moved into Tier 4.

The railway assured those who could not travel because of the new restrictions that they would receive full refunds.

Other railways in Tier 2 were telling customers living in Tier 4 not to visit.

In Wales, the early introduction of an Alert Level 4

lockdown on December 20 resulted in the Rhyl Miniature, Tallyllyn and Pontypool & Blaenavon railways cancelling their ‘Santa’ and pre-Christmas operations.

Tougher restrictions in Scotland led to the Strathspey cancelling trains from December 29–31 and telling customers from Tier 3 not to visit.

Sadly, the phrase ‘closed until further notice’ was a familiar sight on affected railway websites and social media feeds, leaving little hope of any sort of resumption of services before early 2021.

A disappointing end to a difficult year.

Avanti and SWR agree new deals

BOTH Avanti West Coast and South Western Railway have agreed management contracts with the DfT, which will take effect when the current Emergency Recovery Measures Agreements (ERMAs) come to an end.

First Group operates both companies and will pay the DfT £33.2million to end the old-style franchise contract as the next step in the abolition of franchising.

The DfT accepted no payment for Avanti West Coast as the franchise had performed well before Covid-19 hit services.

These are the first contracts to have been awarded. SWR are contracted until April 1, 2023, and Avanti until April 2026. Both have options for two-year extensions. Negotiations on all other contracts are on-going.

Vintage ‘Pacers’ for Vintage Trains main line plans

VINTAGE Trains (VT) has unexpectedly acquired three Class 144 ‘Pacers’ through the generosity of Porterbrook Leasing, which it will move for particular types of main line charter excursion.

Set Nos. 144014, 144019 and 144023 have arrived at Tyseley to join the steam fleet in a sponsorship arrangement, ensuring the ‘Pacer’ continues to run on the main line for the benefit of enthusiasts and the general public alike.

Michael Whitehouse, chairman of Vintage Trains, said: “Our core operation is currently a mix of long-distance steam charters

and the ‘Shakespeare Express’ summer programme, but the market is evolving.

“Enthusiasts will undoubtedly crave a ride on the mainline in a ‘Pacer’, particularly on new routes for the class, but our sets will primarily be used as we expand into the ‘experience’ sector, targeting new audiences and building on the success of the ‘Polar Express’.”

He added: “Individuals and families, particularly those with young children, are looking for ‘day out with a difference’ experiences – entertainment on a train. The success of the ‘Polar Express’ has shown that



‘Pacers’ Nos. 144019 and 023 outside Tyseley Locomotive Works on December 19. PIC: VINTAGE TRAINS

a theatrical performance on a train is much in demand, with productions in the planning stage for the future. The ‘Pacer’ is ideally suited to such activity at an affordable price.”

There has been no chance for an enthusiast farewell trip using ‘Pacers’, because of the pandemic and social distancing, but Tyseley’s acquisition reopens that possibility.

Class 67 tested on treated vegetable oil – part of decarbonisation plans

DB CARGO UK has successfully trialled the use of 100% renewable hydro-treated vegetable oil (HVO) in a Class 67 loco as part of a process for innovative ways to power its fleet and decarbonise operations.

The loco has undergone special tests on the load bank at Toton

Depot, where red diesel has been substituted for the more environmentally friendly HVO fuel.

The loco has been put through its paces – from idling to full power – with monitoring showing no adverse impact on the

performance of 3,200bhp engine.

The next phase is for on-track tests of the HVO fuel on both its Class 66 and ‘67’ freight fleet, and later DB Cargo will trial the fuel in Class 60 locomotives.

HVO is synthetically made through the hydro-treatment process from vegetable

oils or animal fats.

DB Cargo CEO Andrea Rossi said the results were “extremely promising” with the potential to significantly reduce the company’s carbon footprint and reliance on fossil fuels.

DB uses around 45 million litres of red diesel a year.

NR submits 'no regret' electrification schemes to Transport department

A LIST of potential electrification schemes for Britain's railways to accelerate decarbonisation of the network has been created by Network Rail and submitted to the Department for Transport.

News of the existence of a list came during a video conference between selected rail journalists and Network Rail chief executive Andrew Haines on December 15.

Mr Haines said the list was a series of 'quick wins' backed by strong business cases to ensure a flow of work is continued after current schemes, particularly when the on-going electrification of the Midland Main Line concludes.

The UK had, in the past 20 years, slipped behind the rest of the world when it came to electrifying more track kilometres, Mr Haines added. Just 251 km of track was electrified in 2019, related to the Lee Valley Rail and Great Western schemes. The current split is 6,049 route miles are electrified (38%) and 9,855 is

non-electrified.

"We expect to see the DfT's decarbonisation plan in March but until then we can't say what schemes are. It's a secret," said Mr Haynes.

He called the list "no regret schemes", which include infill projects such as the London Gateway freight terminal and around Acton, which could begin as soon as the Government gives the go ahead.

Barriers

One of the barriers to further electrification has been the costs. However, Mr Haines said Network Rail had managed to reduce some of the cost, particularly in the case of clearance under bridges.

He said clearances had been reduced to 40mm, thereby changing the parameters of whether a bridge needed rebuilding as part of an electrification scheme. He called it a great technical development.

There could also be an



extension of third-rail electrification schemes.

Mr Haines alluded to some possible third-rail infill schemes, coupled with technology, which would only energise the third rail when a train was in section.

This scheme could have potential for the Oxted to Uckfield and Ashford to Hastings lines, allowing use of EMUs, while permitting the redeployment of the Class 171 DMUs.

As a result of the coronavirus pandemic and a spending review, Network Rail has had its CP6 budget (2019/2024) for

enhancements cut by £1 billion from £10.4bn to £9.4bn.

The maintenance and renewals budget is unaffected.

Reduction

Just how the reduction will impact Network Rail is not yet clear.

Mr Haines said: "We are still waiting for more information about what that means for individual schemes."

"What I will say is that we have got to bust a gut to prove to the Treasury that some of these schemes still have very good business cases, and I will fight

anyone to the death over the suggestion that we don't do anything for the next two or three years."

Mr Haines said several schemes were ready to go, such as the trans-Pennine upgrade, and even after the virus subsides, they still make good business cases.

In respect of the Government's Reopening your Railway scheme, Mr Haines accepted some of the proposals were "really exciting", while admitting some of the 25 schemes approved for feasibility funding didn't make complete sense from a rail perspective.

Shooter urges caution in the dash to hydrogen

By Tony Miles

VIVARAIL chairman and industry veteran Adrian Shooter has courted some controversy with his robust comments advising the industry and politicians to be wary of a "dash to hydrogen".

At the end of November, he said: "You can't have failed to notice that politicians, including our Prime Minister, are completely enthralled with the idea that hydrogen is the solution to many of our problems. But politicians are people who read the headlines and rarely read the small print."

Mr Shooter explained the process to create 'green hydrogen' by electrolysis uses a lot of electricity to power a fuel cell to power a train rather than charging batteries to power a train.

Inefficiencies

The net result is the hydrogen train uses three-and-half times as much electricity because of inefficiencies in the electrolysis process and also in the fuel cells.

Additionally, Mr Shooter highlighted the all-important energy density of hydrogen at 350 bar, the level of compression needed to store it on a train.

This, he added, equates to just one ninth of a similar quantity of diesel fuel, consequently severely limiting the range of a hydrogen-

powered train between refuelling.

He also pointed to research that shows the process for manufacturing hydrogen has a large carbon footprint, and its use in transport applications would largely negate the carbon savings achieved.

Alternatives

There are also inefficiencies in the electrolysis process and the re-conversion of hydrogen to electricity via the fuel cell, resulting in the overall energy efficiency at the wheel/rail interface to be between 29%-39%.

Mr Shooter added, while the exhaust is just water, there are complexities of supplying hydrogen to railway depots.

Mr Shooter's Vivarail company is promoting battery alternatives to power trains, which are being progressed.

He believes they could have a greater efficiency of range of at least 100 miles between 10-minute charges.

However, he accepts hydrogen fuel cell trains could work in this country, but people need to remember the downsides.

"I'm sure we'll see hydrogen trains, and in fact we should because competition improves the breed. I will be the last one to say you shouldn't have competition."

"Hydrogen is part of the overall solution and there are other things to consider."



GBRF No. 66758 takes 'Heathrow Express' unit Nos. 332012 and 332005 into the docks at Newport for scrapping on December 8. MATTHEW PLUMPTON

First 'Heathrow Express' units sent for scrap

SEVERAL Class 332 'Heathrow Express' units have been sent for scrap.

First for the scrapyards was set 332014, which was dispatched to Sims at Peterborough on December 5, and was followed three days later by sets 332005/012, which made the journey from Old Oak Common depot to Sims at Newport Docks on December 8, hauled by No. 66758.

A further two sets – 332002/3 – were sent to Sims on December 15, meaning five of the fleet of 14 have gone for disposal.

There have been questions as to why the Class 332s, introduced from January 1998, are being

scrapped, but they are non-standard units, lack TPWS and AWS equipment, and are only fitted with ATC, so can't be used elsewhere on the UK network.

Also, after 20 years of hard use, there's no cost benefit from modification, and in addition, impact of Covid-19 on air travel has meant the usual 15-minute frequency service has been reduced to 30min, so fewer units have been needed.

The '332s' are being replaced by a fleet of 12 specially modified Class 387 units from the GWR fleet. GWR took over operation of the 'Express' service from August 2018.

32 job losses at Ffestiniog & WHR

By Cliff Thomas

THE Ffestiniog & Welsh Highland Railway (Ff&WHR) has made 32 staff redundant as it faces the financial consequences of Covid-19.

Staff were notified in September (*RM* Oct) the company would make some redundancies and entered a consultation process.

At that point it was believed the number of jobs in jeopardy would exceed 20.

When the coronavirus crisis took hold in March 2020, Ff&WHR had 97 permanent staff, with 93 being furloughed as the railway went into lockdown.

Many staff returned to work as the railways reopened, but inevitably income was hit hard.

Two lines faced a financial gap of £5million, between the £6m income normally expected and the actual £1m achieved during 2020.

The job losses are in commercial areas of the business, covering shops, train operations and catering. Ff&WHR permanent staffing now stands at 60, primarily concentrated in engineering posts.

"I have been here helping build up these teams for 20 years, and we've gone from a £2m to a £6m a year operation in that time," said Ff&WHR director and general manager, Paul Lewin.

"Seeing that damaged and jobs being lost is heart breaking."

The company is not out of the woods. Essential maintenance is costing around £200,000 a month, and £2million has to be found to be ready to resume operations at Easter.

Middleton stalwart Ian awarded RM Lifetime Achievement Award

A LONG-standing volunteer at the Middleton Railway has been chosen as the 2021 recipient of The Railway Magazine Lifetime Achievement Award, which is given annually for services to preservation.

Ian Smith, who is the railway's vice-president, first came into contact with the railway in 1960 as a six-year old, helping Dr Fred Youell at the fledgling preservation site before joining as a teenage volunteer in 1969, where he has been a volunteer ever since.

Ian has helped steer the railway through both difficult times and more recently positive times, including the construction and opening of a new museum and running shed.

Ian's citation reads: *For more than 50 years dedicated service as a volunteer at the Middleton Railway, helping to shape the railway for future generations, creating a community asset in a city environment and for recognising the importance of preserving industrial locomotives built in Leeds.*

'Delighted'

On receiving the news, he said: "I am both delighted and surprised to get this award – it really is amazing.

"Never in a million years would I have thought about something like this and I am very grateful for the honour."

Magazine awards from our sister titles have also been announced. The Heritage Railway Magazine Interpretation Award has been awarded to the Narrow Gauge Railway Museum at Tywyn on the Tallylyn Railway, while the engineering team at the Island Line, Isle of Wight, are recipients of the Rail Express Modern Traction Award for their work in keeping the 1938 fleet running.



Above: *The RM Lifetime Achievement Award winner: Ian Smith from the Middleton Railway.*

Left: *Two of the Conflat A wagons restored by the Quorn Wagon & Wagon group, shortlisted for two HRA awards.*

Other award categories and nominees are:

■ **HRA's Coiley Locomotive Award:** Lincolnshire Coast Light Railway for its 'Skeggy Simplex'; the Tanfield Railway for restoration of the 1904-built Andrew Barclay 0-6-0ST No. 1015 *Horde*; and the Ffestiniog & Welsh Highland Railway for the restoration of *Welsh Pony*.

■ **Morgan Award for Preservation:** the Mid-Suffolk Light Railway for its 'Shredded Wheat' locomotive; the Midland & Great Northern Joint Railway Society for the restoration of GNR/M&GN Third No. 129; the Great Central Railway (Quorn Wagon & Wagon) for the restoration of three BR container flats and containers; and the Railway Preservation Society of Ireland for their ex-Guinness Grain Van No. 504.

■ **HRA Award for Diesel Locomotion:** the Mid-Suffolk Light Railway for the 'Shredded Wheat' locomotive; the Class

50 Alliance for 30 years of Class 50 preservation; and the Lincolnshire Coast Light Railway for the 'Skeggy Simplex'.

■ **Lord Faulkner Young Volunteer Award:** Tom Mills from the Severn Valley Railway; Michael Abbott from the Somerset & Dorset Railway Heritage Trust; and the Welshpool & Llanfair Light Railway volunteer Oliver Edwards.

■ **HRA Award for External Communications:** the Mid-Hants Railway; Didcot Railway Centre; the Swanage Railway; the Ffestiniog & Welsh Highland Railway; and the Ravenglass & Eskdale Railway.

■ **Internal Communications:** the Midland & Great Northern Joint Railway Society; the Great Western Society; the Tallylyn Railway, the Bluebell Railway; and the Welshpool & Llanfair Light Railway.

■ **HRA Award for Small groups:** Southern Electric Traction Group CIC (restoration of 4VEP No. 3417); the Hull & Barnsley Railway Stock Fund for Project 58+1 with Hull College; the Tarka Valley Railway; the Bahamas Locomotive Society for Steve Allsop and his 50 years' service; the East Somerset Railway for the restoration of a platform, museum and an outreach project; the Downs Light Railway Trust for youth engagement achievements; and the Great Central Railway's Quorn Wagon & Wagon Group.

■ **Large Groups:** Lynton & Lynmouth Cliff Railway for its Top Wheel installation; the Isle of Wight Steam Railway's platform teams; the Swanage Railway for social media engagement; and the Dartmouth Steam Railway & Riverboat Company.

■ **Outstanding Visitor Attraction:** Lynton & Lynmouth

Cliff Railway; Didcot Railway Centre; the Dartmouth Steam Railway & Riverboat Company; Seaton Tramway; and the Staffold Barn Railway.

■ **A new award, the Most Innovative Fundraising Idea** is for how heritage railways have responded to the Covid-19 pandemic. Nominees are: the Tallylyn Railway for their Virtual Visit Appeal; the Mid-Hants Railway and Bahamas Locomotive Society for their joint Autumn Gala; the Seaton Tramway for Tramathon Live 2020; and the Bluebell Railway for its film *Steam Returns to Bluebell Railway*.

The annual dinner and awards evening has been cancelled because of the coronavirus pandemic, and awards are planned to be presented on the afternoon of March 3 after the HRA's AGM and Spring Conference in York.

OBITUARY: KEITH FARR 1943-2020

KEITH FARR was a valued friend and colleague who will leave a hole in the lives of those who knew him.

He cultivated an image of being curmudgeonly but he was the opposite of that. Long phone calls would be punctuated by side-tracking around a wide range of unrelated subjects.

He would often quote huge tracts of children's books with each voice in character. With his memory for verse and Stentorian voice I am sure he would have made a fine actor.

Keith was an expert on wildlife and enjoyed hiking, particularly in Scotland.

Every story he related had a humorous feature. If it was

not the attentions of a ghostly ghillie overnight in a bothy, it might be losing his socks and boots in a burn, reaching the main road barefoot.

As an avid reader of *Private Eye* he often saw an opportunity to make some wry comment in their columns.

This was to some extent an extension of his railway career, where he rose through the ranks of customer relations, press officer and public affairs, eventually on the Western Region.

His final post was in the BRB Privatisation Office, which was not his natural home.

As a press officer, Keith always took a positive stance. He would not shy away from

ringing up well known right-wing newspaper columnists to put them right.

He was a stickler for correct English usage and would think nothing of interrupting the speech of friends and family to correct split infinitives,



prepositions at the end of sentences and the correct use of 'who' and 'whom'. He never succumbed to email.

Keith wrote for many magazines and journals for more than 50 years, sometimes under a pen name in his earlier career, but his first love was *The Railway Magazine* and writing articles for the Practice & Performance column he so cherished.

He worked with several *RM* editors over the years and is aptly summed up by Nick Pigott, who said: "I feel honoured and grateful to have known such a knowledgeable and polite man."

However, train timing was not his first priority.

The scenery would come

first and enjoying a wider experience than focusing on mileposts.

He often made his notes on the back of a pocket timetable and had a draw full of these at home, which he was in the process of converting to computer, resolutely using Word and declining Excel.

Keith participated in many retirement group outings and Railway Performance Society meetings, but the last two years of his life were blighted by illness.

He died at home suddenly, leaving his wife Amanda, children Dorothy and Jonathan from his first marriage, and his beloved grandchildren.

John Heaton

DfT approves new stations and more reopening funding

By Ben Jones

FIFTEEN rail reopening proposals will receive up to £50,000 in Government funding to further accelerate their development under the £500million Beeching Reversal scheme announced in early 2020.

The successful projects were selected from more than 50 submissions, 28 of which are now receiving additional guidance from the Department for Transport (DfT) to develop their plans.

DfT has also given its approval

for three new stations in England and Wales – Edginswell, near Torquay; St Clears in Carmarthenshire; and Thanet Parkway, on the outskirts of Ramsgate, Kent (RM Nov 2020).

Additional

Central government funding of £32million has been confirmed for the new stations, as well as additional investment in developing two further stations at Haxby, on the outskirts of York, and Deeside, on the North Wales Coast line, near Flint.

Proposals receiving DfT

funding include the reopening of Ferryhill station and restoring passenger rail services to Consett in County Durham; new stations at Beeston Castle & Tarporley, on the Crewe to Chester line; St Anne's Park in Bristol; Waverley in Sheffield; and in the Langport/Somerton area of Somerset.

Line reopening schemes that will undergo further investigation include reinstating a direct link between Bolton, Radcliffe, and Bury in Greater Manchester; reopening Stratford-upon-Avon to Honeybourne; the Kemble to Cirencester branch in

Gloucestershire; and completing the reintroduction of trains between Swanage and Wareham.

Development

Other schemes gaining development funding will look at improving services from Melton Mowbray; between Falmouth-Truro; improving Preston to Blackpool South services; creating a new service between Barton-upon-Humber and Gainsborough via Brigg; and upgrading the 'Maid Marian' line between Kirkby-in-Ashfield and the Erewash Valley Line.

Grand Royal Train tour for Duke and Duchess

A 1,250-MILE tour of England, Scotland and Wales by the Duke and Duchess of Cambridge was facilitated by the Royal Train between December 6-8.

Their trip was to thank key workers for their work during the pandemic.

The nine-coach formation started at London Euston on the evening of December 6.

It was top-and-tailed by Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign*, and ran overnight via Northampton and Bescot, Preston and Shotts to Edinburgh.

After stabling the train at Craigenitny, it left for Berwick-

upon-Tweed, before being looped at Drem for an LNER and CrossCountry service, after which the Duke and Duchess visited a local school.

Continuing south via Newcastle, there was a brief stop at York to meet key workers, before the Royal Train ran via Leeds and Huddersfield, reversing direction at Marsden, with the royal couple visiting a community centre in Batley.

The train was routed via Holbeck and Healey Mills, Stalybridge and Ashton-under-Lyme, and arrived at Manchester Victoria for more localised visits.

It then headed west via



The Royal Train behind No. 67005 as it leaves Cardiff for Bath on December 8. MATTHEW PLUMPTON

Newton le Willows, Warrington BQ and Shrewsbury, before being stabled overnight.

It arrived in Cardiff on the morning of December 8, and

was followed by a visit to Bath in the afternoon.

During the movements, the train ran with a '1Zxx' reporting code.

Llangollen's Dee Bridge appeal smashes target

AN APPEAL by the Llangollen Railway (LR) to urgently raise £15,000 to repair the Dee Bridge at Pentrefelyn has successfully reached and surpassed its target.

The bridge, which had been subject to a 10mph speed restriction, requires the renewal of the decking timbers, which if not undertaken could have prevented trains running over the full line in 2021.

An LR statement said: "We have had a fantastic response to our Dee Bridge appeal and have smashed our target! This amazing response will allow us to carry out some necessary repairs to the Dee Bridge and track in the Berwyn Tunnel.

"Surplus money will be placed into a track maintenance fund."

Rail rides to the rescue as ports suffer pre-Christmas congestion chaos

EXCLUSIVE By David Cross

UK PORTS suffered serious congestion in late-2020 after they were faced with a 'perfect storm' of Christmas, pre-Brexit stockpiling and Covid-19 industrial recovery.

Disruption at major hub ports such as Southampton and Felixstowe spread to container ports in Scotland in December, forcing logistics companies and port operators to seek alternative routes to deliver goods to their customers.

Scottish logistics specialist Peter D Stirling worked with Peel Ports in Liverpool and three large European shipping lines to ensure containers of Christmas-related freight were delivered to Scotland in time for the big day.



One of the additional Liverpool to Mossend intermodal workings in Mossend yard with a Peter D Stirling HGV off to make a delivery.

A number of ships were diverted from South Coast ports to Liverpool for unloading and onward delivery by rail to Mossend.

Additional intermodal trains were operated by DRS and DB Cargo between Liverpool and Scotland, saving a large number

of lorry trips and reducing transit time.

Scottish exporters also took advantage of rail in the build up to Christmas, with whisky brands 'backloading' the extra intermodal trains to Liverpool for distribution in mainland Europe and beyond.

Iconic cities return as new European night train network is announced

By Keith Fender

GERMAN Railways (DB), Austria's ÖBB, Swiss Federal Railways (SBB) and France's SNCF have announced plans to launch overnight trains on new international routes.

The plans will result in cities such as Paris, Barcelona and Amsterdam returning to the

European night train network. Services will be introduced as follows:

From December 2021: Vienna-Munich-Paris and Zürich-Köln-Amsterdam

From December 2023: Vienna/Berlin-Brussels Paris

From December 2024: Zürich-Barcelona

DB withdrew its domestic and

international overnight trains in December 2016, but ÖBB has reinstated many routes under the 'Nightjet' brand.

A new route from Vienna to Amsterdam was due to start operation in December, but renewed coronavirus lockdowns led to it being postponed until after February 2021.

The new Amsterdam service

will be operated jointly with the Vienna to Brussels service.

Launched in January 2020, it was soon suspended because of the pandemic.

ÖBB has ordered 33 new seven-coach overnight trains, which are being built by Siemens.

A daily Stockholm to Berlin overnight train is also planned from March 2021.

SIDELINES

Lucy takes up BTP Chief Constable role

THE British Transport Police Authority has appointed Lucy D'Orsi as Chief Constable of the British Transport Police (BTP). She will take up her appointment in early 2021.

Lucy is currently the Metropolitan Police's Deputy Assistant Commissioner for specialist operations.

The current BTP Chief Constable Paul Crowther CBE is retiring in February 2020 after 40 years continuous service with the force.

Chiltern Turbo goes hybrid

PORTERBROOK is playing a central role in the conversion of Chiltern Class 168 No. 168329 into a diesel hybrid.

The conversion work is being carried by Gemini Rail Group at Wolverton and will see a battery power pack replace an engine under each power car.

As well as saving fuel, the HybridFLEX unit should provide some journey time reductions from improved acceleration.

Testing will be carried out at the Ecclesbourne Valley Railway.

Class 314 for hydrogen conversion at Bo'ness

FORMER ScotRail Class 314 No. 314209 is being converted to hydrogen power.

It was moved from Yoker to Shields depot on December 16, sandwiched between unit Nos. 318253 and 320414.

The unit was then split and prepared to be moved by road to the Bo'ness & Kinneil Railway, where it will be converted to hydrogen power.

CAF completes final Class 195 for Northern

CAF has completed the Northern order for its Class 195 DMUs, with set No. 195133 being handed to the operator at Newton Heath depot on December 4, entering traffic five days later.

It is the 100th CAF set accepted, with just one set – 195021 – to enter revenue service.

The 25 two- and 33 three-car sets join the 43 Class 331 EMUs with Northern, the combined order worth in excess of £500million

Catering scrapped on South Western

SOUTH Western Railway has withdrawn its on-board catering services meaning 130 staff employed by caterer Elios will be made redundant from January 17.

Smaller numbers of passengers has made on-train catering unviable, according to SWR.

GWR 'knights' an IET

GREAT Western Railway has renamed Class 800 No. 800025 *Captain Sir Tom Moore*, along with displaying his medal ribbons.

The name change is in recognition of his award of honorary colonel and his recent knighthood.



SIDELINES

New MD for South Western Railway

FIRST Group has appointed Claire Mann as managing director of South Western Railway. She will take up her post early in 2021.

Ms Mann has more than two decades of experience in the transport sector and held a number of senior leadership roles.

Mark Hopwood, currently interim MD of SWR, will return to be MD of GWR on January 4.

Matthew Golton, who has led GWR since January 2020, will be seconded to First Rail, taking on an interim role as First Rail business development director.

RMT union calls off pay claim strikes

AN RMT union strike ballot of ScotRail staff in respect of a pay claim failed to reach the legally required 40% approval.

The vote, 756 for strike action and 631 against, meant the figure was 31% support.

A second vote for industrial action resulted in 955 votes in favour and 631 against, but this too failed to reach the legal minimum.

The RMT alleged ScotRail influenced the result through a "campaign of misinformation and intimidation".

Separately, strikes planned for Alstom maintenance depots at Longsight and Chester, again over pay, have been called off, with the union reviewing the situation in the New Year.

£2.3million upgrade for King's Cross toilets

NETWORK Rail has completed a £2.3million project to upgrade toilets at King's Cross station in London.

Since September 2019, the toilets at mezzanine and ground floor levels have been refurbished and modernised, with improved accessibility for wheelchair users and partially sighted travellers.

Improved hygiene measures include touch-free soap dispensers, hand dryers and taps.

Resignalling plan for New Street in 2021

A ROLLING programme of platform closures will begin from this month as work continues to replace signalling equipment at Birmingham New Street. The closures will continue until June 2022 as 114 life-expired signals and more than 6.5 miles of cables are replaced in 95 separate stages of work, totalling more than 750,000 hours.

The New Street work is the final stage of a £600million signalling upgrade across the West Midlands, which has been underway since 2005.

Eight-car trains to King's Lynn

COMPLETION of platform extensions at Littleport and Waterbeach now allow eight-carriage services to stop there.

The change means longer trains for users north of Cambridge, and adds 2,000 extra seats to morning trains to Cambridge.

First HS2 tunnel boring machines delivered

By Ben Jones

THE first two of 10 giant tunnel boring machines (TBMs) for HS2 Phase 1 have arrived in the UK.

Nicknamed 'Florence' and 'Cecilia', the two 2,000-tonne, 170-metre-long machines are the largest of their type to be used on a UK rail project.

They arrived in kit form from German TBM specialist Herrenknecht before Christmas and are now being reassembled on site ready for a launch in early 2021.

Once tested and commissioned they will dig the two 10-mile-long Chiltern tunnels, working 24 hours a day, seven days a week for more than three years.

Chalk and flint

The two identical TBMs are designed specifically to handle the mix of chalk and flints under the Chilterns, and will dig separate northbound- and southbound-running tunnels, with 'Florence' expected to launch first, followed by 'Cecilia' a few weeks later.

The names were chosen by school pupils and were inspired by Florence Nightingale and astronomer and astrophysicist, Cecilia Payne-Gaposchkin.

Each machine operates as a self-contained underground factory with a crew of 17. It is led by the cutting head, with concrete wall segments placed and grouted into place as it moves forward at a speed of 15 metres a day.

Each tunnel will require 56,000

segments – all of which will be made on site.

HS2 Ltd has also revealed images of a second tunnel construction site in Warwickshire. Long Itchington Wood Tunnel's north portal is being prepared for the launch of another TBM in summer 2021.

The machine will take around five months to dig the first bore before being extracted and moved by road back to the northern portal to start work on

the second tunnel.

Many of the support modules will be drawn back through the bored tunnel before being positioned for the second run.

More than 250,000 cubic metres of material is being excavated to create the portal and deposited locally to form sound-proofing embankments.

The northern part of the line has two tunnels, 100 bridges, 35 viaducts, 36 cuttings and 70 bridge structures.



The new tunnel boring machine at the manufacturers before being dismantled and shipped to the UK.



Preparation of the site to bore Long Itchington Wood Tunnel's north portal. BOTH: HS2.

First HS2 Phase 2 major civils contract tendered

HS2 Ltd has invited contractors to bid for the first major civil engineering work on HS2 Phase 2a, north of the West Midlands.

The £50million early works package includes a range of enabling works designed to reduce disruption during the main build stage, major highways works and utility diversions as

well as a range of environmental and other surveys along the 40-mile route between the West Midlands and Crewe.

A separate ground investigation contract worth £25m-£30m has been awarded to Balfour Beatty.

Draft legislation seeking powers to build operate and maintain HS2 phase 2a are currently

proceeding through Parliament. Royal Assent is expected in early 2021.

Five companies have also been invited to tender for the supply of almost 300 lifts and escalators for the four major new stations on HS2 Phase 1.

Fujitec, Kone, Otis, Schindler and Thyssenkrupp will bid for the

contract to install around 160 lifts and 130 escalators at Euston, Old Oak Common, Birmingham Airport Interchange and Curzon Street.

The longest escalators will be at Old Oak Common, which will carry passengers 13.5metres up from the sub-surface platforms to concourse level.

Campaigners unveil detailed plans for Devon Northern Route

By Ben Jones

CAMPAIGNERS hoping to reopen the former London & South Western Railway route between Exeter and Plymouth have published detailed plans for the scheme.

Tavistock Okehampton Reopening Scheme (TORS) believes that a 59-minute non-stop journey time could be possible between the two cities, providing a viable alternative to the current route via Dawlish.

The plan requires rebuilding 21 miles of closed railway between Meldon Quarry and Bere Alston, plus the upgrading of the Exeter-Okehampton-Meldon and Bere Alston to Plymouth sections to modern standards, with double track throughout.

However, TORS also believes the line should be electrified throughout, with European Train Control System (ETCS) in-cab signalling and provision for freight, allowing heavier trains to bypass the more steeply graded GWR route.

An extension of the hourly Waterloo to Exeter trains is expected to provide basic passenger services, although

capacity for up to three or four trains per hour in each direction is suggested, allowing the route to handle services diverted from the coastal route in times of extreme weather.

Project costs are still being decided, although Network Rail's estimate in 2014 was £875million.

Central role

Climate change and rising seas are predicted to disrupt the Dawlish route for more than 84 days each year by 2080 (see separate feature, page 20), and TORS believes reopening the Northern Route could play a central role in helping Network Rail to increase the resilience of the rail network in south-west England.

Transport links would be further enhanced by the provision of express bus links from Okehampton to Torrington, Holsworthy, Launceston, Bude, Wadebridge and Padstow.

TORS' research also highlights the wider environmental and economic benefits for the region, encouraging tourism and leisure travel, but also improving access to jobs and education for local residents.

Onllwyn coal washery site for test track?

THE Welsh Government is developing proposals to turn the former Nant Helen surface mine and Onllwyn coal washery, at the head of the Dulais and Tawe Valleys, into a new test track for new trains. It will be called a Global Centre of Rail Testing Excellence.

Proposals for the Nant Helen surface mine site include a 6.9km electrified high-speed outer track, with testing speeds of up to 110mph; a 4.5km low-speed inner test track with a maximum speed of 40mph; and a dual platform station environment.

At the former Onllwyn washery site the plans are for research and development offices, training rooms, control centre, and staff facilities, along with a rolling stock maintenance shed and sidings. The centre would be connected to the Neath and Brecon branch line.

The Welsh Government has entered into a Joint Venture Agreement with Neath Port Talbot and Powys local authorities, and created a site master plan.

Working with industry partners they have developed a detailed business plan. The UK Government has been asked for £30million towards the estimated cost of £100m. However, a rival bid to create a test track in North Lincolnshire has emerged from Siemens, who could also be seeking a UK Government contribution.

The indications are the site could be the former RAF Hibaldstow, which is around 40 miles by rail from Siemens' new factory being built at Goole.

It is accessed by the Gainsborough to Wrawby Jct line, which only has a passenger service on a Saturday.

Plans for the Welsh project were due for submission before the end of 2020.



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OXTED LINE STEAM: 1961



For this month's feature, **John Heaton FCILT**, delves back 60 years to the Railway Performance Society archives and looks at the final Southern suburban steam workings.

“**T**his year will be the 60th anniversary of the final London suburban steam service,” so I was informed by Michael Rowe, the Railway Performance Society (RPS) steam specialist.

This pronouncement had its northern recipient confused. Surely the 1967 South Western was the last London steam-worked line? “Not suburban. It was the Oxted line, with all 27 steam-hauled departures from London booked for steam haulage in 1961.”

“I thought the Oxted line trains worked to places like Lewes though,” I queried. It was explained to me that through trains to those places were overtaken by those on more direct routes. The Oxted line suburban steam credentials had been established.

The Oxted line started from South Croydon and fought a six-mile uphill battle at mainly 1-in-100 onto the North Downs past Woldingham before a similarly inclined three-mile drop to Oxted. From Hurst Green Jct, just south of Oxted, came a further six miles downhill to Lingfield, some of which was also at 1-in-100. However, the climbing was not yet finished as much of the four remaining miles to East Grinstead through Dormans were against a 1-in-70 gradient.

From East Grinstead trains could run to Brighton via what is now the Bluebell Railway to Horsted Keynes and turn either left for Lewes or right for Hayward's Heath and the Brighton main line. West from East Grinstead a line ran to Three Bridges and eastwards

trains could reach Tunbridge Wells.

Retracing our steps to Hurst Green Jct, trains could run direct to Tunbridge Wells via Ashurst or proceed to Eridge to turn right via Uckfield to Lewes or left to Polegate and ultimately Eastbourne.

Of this complex, essentially rural network, only the options of Uckfield by diesel or East Grinstead by electric survive, although aspirations to reopen the line from Uckfield to Lewes remain doggedly alive.

Announcements

These complications made the job of the station announcer at East Croydon more difficult. On his way back from boarding school in 1951, Michael Rowe had to change trains there, and heard the announcements for the ‘next Oxted line service’ suffixed with some unusual apparent destinations such as Barcombe or Hailsham promoted to the same standing as the expected ones such as Tunbridge Wells and East Grinstead. The announcer's intention was to prevent passengers for stations such as Lewes or Eastbourne indulging in a bucolic and unnecessary detour.

The Oxted Line timetable of the early 1950s differed little from that of 1925 as pre-war travel patterns became re-established. In 1925 there were 25 weekday departures from London with the first the 5.20am Victoria to Tunbridge Wells West via Edenbridge, which Mr Rowe points out was exactly the same in 1954.

Although the service pattern was similar, the

loadings had increased to the point where the adequacy of the engine power provided was causing concern. Mr Rowe points out that the situation was so acute ‘4F’ Maunsell ‘Q’ class 0-6-0s were rostered to some trains.

The first taste of Nationalisation came with the allocation of London Midland Fairburn 2-6-4 tanks Nos. 42096-42106 to Tunbridge, where they were initially well received. Ten Brighton-built standard 2-6-4Ts – Nos. 80010-80019 – followed, also some London Midland Class 2 2-6-2Ts, and by 1952 the depot's ‘I3’ 4-4-2s had been retired.

Tender-loco turns survived on a few trains such as the 12.03 Victoria-Brighton via East Grinstead and Sheffield Park, which was No. 533 diagram of Bricklayers Arms, normally producing a 4-4-0 of classes ‘D1’ (1921 Maunsell rebuilds of Wainwright South Eastern & Chatham ‘D’ Class) or Maunsell 1926 ‘L1’ 4-4-0s, both of which were rated as ‘3P’.

The premier Oxted line train was the 6.10pm Victoria, which took nine coaches to East Croydon, where the rear three were detached for all stations to East Grinstead. The front six ran fast to Oxted then Edenbridge, Eridge and all stations, bar Falmer, to Brighton. The Fairburn 2-6-4Ts were given this important job in 1951, but by 1952 disquiet was being expressed. Cecil J Allen and his correspondents covered the emerging problems (*RM* Jan and April 1953) as did the Stephenson Locomotive Society Journal.

Matters surfaced again with an anonymous

BR Standard ‘4MT’ No. 80013 restarts a four-coach train from Groombridge on March 31, 1961, towards Tunbridge Wells. COLOUR-RAIL



letter from a Stewart's Lane fireman in 1955. His views can be summarised as: the Atlantic's lacked adhesion – the 2-6-4 tanks were incapable of supplying sufficient steam, maintaining water level, and suffered through the need to take on water en route – the 'N' Class 2-6-0s with their small diameter driving wheels lacked speed.

His ideal selection was a 'U' Class 2-6-0. One such loco – No. 31790 – was employed on three successive occasions. On the first evening it was late into East Croydon because of signal checks at Windmill Bridge Junction, otherwise it would have been two minutes early. The second arrived on time and the third two minutes early. Boiler pressure was maintained at 195-200 pounds per square inch all the way with full regulator. This compared with Class 4 2-6-4T No. 42106, the boiler pressure of which varied from 200 to 130-160 pounds per square inch after full regulator to Balham and half open to Thornton Heath, where it was closed.

Legendary

The fireman's letter prompted a response from his Stewart's Lane boss, the legendary R H N 'Dick' Hardy. He pointed out that 'U' Class 2-6-0 No. 31790 was fresh out of Ashford works when used, Inspector McCarthy travelled on the footplate on three evenings out of 10 and Hardy himself had ridden on the loco of this train 60 times. His view was the 2-6-4 tanks required careful firing and 'N', 'U' or 'U1' Class 2-6-0s could time the train. Was that a suggestion that the anonymous fireman was not careful?

Mr P S Evetts had a different opinion. Michael Rowe summarises the correspondent's experiences as follows:

- an 'L1' Class 4-4-0 had kept time
- 'U' Class 2-6-0 No. 31790 sounded better than the 'U1' Class 2-6-0s
- The 'N' and 'K' Class 2-6-0s were goods engines and could not time the train. 'K' No. 32338, tried on December 22 after it had successfully hauled the 17.40 ex-London Bridge, lost several minutes
- 'U' and 'U1' Class 2-6-0s had not been in trouble, whereas enginemens often struggled with the 2-6-4 tanks
- Numbers 42086 and 42087, when new kept time, but troubles developed after a few months
- Inspector McCarthy's arrival resulted in reduced daily locomotive mileage
- The involvement of a more senior link had ▶

TABLE 1: EAST CROYDON TO ERIDGE. 6.10PM LONDON VICTORIA TO BRIGHTON VIA OXTED

Loco			BB 4-6-2 34055 NR		V 4-4-0 30917		WC 4-6-2 34012 R	
Vehicles/tare/gross tonnes			9/297/340 to Oxted		9/291/340		9/294/340	
Date			6/194/210 from Oxted		6/182/205		6/195/210	
Recorder			April 6, 1961		April 22, 1961		September 14, 1961	
			M Rowe		M Rowe		M Rowe	
Miles	Timing Point	Sch	M S	MPH	M S	MPH	M S	MPH
0.00	EAST CROYDON d	0	0 00		0 00		0 00	
0.90	South Croydon	2	2 54	32	2 48	36	2 38	35
1.94	Sanderstead	4	4 48	34	4 40	33	4 23	38
3.13	Riddlesdown		6 46	38	6 57	31	6 17	33
5.06	Upper Warlingham		9 37	52	10 14	46	9 17	51
6.83	Woldingham		12 01	42/64	12 37	40/63	11 28	45/63
9.96	OXTED a	16	15 59		16 48		15 28	
1.15	Hurst Green Jct	2	2 22	43/68	2 17	41/66	2 23	41/72
5.30	Edenbridge a	7½	7 13		7 16		6 48	
1.76	Hever		3 36	33	3 48	30	3 02	43
3.75	Cowden		6 22	56	7 01	44	5 21	64/82
6.51	Ashurst		8 54	68/sigstop	9 42	65/sigs	7 39	72/sigs
8.14	Ashurst Jct	11	12 46	16/-	11 46	-	10 18	-
10.08	ERIDGE a		14½	17 28	15 09		14 08	

R=Rebuilt NR= Unrebuilt



Standard Class 4 2-6-4T No. 80081 gets a short train underway from East Croydon on April 8, 1962. and is about take the Oxted line at South Croydon junction. COLOUR-RAIL

TABLE 2: EAST CROYDON TO ERIDGE: BR STANDARD CLASS LOCOS

Loco			BR 4 4-6-0 75074		BR 4 2-6-4T 80081		BR 4 4-6-0 75070		BR 4 4-6-0 75070	
Vehicles/tare/gross tonnes			6/192/210		6/188/200		6/194/210		8/261/285	
Train			10.38am Victoria-Brighton		10.38am Vic-Brighton		3.50pm Vic-Brighton/Eastbourne		3.50pm Vic-Brighton/Eastbourne	
Date			April 10, 1961		July 11, 1961		April 13, 1961		September 20, 1961	
Recorder			M Rowe		M Rowe		M Rowe		M Rowe	
Miles	Timing Point	Sch	M S	MPH	M S	MPH	M S	MPH	M S	MPH
0.00	EAST CROYDON d	0	0 00		0 00		0 00		0 00	
0.90	South Croydon	2	3 04	sigs22	2 23	33	2 28	33	2 38	31
1.94	Sanderstead	4	5 16	31	4 13	36	4 14	38	4 43	-
3.13	Riddlesdown		7 23	35	6 11	38	6 12	36	6 55	33
5.06	Upper Warlingham		10 26	52	9 08	54	9 08	51	10 08	46
6.83	Woldingham		12 39	43/55	11 07	48/63	11 26	41/59	12 36	39/62
9.96	OXTED a	16	17 13		14 55		15 36		16 56	
1.15	Hurst Green Jct	2	3 04	tsr/sigs/62	2 14	40/64	2 25	39/59	2 28	35/62
5.30	Edenbridge a	7½	9 14		7 11		7 48		7 22	
1.76	Hever		3 53	sigs/29	3 28	39/tsr	3 16	37	3 27	37
3.75	Cowden		8 21	26	6 49	22	6 02	49	6 25	48
6.51	Ashurst		12 01	57	10 13	61	8 48	64	9 15	62
8.14	Ashurst Jct	11	14 28	sigs 26/-	12 57	-	11 17	32/-	11 24	-/-
10.08	ERIDGE a	14½	18 03		16 14		13 57		14 02	

PRACTICE & PERFORMANCE

improved matters

■ During the 'past nine weeks' [mid-1955] a 'U1' Class 2-6-0 for eight weeks gave consistently good running, whereas on the one week a 2-6-4 tank did the honours the performance was moderate

■ The Atlantics were the best locomotives used on the 18.10 over the years (once they had successfully surmounted the gradient from Victoria up to Grosvenor bridge!) *My exclamation mark.*

■ The best performances of all were with Newhaven crews, along with 'U' Class 2-6-0 No. 31790

An off-peak interval timetable from Victoria was introduced during 1955 at xx.08 down to Tunbridge Wells West via East Grinstead, returning at xx.47, with a connecting Oxted to East Grinstead railmotor via Edenbridge.

Extended

The following year saw the service extended on the Uckfield and Heathfield legs, supplemented by hourly Tonbridge to Brighton and Tunbridge Wells West to Eastbourne trains. These alterations resulted in an extra 63 arrivals and departures at Tunbridge Wells West, bringing the total to 199, with 58 trains a day on

the single line to and from the Central station. It could be argued the expansion of services to this extent was in fact an outwardly innocent harbinger to widespread closures.

The requirement to slake the thirst of the 2-6-4Ts at Oxted on longer distance workings was inconvenient so, in May 1958, Standard '4MT' 4-6-0 tender engines were drafted into service and a sledge-hammer was applied to the problematical 6.10pm Down train by working a Bulleid Pacific Up to London on the 1.55pm from Brighton to bring the crack commuter train back with its full nine coaches as far as Oxted before the East Grinstead portion

TABLE 3: SANDERSTEAD TO GROOMBRIDGE

Loco	BR 4 4-6-0 75069				
Vehicles/tare/gross tonnes	8/266/300				
Train	5.49pm				
	Vic-Groombridge				
Date	September 7, 1961				
Recorder	M Rowe				
Miles	Timing Point	Sch	M S	M.P.H.	
0.00	Sanderstead	0	0 00	8L -/27½	
1.19	Riddlesdown	3½	3 56	-/39	
1.94	Upper Warlingham	5	5 27	-/35	
1.76	Woldingham	4	4 25	-/59	
3.14	OXTED a	6	6 08	-/30	
0.94	Hurst Green	2½	2 49		
1.93	Crowhurst Jct N	3½	3 17	64	
3.60	MP 25		4 51	64	
4.86	Lingfield	7	6 52		
0.74	MP 27		3 14	19	
1.24	MP 27½		4 39	21½	
1.49	Dormans	4½	5 30		
1.74	St Margaret's Jct	5	4 56	25	
2.44	EAST GRINSTEAD	7	7 17	-/50	
3.49	Forest Row	7	7 02	-/50	
3.46	Hartfield	9½	6 17	-/40	
1.23	Withyham	3	3 10		
1.54	Ashurst Jct	5	4 09	34	
2.45	Groombridge	7	6 38	1L	

Note: On stopping trains where the '0 00' departure time has been omitted to save space the speed attained between stations is shown on the line above therefore in this table the maximum speed from Riddlesdown to Upper Warlingham was 39mph and thence 35mph to Woldingham.



BR Class '4MT' 4-6-0 No. 75069 waits at Oxted on May 27, 1962, with the 5.49pm Victoria-Groombridge train. It had been fitted with a double chimney. R PATTERSON/COLOUR-RAIL

Right: Map showing the Oxted line and other LBSCR routes (in red) serving the south coast in the 1960s. Those in blue are former SECR lines.

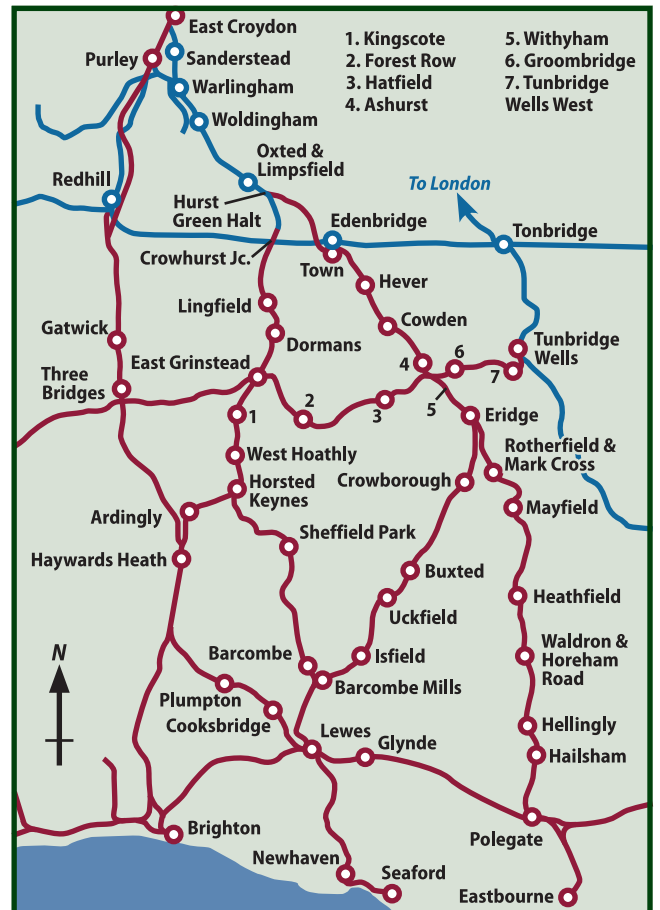


TABLE 4: GROOMBRIDGE TO EAST CROYDON

Loco	BR 4 4-6-0 75069			BR 4 2-6-4T 80083		
Vehicles/tare/gross tonnes	8/264/270			6/197/210		
Train	1.47pm Tun Wells W-Vic			3.47pm Tun Wells W-Vic		
Date	August 28, 1961			January 11, 1961		
Recorder	M Rowe			M Rowe		
Miles	Timing Point	Sch	M S	MPH	M S	MPH
0.00	Groombridge d	0	0 00		0 00	
0.91	Ashurst Jct	2	2 32	-/43	-	-/55
2.45	Withyham	6½	6 01	-/33	6 07	-/43
3.46	Hartfield	3½	3 07	-/42	3 16	-/41
3.49	Forest Row	9½	6 46		7 38	
1.49	MP 38		4 10	27½	4 12	32
2.49	MP 37		6 11	30	6 12	29
3.49	EAST GRINSTEAD a	9	8 54		9 03	
0.70	St Margaret's Jct	2	2 03	49/60	2 00	-/60
1.74	Dormans	4½	4 28		4 29	-/49
1.49	Lingfield	3	3 17		3 07	
1.26	MP 25		2 51	40	2 34	53
2.94	Crowhurst Jct N	5	4 54	52	4 35	53
4.86	Hurst Green	7½	7 48	-/48	7 17	-/49
0.94	OXTED a	3	3 13	-/36	3 19	-/43
3.14	Woldingham	7	6 53	-/50	6 15	-
1.76	Upper Warlingham	3½	3 07	-/48	3 10	-
1.94	Riddlesdown	4	3 41	-/39	3 37	-
1.19	Sanderstead	3	2 40	-/-	2 26	-
1.04	South Croydon	3	2 38	sig's	2 51	-/sig stop
0.90	EAST CROYDON a	2	2 40		4 51	

See Table 3 Footnote

was detached.

In 1960 the 34 Southern-based LMS tanks had been dispatched to the London Midland in return for the same number of Standards so the 1961 Oxted line timetable became dominated by Standard 4s with the exception of solitary Bulleid and 'Schools' class turns. However, 0-4-4Ts survived on the Oxted to Tunbridge Wells West railmotors.

Table 1 shows three runs with the tricky 6.10pm from Victoria between East Croydon and Eridge, one each with unrebuilt and rebuilt Bulleid Light Pacifics and one with a 'Schools' 4-4-0. On the demanding 16min schedule to Oxted the 'Schools' lost nearly a minute, but who could decry its 40mph minimum to Woldingham with 340 tons gross? The crew of No. 34012 *Launceston* was clearly in a fearless mood as they touched 82mph before braking to Ashurst.

A potential cause for delay to the 6.10pm came from the preceding 5.49pm from Victoria, due into Oxted at 6.34½pm, 9½min ahead of the 6.10pm and then stopping at Hurst Green (depart 6.41pm) before taking the East Grinstead line. If the 5.49pm successfully ran clear then the 6.55pm Tunbridge Wells West was lying in wait 5½min ahead of the 6.10pm at Eridge.

Table 2 shows a further four Down runs from 1961 with the 10.38am or the 3.50pm, all in the hands of Standard Class 4s. The run with No. 75074 was heavily delayed, possibly by a relief ahead. The booked loco for the 10.38 was a Stewart's Lane 2-6-4T, as shown in the second run, performing slightly better to Edenbridge than 4-6-0 No. 75070 in run 3. The same loco in run 4, with an additional two coaches, puts into perspective the 'load 9' Schools Class run in Table 1.

Diagrams

The 3.50pm was a good example of the way the Southern loco diagrams took little account of which depot's crews would work them. The loco diagram was No. 677 of Three Bridges, which started with a home-based crew at 6.40am tender first to Forest Row before working the 8.24am to Victoria. A Stewart's Lane crew took over here to work a local coal trip, returning for relief by Tunbridge Wells West enginemens for the 3.50pm to Brighton, back to Horsham with the 7.14pm from Brighton then home with the 9.54pm parcel train.

Table 3 shows a Standard 4-6-0 working the 5.49pm Victoria-Groombridge, where only three passengers remained to alight from the train. The 8min deficit from Sanderstead remained on arrival at East Grinstead, despite lost time running, largely by alacrity of the commuters in alighting before the train stopped, enabling time to be saved at stations. The 9½min schedule from Forest Row to Hartfield included a booked 3min at Withyham to allow the preceding Oxted railmotor to clear Groombridge.

The 5.49pm was part of Stewart's Lane No. 503 diagram. Like the Three Bridges example above it belies the reputation of steam locomotives being underutilised. What it lacked in mileage was compensated by hours in traffic. The loco left its depot at 5.45am to work the 6.29am (working time) Victoria to Tunbridge Wells West.

The loco had to be turned on the Eridge/Ashurst/Groombridge triangle before working the 1.47pm Tunbridge Wells West to Victoria, ▶



Former SECR Class L 4-4-0 No. 31762 heads the 2.07pm Oxted-Tonbridge train across Oxted Viaduct on January 28, 1960. DEREK CROSS

TABLE 5: ERIDGE TO EASTBOURNE

Loco	BR 4 2-6-4T 80068			BR 4 2-6-4T 80064		BR 4 2-6-4T 80014			
Vehicles/tare/gross tonnes	6/193/200			7/223/230		7/223/230			
Train	4.12pm Tonbridge-Eastbourne			11.10am Ton-Eastb'ne		11.10am Ton-Eastb'ne			
Date	April 10, 1961			July 11, 1961		September 26, 1961			
Recorder	M Rowe			M Rowe		M Rowe			
Miles	Timing Point	Sch	M	S	MPH	M	S	MPH	
0.00	ERIDGE d	0	0 00	15L	-/33	0 00	-	0 00	-/30
1.30	Redgate Mill Jct	2½	3 35	token		3 36	token	4 03	token
	Attained speed on 1-in-80				32		-		28
	Minimum speed on 1-in-56				30		29		25
2.14	Rotherfield	8	7 24	-/-		7 53	-/-	8 48	-/-
	Consecutive ¼ miles on 1-in-50				21/22/24		20½/20/20½		16/16/16
2.75	Mayfield	7½	6 38			7 41		8 33	
	Consecutive ¼ miles on 1-in-50				38/32/26/24		-/-/25/21½		33/28/24/23
					23/21/21/21		20/20/19/18½		20/18/16/16
3.76	Heathfield	10	7 48	-/48		9 36	-/44	9 50	-/41
2.51	Horam	7½	4 32	-/42		5 09	-/-	5 12	-/42
3.60	Hellingly	7	5 32	-/-		6 36	-/-	6 27	
	Attained speed on 1-in-80				29		27		27½
1.79	Hailsham	4½	3 45	-/56		4 11	-/51	4 31	-/50
2.96	POLEGATE	6½	5 05	-/58		5 32	-/44	6 05	-/-
2.23	Hampden Park	3½	3 49	-/41		4 09	-/44	4 28	-/-
1.99	EASTBOURNE a	4	3 54			4 34		4 50	

See footnote on Table 3



BR Standard Class 4 tanks were seen on the Oxted line. Here, No. 80013 makes its way north over Oxted Viaduct with the 5.06pm Tunbridge Wells West-London Bridge on June 1, 1962. G D KING

PRACTICE & PERFORMANCE

the 5.49pm Down, turn on the triangle again, 9.20pm Tunbridge Wells West to Victoria, returning to its depot at 11.50pm. Mr Rowe states: "After returning fitted with a double chimney from Eastleigh Works to Stewarts Lane in late 1960, No. 75069 monopolised No. 503 turn throughout 1961."

Table 4 contains two stopping train runs from Tunbridge Wells West to East, one with a Standard 4 4-6-0 and one with a Standard 2-6-4T. Allowing for the difference in loads there is little to choose between the two. On

the Down run No. 75069 climbed the 1-in-70 to Dormans with 300 tons gross at 21½mph producing an equivalent drawbar horsepower of about 820-850, whereas the same loco on the 1-in-80 after Forest Row reached the 960-1,000 range.

In Table 5 Michael Rowe examines journeys onwards from Eridge to Eastbourne with three Standard Class 4 2-6-4Ts, in particular the stiff uphill 1-in-50 test from Mayfield to Heathfield, for which 10min were allowed to complete the 3.61miles. In such

conditions every extra coach takes its toll and the 30 tons advantage of the first run translated to about 4mph at the summit.

Michael made a series of Up journeys with the 6.55pm from Brighton behind Standard Class 4 2-6-4Ts, as shown in Table 6, running at more than 60mph from passing Hever to Edenbridge. In August 1962 the 1.55pm Up working from Brighton and its balancing 6.10pm from Victoria became a diesel-electric multiple unit (DEMU) working, not necessarily to the liking of its clientele. Residents on the line with a choice of departure time, even when all the trains were diesel worked, much preferred the Bulleid/Maunsell Class 33-hauled trains to the 'Oxted' Nos. 13xx DEMUs.

With dieselisation of the 6.10pm and the corresponding 1.55pm from Brighton, Bulleids dropped back onto the 6.55pm from the coast, an example of which is shown in the third Table 6 run. With a lighter load than the accompanying tank engines the crew of No. 34050 *Royal Observer Corps* achieved 75mph before Edenbridge and 66mph at Warlingham, before signals intervened. On November 27, 1962, 'Battle of Britain' No. 34089 *602 Squadron*, handed a mere five coaches weighing 170tons gross, passed Sanderstead in 10min 23sec from Oxted and, with the privilege of a clear run, took only 13min 22sec to East Croydon.



Eastleigh Works-built 'East Sussex' DEMU No. 1314 rolls into Eridge station in May 1965 with a working from Tunbridge Wells. B NATHAN/COLOUR-RAIL

Thrilling

Michael Rowe remarks this was a thrilling journey, but it was only in later years he discovered railway author J N Maskelyne had timed Stroudley 'single' No. 322 *Plumpton* over this section in 1910 with five eight-wheelers and two six-wheeled vans taking exactly the same time, but with a 68mph maximum speed. On top of this feat, in 1915 the same recorder completed the journey with a Billinton turn-of-the-century London, Brighton & South Coast Railway 'B4' 4-4-0 in 15sec fewer than the Stroudley with the same weight of train.

Turning now to Table 7, the best of the three runs on the 6.55pm was with No. 80032, but none kept the 9min schedule from Uckfield to Eridge. 'West Country' Pacific No. 34013 *Okehampton* was outclassed by the similarly loaded No. 80154 up the 1-in 100 gradient in the first log and at least matched by it on the later uphill 1-in-75, but the Pacific's running times were 1min better overall.

The use of Bulleid Pacifics on rural services commanding a load of just three coaches and two vans adds credence to the argument the Southern owned too many such locomotives. Michael Rowe says the general pattern of Oxted line timetabling was tight running times and generous station allowances so time could usually be kept overall. When I did some consultancy on Reading to Gatwick Class 165/166 'Turbos' I found that the same convention still applied.

Space precludes another table of runs, this time southbound from Oxted diverging after Eridge to run via Uckfield to Lewes with loads of six bogies grossing 205-215 tons. Taking the 4.40pm from London Bridge on July 13, 1961, Michael Rowe was able to enjoy another run with 'Schools' 4-4-0 No. 30917 *Ardingly*, following the example shown in Table 1.

The train suffered a signal stop outside Uckfield and a temporary speed restriction, but also lost ½min on most start-to-stop timings as

TABLE 6: ERIDGETO EAST CROYDON

Loco	BR 4 2-6-4T 80149	BR 4 2-6-4T 80154	BB 4-6-2 34050 R					
Vehicles/tare/gross tonnes	6+1/214/225	6+1/218/225	4+4/186/200					
Train	6.55pm Brighton -Victoria	6.55pm Brighton-Vict	1.55pm Brighton-Vict					
Date	August 29, 1961	September 14, 1961	July 13, 1961					
Recorder	M Rowe	M Rowe	M Rowe					
Miles	Timing Point	Sch	M S	MPH	M S	MPH	M S	MPH
0.00	ERIDGE d	0	0 00		0 00		0 00	
1.94	Ashurst Jct	3½	3 30	49/-	3 22	-	3 10	51/-
3.56	Ashurst	4	5 32	61	5 21	62	4 58	68
6.33	Cowden		8 24	54	8 07	55	7 28	63
8.31	Hever		10 28	64/67	10 17	60/61	9 15	70/75
10.08	Edenbridge a	13½	12 32	-/47	12 23		11 12	-/50
4.15	Hurst Green Jct	7	6 51	42	sig stop 7.59-8.31		-	47/-
5.31	OXTED a	9	8 45		11 31		8 18	
0.00	MP 17¾			39		38		36
3.14	Woldingham		6 27	50	6 18	50	6 37	48
4.90	Upper Warlingham		8 20	64	8 20	54	8 22	66
6.84	Riddlesdown		10 24	51	10 35	-/sigs	-	-
8.08	Sanderstead	12	13 09	sigs	12 59	sigs	11 42	sigs
9.06	South Croydon	14	15 20	sigs	14 34	sigs	14 24	sigs
9.96	EAST CROYDON a	16	17 20		16 53		16 32	

R=Rebuilt

TABLE 7: UCKFIELD TO ERIDGE

Loco	BB 4-6-2 34013 R	BR 4 2-6-4T 80032	BR 4 2-6-4T 80154					
Vehicles/tare/gross tonnes	3+2/126/135	6+1/205/220	4/133/140					
Train	1.55pm Brighton-Victoria	6.55pm Brighton-Vict	7.55pm Brighton-Vict					
Date	July 11, 1961	July 20, 1961	April 6, 1961					
Recorder	M Rowe	M Rowe	M Rowe					
Miles	Timing Point	Sch	M S	MPH	M S	MPH	M S	MPH
0.00	UCKFIELD d	0	0 00		0 00		0 00	
Attained on 1-in-100								
2.31	Buxted	4½	5 02	-/-	5 20	-/-	4 38	40
Tunnel entrance on 1-in-75								
4.73	Crowborough	9	7 17	-/59	9 10	-/59	7 44	-/sigs/58
2.20	Redgate Mill Jct	3½	3 28	-	3 37	-	4 24	-
3.50	ERIDGE a	5½	5 29		5 53		6 26	

R= Rebuilt. Also see footnote on Table 3

was so often the case.

On the same train, six weeks later, Michael took 'U1' 2-6-0 No. 31892, which conceded over 6min to the 4-4-0 on the mutually unchecked sections between Edenbridge and Crowborough. In contrast, rebuilt 'Battle of Britain' No. 34050 *Royal Observer Corps* gained 1min 49sec on the 4-4-0's times. The respective minima on the 1-in-75 climb to Crowborough were 29mph, 24½mph and 34½mph, all sustained over the last mile.

Diminutive

Finally, Table 8 shows two runs from Groombridge to Oxted. The first run in the table is performed by Stewart's Lane 503 loco diagram's 1961 incumbent Standard No. 75069, apparently working hard to reach 44mph on the 1-in-132 up to Milepost 17¾ and 45mph on the 1-in-100 before Cowden.

However, the diminutive Class 'H' 0-4-4Ts, with their two-coach railmotor loads, were no slouches, scurrying up to Oxted in the second of these logs. On a Down run on September 14, 1961, Michael recorded Class H No. 31005 at speeds over 50mph and a maximum of 59mph at Monk's Lane between Hurst Green and Edenbridge.

One would not consider arguing with Michael Rowe's verdict that the widespread use of modern steam locomotives in 1961 made the Oxted line route, "a less exciting railway for the enthusiast but a far better one for the travelling public", but viewed from the year 2020 it was certainly exciting enough. ■

■ *I am grateful to Michael Rowe for providing his logs and commentary for me to use. His massive manuscript 'Southern Steam' is available on the RPS website: www.railperf.org.uk*



Bulleid Pacifics were also visitors to the Oxted line, as evident by No. 34050 *Royal Observer Corps* at Oxted station on August 31, 1961. COLOUR-RAIL

TABLE 8: GROOMBRIDGETO OXTED

Loco	BR 4 4-6-0 75069	H 0-4-4T 31522				
Vehicles/tare/gross tonnes	5+2/205/220	2/68/70				
Train	9.20pm Tunbridge Wells W-Victoria	5.06pm Tun Wells W-Oxted				
Date	April 6, 1961	April 22, 1961				
Recorder	M Rowe	M Rowe				
Miles	Timing Point	Sch	M S	MPH	M S	MPH
0.00	Groombridge d	0	0 00		0 00	
0.91	Ashurst Jct	2	2 13	-/61	1 58	-/48
2.54	Ashurst	5	4 45	-/45	4 21	-/39
2.75	Cowden	5	5 16	-/49	4 17	-/48
2.13	Hever	4	4 31	-/tsr	4 09	-/43
1.76	Edenbridge	4	4 38	-/47	3 27	-/42
3.43	Hurst Green	7	7 27	-/36	8 00	-/35
0.94	OXTED a	3	2 27		2 35	

See footnote in Table 3



'Schools' class 4-4-0 No. 30936 *Cranleigh* takes the curve at Groombridge with the 13.10 Tonbridge-Brighton in July 1961. C HOGG/COLOUR-RAIL

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KEEPING THE RAILWAY SAFE IN A CHANGING CLIMATE

Global climate change is presenting an immediate and increasing challenge to the safe operation of UK railways. **Ben Jones** looks at the risks posed by extreme weather events and what is being done to adapt the railway to make it more resilient.

All of the UK's 10 warmest years on record have occurred since 2002. Seven of the country's 10 wettest years on record have occurred since 1998.

Globally, records show the planet's average surface temperature has increased by around 1°C since 1850, most of that occurring in the last 35 years, while a 2018 study reported sea levels rose by an average of 7cm over the preceding 25 years.

Left unchecked, some scientists estimate the average temperature of the planet could rise by 4.1° to 4.8°C by the end of this century, causing extensive warming at the poles, a catastrophic rise in sea levels and changes to weather patterns – feeding extreme storms in some places and drought in others.

Recent events provide ample evidence that climate change is a 'clear and present danger' to the transport systems that keep Britain moving, creating unprecedented challenges to safety and reliability.

Extreme weather, in the form of sudden and torrential rainfall, was the root cause of August 12's tragic accident near Stonehaven in Scotland (*RM* Sept). The following day, Network Rail chief executive Andrew Haines reiterated his organisation's commitment to tackling the risks posed to Britain's rail network by a changing climate, saying: "The Stonehaven tragedy was a stark reminder that we must never take running a safe railway for granted.

"With more and more extreme weather and tens of thousands of earthwork assets across Great Britain, our challenge is massive."

Since the invention of railways, the weather has been a constant, unpredictable threat to

safe and reliable operation. Across the world, many lives have been lost in rail accidents caused by flooding, high winds, landslips, mudslides and rockfalls and extreme heat over the last two centuries.

In recent years extreme weather – heat, wind, rain, lightning, heavy seas, snow and ice – has been a contributory factor in an increasing number of serious incidents in the UK.

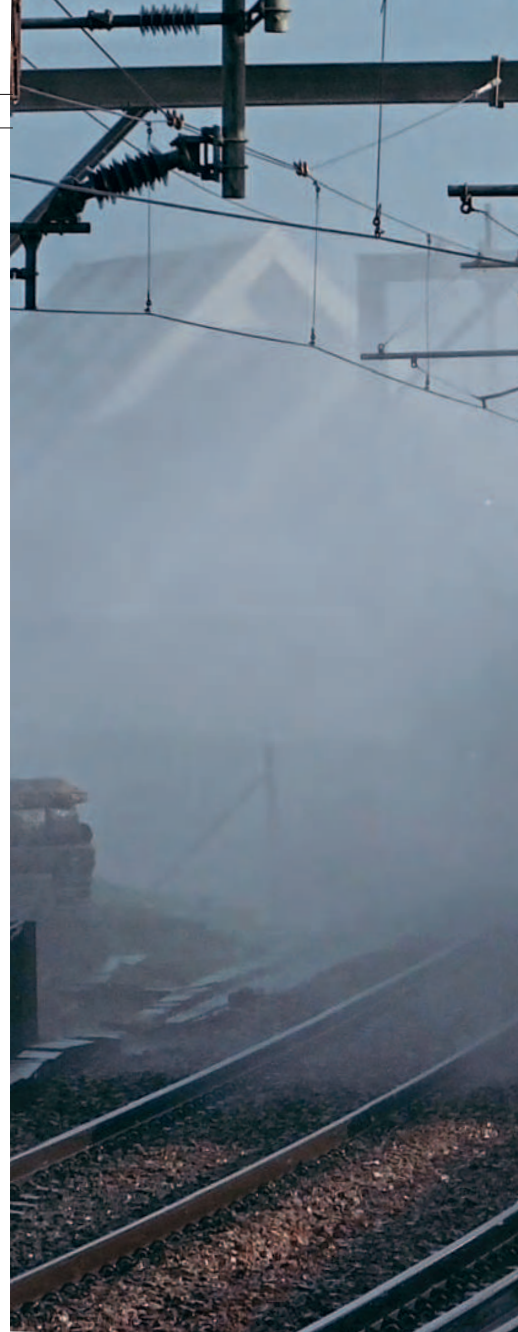
Network Rail analysis shows the cost of delays caused by weather-related incidents – in the form of 'Schedule 8' compensation payments to train operators – was almost £30million in 2020/21. Flooding, subsidence, heat and wind were the primary contributors, costing £5-6million each over the year.

Warmer but wetter

Heat waves of the kind experienced in recent years are now 30 times more likely to happen because of climate change, forcing NR to impose blanket speed restrictions on the hottest days. Heavy rainfall is also more likely.

The winter storms of 2015/16 – the worst for many years – were at least 40% more likely because of climate change, according to Met Office statistics. Over the next 60 years, Britain is likely to become warmer and wetter in the winter, and hotter and drier over the summer months.

A casual leaf through back issues of *The RM* over the last few years will highlight just what a significant issue the climate has become – barely an issue goes by without at least one story featuring lines closed by flooding, landslips, bridges weakened by scouring from swollen rivers or fallen trees demolishing overhead line equipment (OLE).



In an industry as religiously devoted to safety as the railway, these risks have to be taken seriously – managed, mitigated and, wherever possible, eliminated to protect the lives of staff and passengers.

According to one civil engineering expert, the average number of earthworks failures affecting the UK rail network has risen from 65 per year a decade ago to more than 100 today, with up to 140 in the worst years. Between 2004 and 2009, 477 earthwork failures were recorded, 33% of which involved embankments. In 2019/20 alone, 250 were recorded, including 62 embankment failures.

In response, NR's investment in earthworks and drainage has increased significantly in recent years, from £550m (2009/14) to £952m (2014/19) and a budget of £1.3billion in the current control period (CP6, 2019-24).

However, even those increases in funding are struggling to keep pace with the effects of a changing climate on a largely Victorian railway.

NR's inventory of earthworks assets comprises no fewer than 191,000 separate structures across a network of more than 20,000 miles. Of these, around 1,000 are classed as high risk/worst condition. More than half (around 98,000) are regarded as in the best condition, with 46,000 in the second tier, 38,000 medium risk and around 8,000 in the fourth category.



One of numerous coastal locations where the railway is vulnerable to heavy seas is Saltcoats, on the Kilwinning to Ardrossan/Largs line. With electric operation suspended because of adverse weather, ScotRail's No. 156511 gets a soaking as it passes with a service for Largs. When heavy storms are forecast, Network Rail activates industry-wide action plans across the affected regions to reduce safety risks. IAIN SMITH

Factors such as age, location, grade, local weather conditions and construction materials are used to categorise each structure.

Immediately after August 12's tragic derailment, hundreds of sites with higher-risk trackside slopes were inspected by in-house engineers and specialist contractors, supplemented by helicopter surveys.

Technology

NR also uses satellite technology, movement sensors and cameras to monitor the condition of earthworks – and this activity is likely to increase over the coming years. Although the organisation's earthworks management is already close to 'best practice' in the UK, it is investigating ways to further improve it and learn from other countries.

Many of the most vulnerable locations will be familiar to regular readers, as will the millions of pounds already being spent to protect them.

In 2016/17, the Settle to Carlisle line was closed between Appleby and Carlisle for 13 months after the River Eden scoured away the base of a high embankment at Eden Brows, requiring what was then NR's biggest earthworks repair, costing £23m in repairs alone.

The S&C has suffered numerous landslips in recent years, one of a number of lines where

the weather is a year-round challenge.

Other examples include the notorious sea wall section at Dawlish in Devon, where £80m is being spent to protect the West of England Main Line from raging seas, Cowley Bridge, near Exeter, and the Conwy Valley Line in North Wales, recently reopened after flash floods washed away around a mile of trackbed for the second time in three years. Millions of pounds has been invested in rock armour and storm drainage measures to try and protect this rural route from further damage.

During the recent lockdowns, work has also taken place at other vulnerable locations along the line to make them more resilient to extreme weather.

This work is a taster of what is likely to be seen across the network over the coming decades as the railway adapts to a changing climate. For Network Rail's weather resilience and climate change adaptations manager Lisa Constable, the priority is a long-term focus on creating greater resilience by adapting the network to a changing climate, through civil engineering interventions, operational strategies, and gathering data to allow more informed decision making.

"If we are better able to forecast where assets might fail, it will allow us to undertake more preventative maintenance in the future, taking action before it affects performance.

The increased cost of monitoring is likely to be outweighed by the benefits it will bring."

Lisa is one of only two Network Rail staff employed full-time on climate change adaptation, although it forms an increasing part of the duties of many others across the organisation, and still more are engaged in work to decarbonise the UK rail network.

"Climate change adaptation is part of everyone's job now. Our job is to provide the tools, the training and the knowledge to help asset managers, project managers and sponsors understand what the issues are and gain access to the data to inform their work."

Warning signs

With 1,750 miles of railway, much of it traversing remote and rugged Highland landscapes, Scotland is particularly vulnerable to extreme weather, not only torrential rain, but high winds, swollen rivers and heavy seas. To balance that out a little, the prolonged snow and ice once experienced in the Highlands is becoming rarer as the climate warms.

The West Highland Line has witnessed several incidents in recent years. In 2012 a GB Railfreight Class 66 was written off after colliding with a landslip and falling down a steep hillside above Loch Treig.

Ten years ago, a ScotRail Class 156 narrowly avoided a similar fate, and potential

loss of life, after hitting fallen rocks and derailling on the Oban line.

Another '156' ploughed into a landslide nearby two years later, and in 2018 a third unit was damaged when it collided with a huge landslip near Glenfinnan, despite the recent installation of a protective fence.

Twenty years ago, an article in August 2000's *Railway Magazine* explained how rising seas could 'drown' some UK railways, including Aberdeen to Stonehaven and Exeter to Newton Abbot. Could NR be forced to abandon sections of the current network if they become too expensive or dangerous to maintain?

"We may well need to consider abandoning sections of line," says Lisa. "It's not something we necessarily want to do, but we need to balance the costs and the risks of keeping them open in 50 to 100 years.

"We haven't identified any specific locations at the moment, but we have undertaken a strategic analysis of lines along the coast in Wales, where Natural Resources Wales has said it will no longer maintain sea defences, meaning the railway becomes the first line of defence. We need to look at our options as the railway wasn't built to do that job.

"In our new environmental sustainability strategy we have tasked the regions with developing long-term adaptation pathway strategies and investment plans by the end of Control Period 7 (March 2029), to identify the risks we are facing, the options we have and their costs.

"Taking the Welsh example, they would decide whether we proactively rebuild the railway to act as a coastal defence, allow it to be damaged and then rebuild or abandon it and build a new alignment – or close the line altogether. The situation may be similar in multiple locations, but the solutions will be different in every one.

"These are all big questions, but not ones that NR can necessarily answer by itself. The socio-economic and connectivity implications mean that local and national governments and the network regulator have to be involved too."

Climate change could increase the frequency and severity of severe storms, sudden 'pulses' of torrential rain and prolonged poor weather that cause flooding such as that experienced in Yorkshire in 2018. This view from a Network Rail helicopter shows the extent of flooding near Drax Power station. NETWORK RAIL

"While the dangers of high winds, heavy rain, flooding and high seas are mostly self-evident, other risks are less well understood outside the industry."

However, it's not just coastal and mountain areas being affected by extreme weather events, commuter lines in the leafier parts of south-east England are suffering, too. Poor reliability on the Brighton Main Line, partly caused by earthworks failures, contributed to May 2018's Govia Thameslink Railway (GTR) timetable meltdown. More recently, weeks of heavy rain in Surrey and Sussex caused Victorian embankments, constructed as cheaply as possible from local clay in the 1830s, to fail in winter 2019/20, causing major disruption to several routes.

Significant investment has also been required to strengthen earthworks at various locations on the West Coast Main Line in recent years – to name just one example.

Strategy

Weather risks take many forms, all of which need to be identified and strategies developed to manage them. While the dangers of high winds, heavy rain, flooding and high seas are mostly self-evident, other risks are less well understood outside the industry.

For example, increases in groundwater levels as a consequence of increased rainfall will require a review of pumping equipment used to keep deep tunnels operational. At locations such as the Merseyrail network in Liverpool such work is likely to be extremely complex and costly.

Prolonged high temperatures, increasingly common during British summers, can cause continuous welded rails (CWR) to expand and buckle, creating the potential for derailments, but can also disrupt the smooth operation of points and crossings. One solution borrowed from Mediterranean railways is to paint the sides of rails white to reflect the heat and

reduce their temperature.

In order to prevent buckling, UK continuous welded rail (CWR) is kept at a Stress Free Temperature (SFT) of between 21°C and 27°C. While this will continue until at least 2024, SFT specifications may have to change to cope with higher average annual temperatures projected over the next 60 years.

Increasing the mass of track by reducing sleeper spacing is also being considered to reduce the disruption caused by speed restrictions on the hottest days.

Hot weather can also cause signalling and power supply equipment to overheat and fail and overhead line equipment (OLE) to expand and sag, forcing speed restrictions or even the suspension of electric operation.

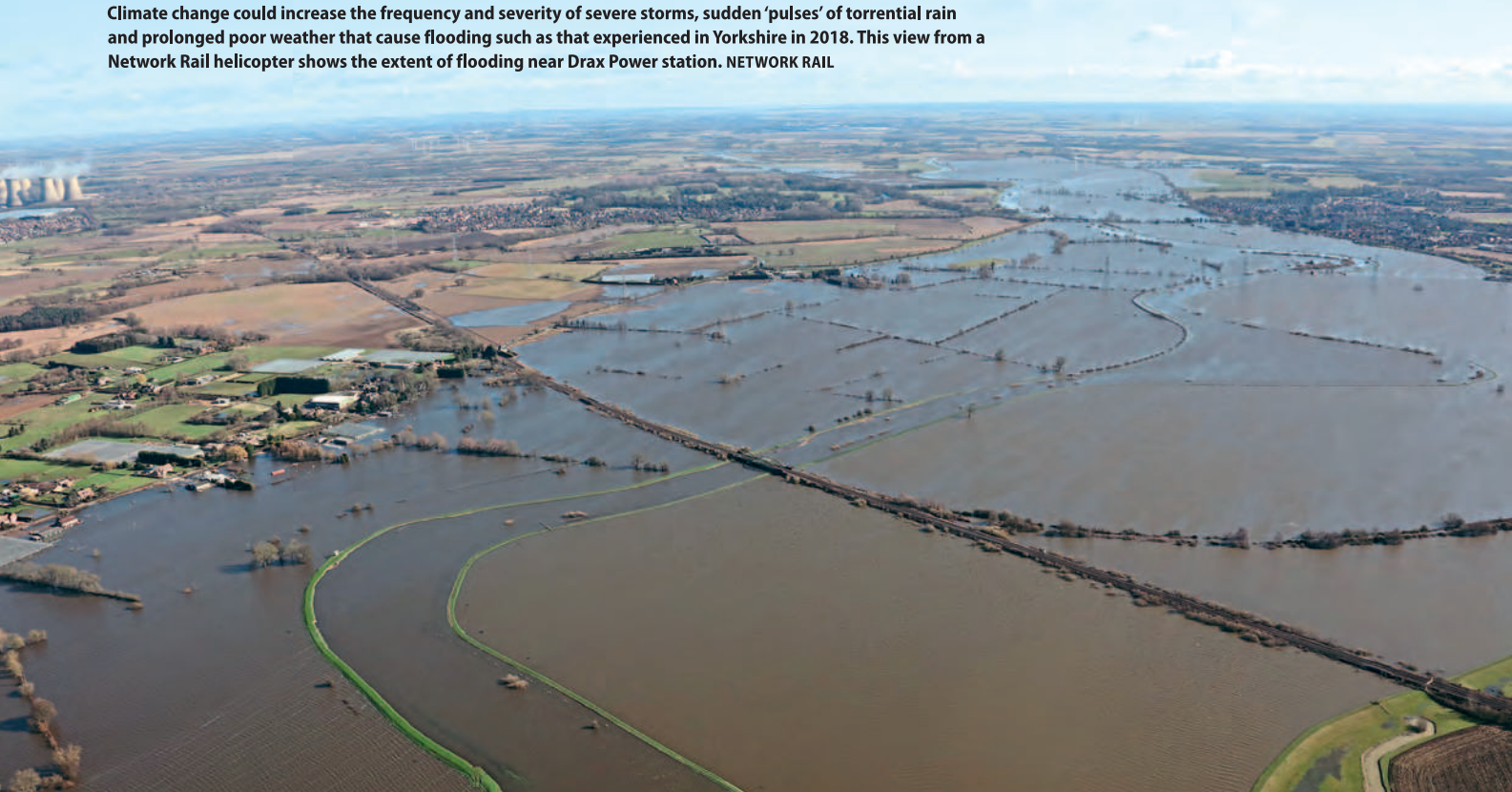
NR works route-by-route with train operators to put hot weather plans in place, checking factors such as OLE tension and lineside building cooling and ventilation. One simple and cheap solution to reduce this common source of disruption is to paint equipment buildings white or position them in the shade to protect them from the full heat of the summer sun.

"In the longer term, changing the specification and the way we build our assets, their location and positioning will help us to build in greater resilience," says Lisa.

"We are looking at all types of equipment and structures, their sensitivities to all types of weather and what that means for planning and construction," she adds.

"Signalling and OLE have a shorter renewals cycles than structures, so we need to consider what environment they could be working in in 30, 50 or even 100 years time, and how we build them now to cope with that.

"But this is not just about structures,



technology or equipment. It's about understanding the impact of failures and what we can do to minimise the effects.

"We can't stop them happening altogether, so we need to consider operational planning, managing performance through timetables and having the right maintenance regimes so that we're ready for that first hot day of summer.

"Things tend to wrong at the beginning of a hot spell, rather than towards the end, even though it may be hotter by then.

"The 2018 heat wave had a significant impact on track assets – primarily buckled rails. For 2019 we put a lot of mitigation measures in place and the track withstood the heat far better, reducing disruption, although we had more issues with overhead line equipment.

"We learned those lessons by improving the assets and adjusting maintenance regimes and last summer the OLE performed better. But, we need to make sure that we manage all of the weather impacts, not just the very obvious ones."

Climate change projections suggest we are entering a period with increasing average and maximum daily temperatures, drier summers, wetter winters, sea level rises and increased storminess.

The mean daily maximum temperature for the UK is projected to increase in every month of the year, with greatest increases expected in the summer months, getting progressively hotter over this century. A greater difference between day and night temperatures, known as the 'diurnal range', is also likely to have a negative impact on civil engineering assets.

NR's North West & Central Region expects the highest mean (average) summer temperatures for the West Midlands to increase by 4.3°C to 25.1°C by the 2050s and by 5.9°C to 26.7°C by the 2070s. Highest average winter temperatures are expected to increase by 2.6°C to 9.6°C and by 3.7°C to 10.7°C, respectively.

Prolonged periods of hot sunny weather, followed by the inevitable thunderstorms and downpours we see in the UK create further headaches for infrastructure managers. When the ground is baked hard, sudden pulses of heavy rain have nowhere to go and can cause flash floods.

Biodiversity

Heat waves dry out the soil on which the railway is built, both through heat radiation and through vegetation soaking up groundwater. This 'desiccation' makes it harder to keep track in good condition as the land dries out unevenly. In addition, as trees become water stressed, they are less able to withstand high winds and can fall onto the railway.

Trees can be useful at the toe of embankments, where their weight acts as an anchor, but elsewhere that weight can make them unstable and during summer they soak up water and cause the earthworks to dry out. Conversely, in a wet winter their roots weaken and they can fall and block the railway in high winds.

As a result, NR has recently undertaken an extensive, albeit controversial, programme of vegetation reduction on many routes. To balance that, the organisation has committed to planting millions of trees over the next four years as part of its new biodiversity action plan published in December.

Other weather risks catered for in NR's weather strategies include loss of adhesion



Around £80million is being spent to protect the West of England main line through Dawlish, where it famously runs along the sea wall. Heavy storms have wreaked havoc on the wall in recent years, not least in the winter of 2013/14 when parts of the wall were washed away. NETWORK RAIL



Dawlish is one of the most vulnerable locations on the national network, at risk from rising sea levels and changing weather patterns that bring more severe storms. On February 3, 2017, a Great Western Railway HST braves the high tides as it passes with a westbound working.

during the leaf-fall season, accumulations of ice in tunnels, and on points and on conductor rails in 750V DC third-rail areas, fog, lightning strikes, snow and subsidence – the latter a growing threat as extreme weather attacks civil engineering that is often more than a century old.

Significantly, many of the threats to safe operation lie beyond the railway boundary, limiting the ability of infrastructure owners to manage or eliminate them. The most high profile recent example was the inundation of the main Edinburgh to Glasgow line in August when the Union Canal embankment was breached at Polmont after a '1-in-240 year' storm, sending millions of gallons of water cascading on to the railway.

Overhanging trees, water courses, ponds, earthworks and man-made structures all present

risks that need to be carefully managed. While Network Rail can liaise with other official bodies such as councils, landowners and Highways England, to create action plans, the process is not always reliable, as 2018's flooding incident at Corby demonstrated.

Lisa Constable says: "Our R&D team is working to build a mapping tool which will include information about what lies beyond the railway boundary where possible.

"With more than 20,000 miles of track, and double that with neighbours on either side, there's an enormous amount of information to gather, but we know we have to understand what's on either side of the railway and work with our neighbours and third parties on new solutions."

Network Rail's immediate response to the Stonehaven tragedy was the launch of two

STAYING ONE STEP AHEAD

NR's WEATHER forecasting service provides a five-day outlook of conditions at a national and local level to provide alerts of adverse or extreme events.

These forecasts are updated daily and communicated to operations control centres. When adverse weather is forecast, extreme weather action teleconferences (EWATs) bring together route control, maintenance, operations, and train and freight operators to amend timetables and make critical decisions to reduce safety risks. Weather forecasts are updated daily and communicated to operations control centres and to EWATs to improve the industry's response.

When two or more routes may be affected, a national EWAT is invoked, led by NR's National Operations Centre (NOC) and attended by the Department for Transport (DfT).

An equivalent system operates in Scotland's Railway with Transport Scotland. Route teams inform the national team and information is distributed across the industry. Plans and processes are reviewed after each event.



Overflowing rivers can scour away material, weakening embankments and bridge supports, creating safety risks for the railway. This aerial view of the repairs at Eden Brows on the Settle to Carlisle Line shows the extent of the work that was necessary to shore up the huge embankment after heavy rains in 2016. NETWORK RAIL

independent task forces, led by world renowned experts, one to help it better manage its massive earthworks portfolio and a second to improve understanding and response to severe weather events.

The latter is led by Dame Julia Slingso FRS, climatology expert and former chief scientist at the Met Office. Its focus is to better equip NR to understand the risk of rainfall to its infrastructure, drawing on the latest developments in monitoring, real-time observations and weather forecasting.

Research

Dame Slingso's group is considering how the data and research collected by NR could be used to understand likely levels of rainfall at a location now and 10 years ahead, how that data can be used to inform future engineering, planning and procurement decisions, and how changing land use or river management policies near the railway affect how quickly rain enters and leaves the system.

Meanwhile, civil engineer Lord Robert Mair is heading an earthworks management task force, looking at past incidents, new technologies and best practice from across the

world. The group is assessing the effectiveness of NR's approach to managing drainage and earthworks, opportunities for adopting best practice and new technologies from other sectors, and how to create a more co-ordinated approach to the issue across the organisation, plus whether the current controls are effective in controlling risks, have sufficient resources and skills to manage earthworks and drainage, and where these teams could be strengthened.

Even before the task forces were established, NR's research and development (R&D) budgets have more than doubled in the current Control Period, with £30m being invested in projects focused on earthworks, drainage and resilience.

Lisa Constable is heading two of those projects under the weather resilience & climate change adaptation umbrella.

One is a vulnerability and criticality mapper, drawing in mass data from a wide range of internal sources on factors such as risk, asset condition, renewals priorities and their implications for resilience if a route has to be closed. It will also examine how weather has affected the railway in the past 15 years and use UKCP18 climate change projections to create a

'risk score' for assets now and in the future.

"This information will help us to prioritise investment at the locations most likely to affect network performance and create a single evidence base for asset managers, simplifying the task of finding the information they need," says Lisa. Also underway is research into the real costs of weather and climate change.

Information

She adds: "We have good data on weather-related delays and cancellations, but we don't have easily accessible information on the costs of operational response, repairs, knock-on effects of teams being switched to other jobs and the wider socio-economic impact of line closures and diversions.

"The information is out there, but it's on many different drives and systems around the country, and we don't have any way yet of pulling it all together to give us a better understanding of all the costs.

"We can add it to the risk data and analyse the costs and benefits more accurately, allowing us to invest more in climate change adaptation sooner because we have a better understanding of the losses we will avoid in the future. That's



Above: The Conwy Valley Line in North Wales has suffered two prolonged closures in the last three years as a result of flash floods washing out the track around Dolgarrog and Llanrwst. NETWORK RAIL



Right: Cowley Bridge, near Exeter, has suffered from flooding for many years. As well as huge investment in better drainage, Network Rail has taken the unusual step of installing temporary flood defence barriers to protect the railway. NETWORK RAIL



Heavy and prolonged rain can weaken earthworks, many of which are now more than 150 years old and have inadequate drainage for modern requirements. Unstable embankments and cuttings present a major safety risk and repairs often require extensive civil engineering works, as was the case at Harbury Tunnel, near Warwick, in 2019. NETWORK RAIL

difficult to do at the moment.”

In recent weeks, NR has published its environmental Sustainability strategy (ESS) for the next 30 years, biodiversity action plan and the updated route weather and climate change adaptation plans.

The ESS document outlines how the organisation will play its part in fighting climate change by minimising harmful emissions, introducing ‘greener’ rail vehicles, air quality monitoring, energy metering, a review of materials in use, and how they can be replaced by more sustainable and recyclable products, and the replacement of installing forced air ventilation at 1,831 telecomms cabinets, reducing air-condition energy use by 90% by December 2021.

Rail contributes just 1.4% of the total UK transport emissions, but NR has committed to achieving ‘net zero’ by 2050 (and 2045 in Scotland), in line with UK Government targets.

In addition, NR is the first railway company in the world to set science-based targets for combating climate change. By 2029, it has committed to reduce direct greenhouse gas emissions by 46% and indirect emissions by 28% and to ensuring 75% of its supply chain adopts similar targets by 2025.

All power for depots, offices and stations already comes from renewable sources and trials are underway ahead of a planned switch to electric vehicles for the entire road fleet. NR is also studying how its land can be used to generate more renewable energy and support greater biodiversity.

Across the country, the need to install better drainage, improve measures and modify project specifications to take account of climate change projections is adding millions of pounds to project costs as NR starts the long process of adapting the railway.

Current design standards require new drainage to be designed for peak storm intensities, plus additional capacity for projected climate change. Planned interventions such as those at Cowley Bridge and at Axminster on the Salisbury to Exeter route are costly enough,

but recent upgrade schemes such as the Great Western route modernisation have found their upgrade budgets eaten away by unexpected costs for improving drainage.

NR’s budgets are largely focused on addressing the infrastructure most at risk from extreme weather, balancing it against the continued need to renew life-expired equipment elsewhere. However, the costs of weather to the railway and their wider socio-economic impacts justify continued investments to increase resilience to manage climate change risks, and these are likely to increase significantly over the coming years.

Resilience

Investment planning for CP7 (2024/29) is underway, with climate change adaptation as one of its central priorities, aiming to embed proactive climate change resilience within its core activities.

Using climate projections as far ahead as 2080, civil engineering projects such as East West Railway (EWR) and HS2 are being designed to cope with expected changes in the weather.

Earthworks and drainage will be able to cope with greater volumes of water, while equipment such as power supplies and signalling are being designed to protect them from extreme temperatures, high winds and flooding – all of which contribute to delays on the network.

Meanwhile, new policies, standards, design manuals and central databases are being developed to assist project developers, asset managers and operational teams across the regions in ensuring climate change adaptation

and resilience are built into every renewal and enhancement programme, taking account of best practice from across the NR group and the wider world.

In recent months, Network Rail has given climate change adaptation and weather resilience a much higher profile with a raft of new reports and updated strategies. How important is it for NR to be seen as a leader in the fight against climate change?

Lisa says: “Given our responsibility for keeping passengers and freight moving and maintaining a safe railway, it’s very important to ensure that when we undertake enhancements and renewals they are resilient to climate change and therefore adaptation to climate change is an essential part of the work we’re doing.”

“The way we’re approaching climate change adaptation is industry leading and the way that we’re integrating the risk assessment and designing for the future will ensure that from the start of CP7 (April 2024) we will build resilience into everything we do.”

“But,” she concludes, “for me, it’s more important to get it right and do it properly than to shout about what we’re doing. That’s why we’re trying to embed it in the fabric of everything we do.”

“It’s important to demonstrate to the public that we’re building a safe and resilient railway, to maintain their trust in our ability to keep the trains running and to keep them safe, particularly after Stonehaven.”

“We’re at the start of our journey on climate change adaptation, but it’s not really anything new. It’s about doing more and learning to do things better.” ■

“The information is out there, but it’s on many different drives and systems around the country, and we don’t have any way yet of pulling it all together to give us a better understanding of all the costs.”

LIFE OF LUXURY

BLUE PULLMAN

60th Anniversary

With the launch last month of the Pullman HST charter train, **Andy Flowers** recalls the original BR Blue Pullman trains, which entered service 60 years ago.

LAST year saw the 60th anniversary of the entry into service of the Blue Pullman luxury trains, a distinctive fleet of diesel electric multiple units introduced by British Railways to counter the growing competitive threat of the motor car and domestic air travel.

The ordering, funding, design and building of the Blue Pullman sets was a

complex process with a number of official bodies and manufacturers involved. The ownership of the sets was shared between the British Transport Commission (BTC) and the Pullman Company, with different sections of the trains owned by each body, or shared, and staff employed by separate companies.

The sets themselves were the forerunner of many later diesel designs, but the

complex financing, design, operation and franchising arrangements for the Blue Pullmans was in many ways a reflection of the future structure of Britain's railway system.

The initial request for the introduction of a new diesel-powered luxury train was made by the BTC in 1954, shortly after they had acquired a controlling interest in the Pullman Car Company (though leaving it as a self-governing body).

Front view of a power car after being outshopped at the Metropolitan Cammel Works in Birmingham.
AUTHOR'S COLLECTION





BR officials had noted the success of the premium Trans European Express (TEE) services introduced in Continental Europe in the 1950s, using modern luxurious rolling stock and, despite being unable to connect to this developing European high-speed luxury train network, the BTC had designs for a standalone British equivalent. The order for the Blue Pullman sets from Metro-Cammell was issued in November 1956 with the first set completed, for the Midland Region, in September 1959.

British Railways clearly wanted to make an impression with the design and livery of the new train. Standard-hauled Pullman stock at the time was finished in chocolate and cream, and the majority of BR coaching stock featured all over maroon livery, so the sight of the new train in an unfamiliar Nanking Blue livery, with bodyside white stripe highlighting the saloon area windows, must have been very striking. The sets also featured light grey roofs, black underframes and silver aluminium underfloor equipment.

The Pullman crest featured along the bodyside, on the power cars and passenger areas, and also prominently on the cab front. With the introduction of yellow warning panels in 1962 the cab front logo was removed. Full yellow cabs were applied from mid-1966.

Repaint

From October 1967 onwards, with the introduction of BR Corporate Blue livery, the sets were repainted, in a reversal of the standard BR Blue grey livery – also applied to the general Pullman fleet (including hauled coaches). In summary the standard bodyside blue was replaced by grey with the grey banding shown as blue on the Pullman stock. The revised livery retained full yellow ends, red/brown frames and bogies in BR Rail Grey, with a darker grey roof and BR Monastrial Blue.

The whole fleet took several years to repaint into the new corporate colours (up to 1969) and on a number of occasions mixed sets were spotted (the Pullman sets being essentially two-three- or four-car half-sets and on occasion, grey and blue half sets were seen formed together into a train).

The power unit chosen for the Blue Pullman was the German-designed NBL/MAN 12-cylinder vee-type supercharged L12V18/21BS with a 12-hr rating of 1,000hp at 1,500rpm. The same power unit was fitted to the Class 21 and Class 22 Type 2 diesels and the Class 41 and Class 43 'Warships'.

In the Blue Pullman, the power unit was reportedly much more reliable than that fitted to those lesser successful diesel locos. A number of reasons have been suggested for this,



Above: Under the majestic roof of London St Pancras, the Midland Pullman sits in platform 6 at St Pancras on May 14, 1964, waiting to depart with a Down service to Manchester Central. C R L COLES/RM ARCHIVE

Right: A trailer car fresh from the works on the traverser at the Metro-Cammell works. In the background is a completed driving car. AUTHOR'S COLLECTION



Below: A Blue Pullman set at Wembley Hill on May 2, 1964, with a football special from Preston, bringing supporters for the FA Cup Final between Preston North End v West Ham; the Hammers won 3-2. AUTHOR'S COLLECTION



including the presence of a travelling fitter at all times on the sets, a lower rating of 1,000hp instead of 1,100hp and that the power units for the Pullman sets were supplied directly from Germany (though this has been questioned in some quarters, and power units built under licence by NBL may also have been installed into the sets at some point).

The L12V18/21BS power units built under licence were thought to have been of a lower quality than those that were built and performed reliably in Germany, possibly because of lower quality steel used along some issues in construction with conversions between the original metric and the British Imperial dimensions.

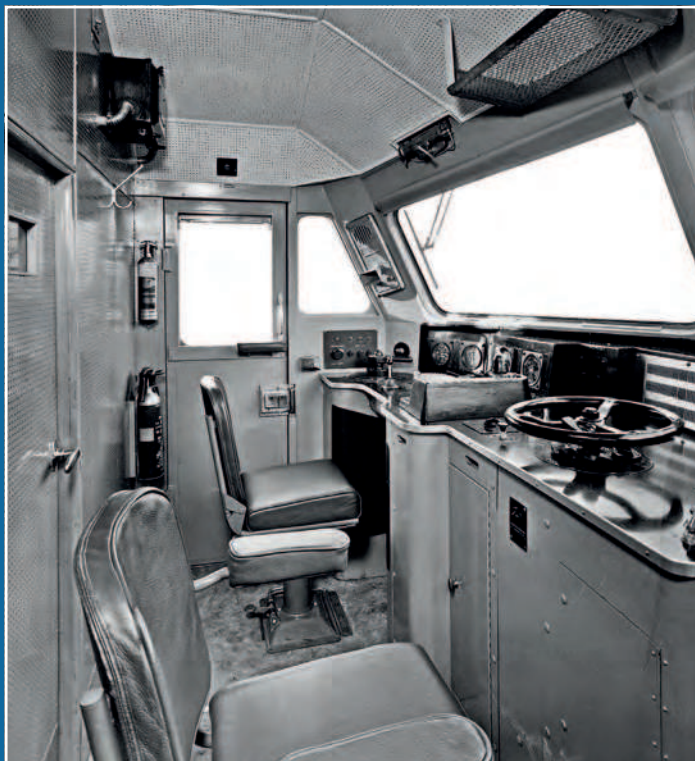
Initially, the Western Region sets were planned to have diesel-hydraulic transmission but, in the event, the whole fleet was outshopped as diesel electrics.

The sound from the power units was described as quite a throaty noise, "humming" at higher speed and not unlike an original Valenta-powered HST, particularly when pulling away from rest.

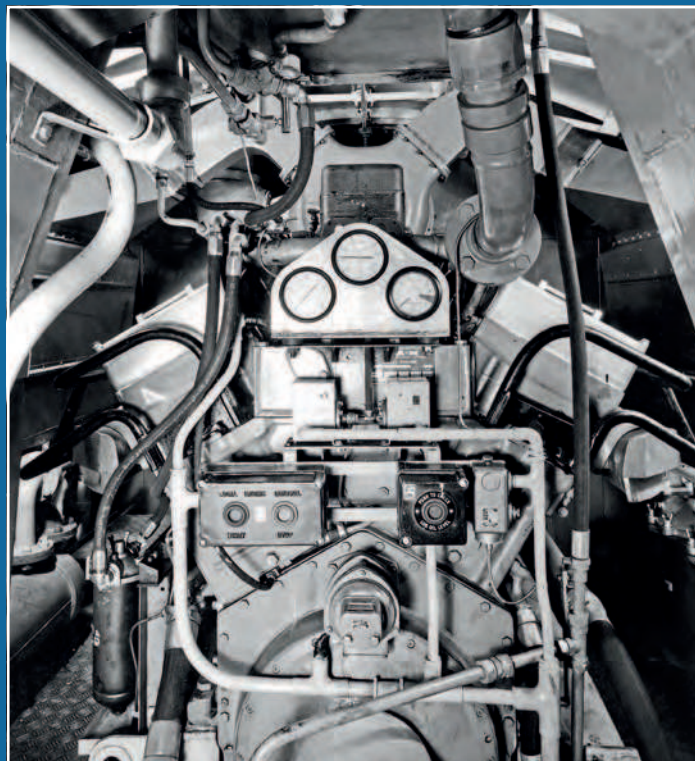
Disputes

The first outing for the new trains, in October 1959, was a test run from the Met-Camm Works to Aldridge via Castle Bromwich. More regular trial running started on November 16, 1959, between Leicester and Luton, with some runs also to Barnet Green, locally from Cricklewood and between Marylebone and High Wycombe.

Technical issues and industrial disputes led to delays introducing the trains from a planned 1958 to the summer of 1960. BR was keen to publicise the new trains, hoping to generate high-profile business traffic. To this



The driving cab of the Midland Pullman, which was typical of cabs of the 1960s.



A works photo: the inside of the engine compartment. BOTH: RM ARCHIVE

BLUE PULLMAN – TECHNICAL DETAILS

Power Units - 2 x NBL/MAN L12V18/21BS - 2 x 1,000 bhp (742 kW)

Power at Rail 2 x 733 h.p. (2 x 547kW)

Maximum Tractive Effort - 45,000lb (x2) - 200.2 kN x 2

Continuous Tractive Effort - 25,000lb (x2) - 111.2 kN x 2

Main Generators - GEC WT.882

Traction Motors - GEC Type WT.361

Maximum Speed - 90 m.p.h. (145 km/h)

Minimum Curve Operational - 4 Chains (80m)

Auxiliary Power Units (under MPSL and MFLRK) -

Rolls Royce C8N 190 h.p. (141 kN)

Height - 12ft 4.5in. (3.77m)

Width 9ft 6in. (2.89m)

Wheel Diameters - 3ft 6in. (1.07m)

Multiple Working - within class (2 sets)

Total Length Western Region - 545ft. 1in. (166.14m)

London Midland Region - 395ft. (120.4m)

Formations

Western Region - DMBS-MPSL-TFKL-TFL-TFL-TFKL-MPSL-DMBS

London Midland Region - DMBFL-MFLRK-TFL-TFL-MFLRK-DMBFL

LM Set After Transfer - DMBS-MSLRK-TFL-TFL-MSLRK-DMBF

Total Weight Western Region - 370t
London Midland Region - 304t

Total Seating Western Region - 218
London Midland Region - 132

Bogies - Metro-Schlieran

Brakes - Westinghouse Electro-Pneumatic

Air Conditioning Stone Carrier

Vehicles

WR DMBS - Driving Motor Brake Second (60094-60099)

LMR DMBFL - Driving Motor Brake First (Lavatory) (60090-60093)

WR MPSL/MTSL - Motor Parlour/Trailer Second (Lavatory) (60644-60649)

LMR MTFKL - Motor/Trailer First Kitchen (Lavatory) (60730-60733)

WR TFKL - Trailer First Kitchen (Lavatory) (60734-60739)

LMR/WR TFL - Trailer First (Lavatory) (60740-60749)

end a number of demonstration press runs were organised, with important railway industry and business figures invited.

On the first test run of a six-car set between St Pancras and Manchester Central on February 1, 1960, performance was reported as impressive compared to steam at the time.

The first press run took place on Friday, June 24, 1960, using a six-car LM set from Marylebone to High Wycombe and return. Another run for guests took place on July from St Pancras to Leicester and back. Other press runs included Bristol to Bath on September 6 and Wolverhampton Low Level to Princes Risborough and return on September 7.

Much has been written about the poor ride qualities of the sets. The Swiss-designed Schlieren bogies had a good reputation in use on continental railways but a combination of factors, including not being able to test the ride qualities of the wheelsets on the shorter British body design before their introduction into service, and the relatively heavy traction motors used, meant the ride quality of the units was a matter of concern.

Deteriorated

From the writings of passengers at the time the ride was initially acceptable, though deteriorated within a few years, with a common description noting a swaying side-to-side motion. Despite a number of modifications, the issue was never fully resolved.

Compared to the MAN/NBL-engined locomotives in service on BR in the 1960s (see above) the Blue Pullman sets proved to be mechanically fairly reliable, though power car failures were not uncommon.

Even by the high standards of Pullman travel, the levels of comfort and service offered by the new Blue Pullman sets were very impressive. The traditional style of the hauled stock was replaced with a more up to date interior (designed to be more office-like for the

modern business traveller), resembling the later Mk2 air-conditioned stock, but the number of modern enhancements ensured a lavish atmosphere was retained.

In addition to full air-conditioning, the saloon areas featured large, padded, tiltable and moveable seating in a 2+1 arrangement, table lamps, adjustable Venetian blinds, wood veneers and abstract plastic inlays in partitioning, double glazing, and buttons to call for waiter service.

The on-board catering services followed previous Pullman practice with a typical dinner menu shown on the next page.

Manchester was chosen as the destination for the Midland service from St Pancras – the usual route from Manchester to Euston being heavily disrupted by electrification works. Despite the circuitous route (via the Peak Line, Chaddesden Curve [Derby avoider] and the Midland Main Line) the fastest Euston timings of 3¼ hours were beaten by the new service.

On the Midland, two sets were available for the one daily diagram, maintained at Reddish EMD, meaning that, generally, no standby loco-hauled rake was needed.

As a premium service, a supplement was charged for travel on the Pullman sets – priced at £1 between Manchester and St Pancras, with full breakfast provided for 7/6d – which is £23.50 and £9.00, respectively in 2020 inflation-adjusted prices.

Two Western Region sets entered service on September 12, 1960, with the 07.00 from Wolverhampton and the 07.45 from Bristol Temple Meads both due to arrive into Paddington at 09.35. On the first day they arrived side by side, one minute early.

In 1962 it was proposed that the second Midland set could be used for a St Pancras to Manchester to Liverpool working, beginning from the winter 1963 timetable, though this plan was shelved.

The Western Region decided to offer

Standard Class travel on its Pullman sets, with the trains comprising of eight vehicles for their Bristol and South Wales services. While this meant more revenue and more efficient working it had a knock-on effect on speed and performance. Three eight-car sets were produced for use by the Western Region for Paddington to Bristol and Birmingham services.

The Birmingham service, like the Midland service to Manchester, provided a useful alternative for travellers to London during the period of electrification disruption on the main line into Euston.

Unlike the Midland services the Blue Pullmans introduced on the Western Region were not timed faster than the conventional steam-hauled services over the routes served, though, as more modern traction replaced steam, the opportunity arose to accelerate some timings.

The sub-two hour runs to Birmingham Snow Hill showed some improvement over the loco-hauled timings of the early 1960s, particularly taking into account the additional intermediate stops taken by the diesel sets.

Quicker

When the electrification scheme was completed into Euston, the West Coast once again offered a much quicker route into London from both Birmingham and Manchester. The last working of the Midland Pullman from Manchester took place on Friday, April 15, 1966. The Manchester Pullman reverted to locomotive haulage (into London Euston) and the LM sets were transferred to the Western Region.

The Western Region ran the Pullman service to Birmingham service for one year longer than the Midland, reflecting the higher revenue earned on the route, and a smaller time saving for the new electric service into Euston from Birmingham compared to from Manchester. The last Birmingham Pullman service was run on March 3, 1967.

The Western Region had a standby, conventional Pullman loco-hauled set, nicknamed 'the Wells Fargo', which appeared regularly on Bristol services, and was also sent to Birmingham on occasion. The Midland also had a standby loco-hauled set but with a spare six-car Pullman set this was used much less often than the Western one. The transfer of the Midland sets to the WR in 1967 meant the 'Wells Fargo' was no longer needed.

From 1963, the Swansea set was used on a fill-in return trip to Cardiff, the extra run giving this set the highest daily mileage – 680 miles.

Weston-super-Mare was served by a Blue Pullman service in 1964 though revenue

Menu

Starters

French Fried Scampi – Tartare
Rainbow Trout – Amandine
Lobster Mayonnaise

Mains

Barbecued Chicken A 'La Americaine
(in spiced breadcrumbs)
Norfolk Duckling Bigarade
(in a sour orange sauce)
Filet Steak
Roast Dressed Norfolk Turkey
Dressed Lobster
Potatoes- Rissolee Olivette
(sautéed in butter and shaped)
Asparagus Tips
Celery Hearts

Desserts

Salade Equitorial
Crème Chantilly
(sweetened whipped cream with vanilla)
Casata Denise
(sponge infused with fruit and/or liquor)

generated was disappointing and the service was cut back to Bristol from the following year. At the same time the experimental Chippenham stop was halted and replaced by Reading.

The requirement for the Midland Pullman service was due to end, and following the completion of the electrification of the WCML BR looked at redeploying the sets to other areas. With a view to their use on the ECML a trial run was carried out on October 16, 1965 – the 11.23 Leeds Central-Kings Cross – and timed for 2hrs 46 minutes, nine minutes faster than the fastest scheduled timing of the 'White Rose Pullman'. Reports from the time stated Eastern Region managers were not impressed by the sets, preferring the superior performance of their new Deltic-hauled services. The Southern Region was also approached, with a view to introducing the sets on a service to Bournemouth, but again the new stock was declined.

With extra sets available the WR was able to introduce a new Oxford service, but it was never a commercial success and was withdrawn in April 1969.

Consideration had been given to using the new sets on the 'Golden Hind' service to Plymouth, but concerns over the Blue



The galley on the Blue Pullman showing the range that the chef cooked on. AUTHOR'S COLLECTION



A BR publicity photo showing one of the Pullman chefs at work.

“Even by the high standards of Pullman travel, the levels of comfort and service offered by the new Blue Pullman sets were very impressive.”



In a crisp white jacket with blue lapels – one with a Pullman badge – a waiter serves two businessmen on a Midland Pullman. Note the packet of cigarettes and ashtray on the table, as such practice was acceptable in the era. RM ARCHIVE



Two Pullman car staff and an inspector engaged in conversation at London St Pancras. RM ARCHIVE

1960 FARES (RETURNS FROM LONDON)

	First Class	Supplement (each way)	Total (inflation adjusted to 2020)	Second Class	Supplement (each way)	Total (inflation adjusted to 2020)
Bath Spa	67s 0d	10s 0d	£100.94	45s 0d	5s 0d	£63.81
Birmingham Snow Hill	70s 0d	10s 0d	£104.42	47s 0d	5s 0d	£66.13
Bristol Temple Meads	74s 0d	10s 0d	£109.06	50s 0d	5s 0d	£69.61
Leamington Spa	55s 0d	10s 0d	£87.01	37s 0d	5s 0d	£54.53
Solihull	65s 0d	8s 0d	£98.62	44s 0d	4s 0d	£62.65
Wolverhampton Low Level	78s 0d	10s 0d	£113.70	52 0d	5s 0d	£71.93
Manchester Central	120s 0d	20s 0d	£162.43	N/A	N/A	N/A

Note: single fares were priced at exactly half that of return fares.



The interior of a Blue Pullman.



The internal carriage ends were decorated with avant-garde artwork designs.

BLUE PULLMAN DIAGRAMS 1961

WESTERN REGION

Diagram 1

06.40 Swansea High Street – London Paddington (arr. 10.15)
16.55 London Paddington – Swansea High Street (arr. 20.40)

Diagram 2

08.15 Bristol Temple Meads – London Paddington (arr. 10.10)
12.45 London Paddington – Bristol Temple Meads (arr. 14.45)
15.15 Bristol Temple Meads – London Paddington (arr. 17.15)
17.45 London Paddington – Bristol Temple Meads (arr. 19.40)

Diagram 3

07.00 Wolverhampton – London Paddington (arr. 09.35)
10.10 London Paddington – Birmingham New Street (arr. 12.05)
13.00 Birmingham New Street – London Paddington (arr. 14.55)
16.50 London Paddington – Wolverhampton (arr. 19.20)

LONDON MIDLAND REGION

Diagram 1

08.50 Manchester Central - St Pancras (arr. 12.03)
12.45 St Pancras - Leicester (arr. 14.10)
14.33 Leicester - St Pancras (arr. 16.00)
18.10 St Pancras - Manchester Central (arr. 21.21)

Pullman's available power over the steep banks of South Devon – excursions to the area needed banking over the section from Newton Abbott – together with low anticipated revenue saw the extra trains used to enhance the Bristol Pullman service instead.

As services gradually speeded up on the Western Region (with the replacement of steam traction) so the Blue Pullman services were accelerated, as faster pathing became possible

From the published timings it can be seen Down Blue Pullman services into and out of London Paddington were timed more slowly than Up ones, and within four years of operation 15/20 minutes had been shaved off the overall running times.

The Pullman sets never strayed far from their booked routes on planned service trains, with a couple of notable exceptions. On at least one occasion in 1964 the Manchester service was diverted into Piccadilly from Central and

in 1967 some services from Paddington were diverted via the Berks and Hants Line between Reading and Westbury and worked forwards to Bristol via Trowbridge.

In South Wales the service was diverted away from the usual route on several occasions between Cardiff and Swansea, including the Vale of Glamorgan line (via Barry), and at least once via the now partially closed Valley Lines alternative through the Taff and Rhondda valleys.

Last day

The last day of service for the Blue Pullmans was May 4, 1973. At this point mixing and matching was being used to keep the remaining sets in traffic – the Bristol Pullman was formed from four cars from a six-car LM set and four cars from an eight car set. The last departures out of Paddington were the 16.45 to Bristol and 17.33 to Swansea and

the last arrival into Paddington was 1A57, the 15.55 ex-Swansea.

The Blue Pullman sets operated a prestige service, along well defined routes, advertised on specific services, and as such were rarely seen away from the beaten track during their core Monday to Friday working week. With only limited booked turns on Saturdays, and none on Sundays, the sets were available for charter and excursion use.

Despite the limits of route-specific crew knowledge, and the difficulties in operating away from their core routes the popularity of the Blue Pullmans saw them in great demand for high-quality excursions, including weddings, and they were also used by British Rail on a regular basis for advertising and promotional purposes.

In the early 1970s the cost of chartering a full set was quoted as £1,200 – around £18,000 in 2020 prices – this compares well with the current minimum cost of around £30,000 for even the most basic day excursion charter.

The sets were used on excursions to a wide variety of destinations, particularly in their later years, including:

- 14/03/1964: Swansea-Witton (Football Special) – banked by '94XX' No. 8415 up the Lickey
- 21/03/1964: Swansea-Aintree (Grand National)
- 13/03/1965: Coventry-Hartlepool (Rugby Excursion)
- 16/10/1965: Leeds-Kings Cross (Trial Run)
- 5/3/1966: Coventry-Liverpool (Football Special)
- 28/1/1967: Walsall-Bury (Football Special)
- 9/03/1968: Bristol-Leeds (Football Special)
- 1968 Paddington-Weston-Super-Mare-Plymouth (Wedding Reception)
- 22/3/1969: Birmingham-Sheffield Midland (West Brom, Football Special)
- 25/4/1970: Surbiton-Carmarthen (out via Reading, back via Salisbury)
- 15/08/1970: Paddington-Newbury (Races)
- 24/12/1970: Paddington-Plymouth (Excursion)
- 28/12/1970: Plymouth-Kensington Olympia (return of above excursion)
- 25/03/1971: Paddington-Brockenhurst (Ian Allan Railtour)
- 15/01/1972: Bristol-Leeds (Football Special)
- 5/05/1973: Farewell Railtour

The Blue Pullmans, particularly those on the Western Region, gained a reputation for relative sluggishness compared to other diesel traction, were regarded by drivers as underpowered, and the timetable planners timed the sets quite conservatively, in an era where BR was beginning to accelerate many services back to pre-war timings.

The 'Bristolian' loco-hauled service, which ran before the introduction of the Blue Pullman, was timed 10 minutes quicker between Bristol and Paddington.

With additional weight from their luxurious fittings, sound insulation and air conditioning equipment the available 2,000hp for traction was probably insufficient to provide a genuinely high-speed service.

The underfloor power units for air conditioning and other auxiliaries was



Driving car W60098 is posed for a BR Publicity shot as a '4F' 0-6-0 drifts by light engine. AUTHOR'S COLLECTION



An official publicity picture of the Western Region Pullman set.
AUTHOR'S COLLECTION

an admission that the prime movers weren't sufficiently powerful for the performance required and, despite the extra cost, complexity and weight, the provision of additional power units was needed for the on-board electricity requirements. Notwithstanding this, the sets did display some fine high-speed running for the time.

In terms of performance, the six-car Midland sets showed a much greater turn of speed than the eight-car Western Region version (with their additional trailing load of six carriages instead of four). On the initial demonstration run a speed of 105mph was reported with the Midland set, though this has never been corroborated.

In the 1960 summer timetable the Midland Pullman 12.45 from St Pancras to Leicester was timed for an average of 70mph (99.1 miles in 85 minutes) making it BR's fastest timetabled service at the time. The Up journey was only slightly slower, timed for a start to stop average of 68.3mph. With the Down working having a recovery time of four minutes, and the Up train six minutes, barring any delays, both trains had the potential for an end-to-end average running speed of 73.4mph.

Motivated

In earlier years steam locos were provided for the WR standby rake, typically a 'Castle', with late-running not reported, though the crews were undoubtedly motivated to put in a good performance to show the merits of their soon-to-be withdrawn motive power. In later years the typical motive power for the standby rake was 'Westerns', occasionally 'Warships', and rarely 'Hymeks'.

With a 'Western' on the eight-coach Pullman rake, the power to weight ratio of 6.3 hp/ton compared well to the 5.4 hp/ton available for the eight-car Pullman set, and experience on the road showed the newer Type 4 diesels could better Blue Pullman timings with the standby set. On a lighter Mk1 set (290 tons instead of 320 tons) the 'Western' would have even more relative power available – 6.75 hp/ton.

By comparison, the 'Castle' on the standby set, worked hard, would provide a power to weight ratio, at best, of around 5hp per ton compared to the 5.4 available on the diesel sets, showing that the steam locos must indeed have been worked hard to keep time.

The relatively low power to weight ratio meant on the rare occasions the eight-car sets encountered steep gradients (on additional and excursions over the South Devon Banks to Plymouth, or less commonly, up the Lickey) they were banked or piloted, generally by steam locos. Concerns that the traction motors may overheat on steep banks were reported at the time.

By further comparison, the Midland six-car sets had a power to weight ratio of 6.6 hp/ton, compared favourably with that of a Type 4 on a typical eight coach loco-hauled rake. Unfortunately, the 95mph potential of the later Class 47s, or 100mph running and much higher horsepower output of an AC

Electric, meant the Pullmans

Traditional loco-hauled travel with the newer Type 4 diesels (and the soon to be introduced HSTs) gave opportunities for much better point-to-point timings, together with increasing costs from a non-standard fleet, along with the decreasing profitability of premium rail services, and the days for the Blue Pullmans were numbered.

Looking at the published logs, speeds much in excess of 90mph were uncommon, with 95mph being the top speed reliably reported in service, though unpublished claims of 100mph running have been claimed.

There has been much conjecture as to why high speeds were seldom reported with the Blue Pullman sets, ranging from rumours of speed governance, strict instructions not to work the trains hard, rough riding deterring drivers from going faster and even talk of a warranty agreement preventing excessively hard working. The reality is probably that with relatively easy timings, in the era of steam-hauled services and semaphore signalling, the timings available for the sets meant hard working was rarely needed to keep to the slack schedules of the day.

The famous train timer O S Nock travelled on a Blue Pullman from the Manchester in the early 1960s and noted the set had power in reserve to keep to the timings and it seems likely, within the constraints of pathing, some acceleration could have been carried out if these services had been retained.

Despite their clear disadvantages in terms of performance compared to later diesel, and particularly electric, traction the Pullman Sets could still demonstrate a good turn of speed, right up to the end of their time in service and delivered some good running, particularly

where long-sustained running over gently graded lines was involved.

BR organised a final run for the class on Saturday, May 5, 1973 (one day after the end of the fleet on regular timetabled service). The special left Paddington at 08.53 running to Swansea via High Wycombe, Coventry, Birmingham and Bristol Temple Meads. The return to Paddington ran direct via Swindon. The set achieved an average of 81mph between Newport and Paddington with 88-90mph running maintained between Swindon and Reading.

The Blue Pullman sets were undoubtedly ahead of their time and represented a step change in standards of comfort and technology in the development of diesel traction, but with the higher costs of their non-standard complex engineering, higher staffing requirements and the introduction of faster and more powerful diesel and electric locomotives, coupled with the development of the forthcoming HST sets, BR could no longer justify the retention of the Blue Pullman fleet.

Iconic

The units were still high-profile and iconic train sets, but were due for major overhaul in 1973 and BR, keen to avoid the high cost, withdrew the fleet from service. None of the sets remained in service long enough to receive their official TOPS numbering of Class 251 (power cars) and 261 (other vehicles).

At the time of the withdrawal of the sets' diesel preservation was still in its infancy and despite their undoubted fame and popularity none of the carriages were preserved.

Hopes were high some of the vehicles might be saved for use by private operators after the Western Region retained a number of the motor cars at Bristol Bath Road for use as standby generators, until the middle of 1974.

CIÉ is also reported to have considered buying some of the withdrawn sets for reuse in the Republic of Ireland, but the costs of re-gauging, and staff training, meant the idea was never pursued.

British Rail also investigated the possibility of a sale of the Blue Pullman sets to Yugoslavia in 1970 – the Yugoslavian government were interested in buying the entire 36-vehicle fleet. Like the proposed sale to the Republic of Ireland, costs, spares and training meant the sale never proceeded.

Another failed proposal, earlier in the 1960s, was for the two Midland sets to be converted to new, 100mph-rated Rolls-Royce gas turbine powered units.

Following withdrawal, plans were made

1962 FULL WEST MIDLANDS BLUE PULLMAN DIAGRAM

STAFFORD ROAD DEPOT (84A)
(WOLVERHAMPTON'S FORMER GWR STEAM SHED,
CLOSED IN 1963).

Mondays to Fridays

06.42 Cannock Road Sidings – Wolverhampton Low Level (arr. 06.50)
07.00 Wolverhampton Low Level – Paddington (arr. 09.30)
10.00 Paddington – Birmingham Snow Hill (arr. 12.05)
1.00 Birmingham Snow Hill – Paddington (arr. 14.55)
16.50 Paddington – Wolverhampton Low Level (arr. 19.25)
19.30 Wolverhampton Low Level – Cannock Road FP (arr. 19.30)
20.35 Cannock Road FP – Cannock Road Sidings (arr. 20.40)

to buy some of the withdrawn sets, and some spotting books of the time optimistically listed some of the vehicles as preserved. The July 1975 edition of *The Railway Magazine* reported ten of the ex-Western Region carriages were to be bought by a private group (The Blue Pullman Group), backed by a group of three businessmen. A full six-car set was to be formed from the vehicles in best physical condition. The group intended to return the set to main line-running status for use by BR on charter traffic.

The allocated cars were reported as:

- **Motor Brake Firsts** - 60090, 60091
- **Kitchen Firsts** - 60731, 60733
- **Parlour Seconds** – 60644, 60645, 60646, 60647, 60648 and 60649.

The plan was for the carriages to be overhauled by BRE in Glasgow and repainted into the original Nanking Blue livery as delivered. The set would be used primarily on the Western Region (where some train crew retained traction knowledge) and when not in main line use was to be based at a heritage line.

The business backers behind the preservation scheme dropped out when the full financial risk became apparent (particularly the restricted income because of their anticipated use being largely restricted to the Western Region).

Reports from the scrapyards (Thomas Ward breakers of Briton Ferry and George Cohens of Morriston) indicated a large amount of blue asbestos in the roof areas, which would have made preservation a costly and logistical problem.

Collectors

A number of Blue Pullman parts were bought by collectors, including larger items like whole seats, (six of which were reported to have found a home in the mess cars on the Bluebell Railway though these are now reported elsewhere), works plates, ashtrays, blind winders, Venetian blinds and antimacassars.

A remaining NBL/MAN L12V18/21BS power unit remains in existence, formerly in Class 22 D6332 – the unit survived as a standby power generator at Motherwell shed. While considered a possible donor for any future new-build Blue Pullman the power unit is owned by Project 22 and is more likely to be used to power any new-build diesel loco.

The Blue Pullmans remain popular to this day and there have been many discussions regarding building a replica, though the cost of a new build eight-car set has been estimated at £18million. The BRC&W group has been formed with this task in mind and to publicise the undertaking a wooden replica cab is being prepared for display at heritage railway events to promote the project and help raise funds.

The distinctive and iconic good looks of the Blue Pullman sets, together with their early demise and the lack of any preserved examples to view in the flesh, has led to a good market for model versions of the units over the years.

Rosebud Kitmaster made the first ('OO' gauge) Blue Pullman models in 1961. The sets needed assembly, with optional motor bogies available to power them. The company was sold to Airfix in 1962 and model production was discontinued. Any surviving Kitmaster models are now very valuable, with assembled sets valued in the hundreds of pounds, and unassembled kits even higher.



Above: The last timetabled Pullman working leaves London Paddington on May 4, 1973, displaying the reversed BR livery that was adopted for the Pullman sets. The following day a farewell special ran from Paddington to Swansea via High Wycombe, Coventry, Birmingham and Bristol Temple Meads before a fast run back to London. COLOUR-RAIL

Right: In their latter years, the Western Region Pullman sets – with a full yellow end – were fitted jumper cables, which did little for the aesthetic appearance. This set is seen at Bristol Bath Road on April 6, 1968. COLOUR-RAIL



By contrast, Triang/Hornby's ready-to-run 'OO' gauge models, produced between 1964 and 1967, were produced in great numbers and can be bought at reasonable prices, second hand.

Bachmann produced an updated 'OO' Gauge, ready-to-run, digitally enabled version in 2012, with an updated version with sound capability in 2016.

The first 'N' gauge model sets – Midland six-car versions in Nanking Blue – were produced by Graham Farish in November 2012. In 2019 the company reissued the models, but in the later BR corporate grey and blue version, with jumper cables.

Premium

An 'O' gauge version of the Blue Pullman is also planned by L H Loveless & Co, though only a limited number of examples of this premium model are likely to be built.

Withdrawal from service on the Western Region was proposed as early as 1969 as BR began to look at potential buyers (see above). In the end the introduction of higher speed traction and the reduction in the luxury travel market meant there was no future for the design. While the Blue Pullmans had a relatively short lifespan the lessons learned fed through to the design of later BR rolling stock, particularly Mk2 coaches and the HST.

Despite the lack of any preserved examples the legacy of the Blue Pullmans lives on to this day with the continuing use of high-speed, diesel-electric, fixed-formation rolling stock. ■

■ *Locomotive Services Limited has created a HST version of the all First Class Blue Pullman, which saw its railtour debut on December 12, 2020 – see Headline News.*

BLUE PULLMAN DIAGRAMS 1968 - 1969

Circuit No. 1 (Monday to Friday)

08.20 Bristol Temple Meads -Paddington
10.45 Paddington – Bristol Temple Meads
13.15 Bristol Temple Meads -Paddington
17.40 Paddington – Bristol Temple Meads
Forms 1

Circuit No. 2 (Monday to Friday)

08.20 Bristol Temple Meads -Paddington
12.15 Paddington – Oxford
16.15 Oxford -Paddington
17.40 Paddington – Bristol Temple Meads
Forms 2

Circuit No. 3 (Monday to Friday)

08.45 Paddington – Bristol Temple Meads
11.15 Bristol Temple Meads -Paddington
14.45 Paddington – Bristol Temple Meads
17.15 Bristol Temple Meads – Paddington
Forms 3

Circuit No. 300 (8-Car) (Monday to Friday)

07.00 Swansea – Paddington
11.00 Paddington – Cardiff
14.30 Cardiff -Paddington
17.35 Paddington – Cardiff
Forms 300

Circuit no. 301 (8-Car) (Monday to Friday)

09.00 Paddington – Swansea
16.20 Swansea – Paddington
Forms 301

Circuit no. 302 (11-Car)

08.20 Swansea – Paddington (M-S)
12.45 Paddington – Bristol Temple Meads (M-F)
16.15 Bristol Temple Meads -Paddington (M-F)
19.00 Paddington – Swansea (M-S)



GREAT NORTHERN RAILWAYANA AUCTIONS

THE PREMIER AUCTION HOUSE

OUR NEXT AUCTION WILL BE HELD BETWEEN 27th MARCH - 13th APRIL 2021

This will be an online & catalogue auction only. You can place your bids via email, telephone or by post. Our October auction was a fantastic success and performed equally as well as our live versions. We are eager to receive items for this coming sale. We have put in place logistics to pick up items and operate in a safe manner within the government guidelines.

BELOW IS AN EXAMPLE OF THE FINE RESULTS WE ATTAINED FOR OUR VENDORS IN OUR OCTOBER SALE REMEMBER OUR RATES ON OUR MAIN AUCTION ARE JUST 10% BOTH BUYING AND SELLING.



£1067



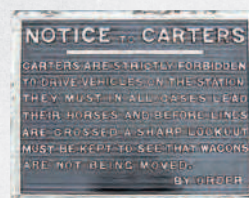
£3850



£7150



£275



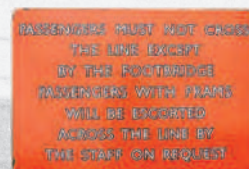
£418



£1375



£8800



£682



£2034



£6600



£2970



£495



£1374



£2035



£759



£253



£176



£570



£517



£572



£704



£847



£1815



£240



£1760



£1485



£484



£715



£3960



£220

For details go to our website www.gnrauctions.co.uk or email: davidrobinson17@btconnect.com or David on 0161 209 6524 • 07802 553880

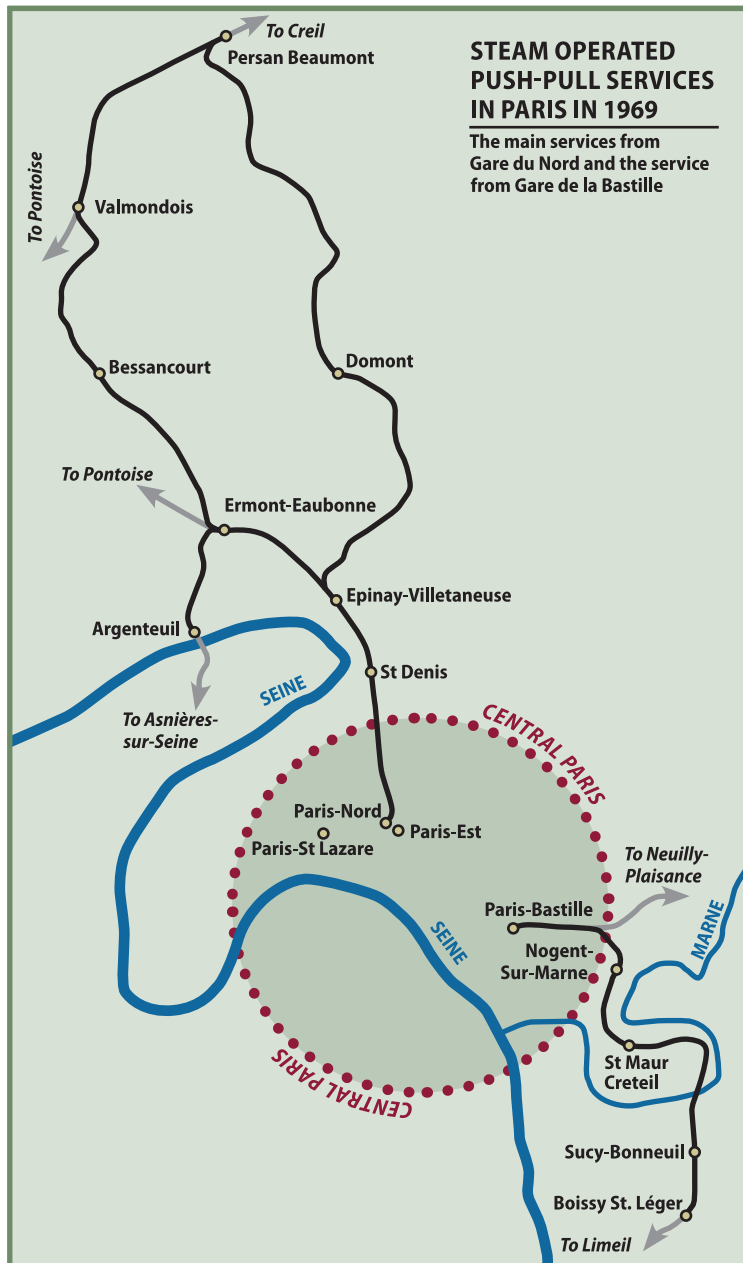
Last Steam Push-Pull Trains in Paris



In addition to documenting the last push-pull trains in the UK, **Philip Horton** also visited Paris in 1969, where these type of steam operations were entering their final months.



SNCF 2-8-2 tank No. 141TC 6 stands in the Gare du Nord with a train for Persan-Beaumont on March 29, 1969. The last push-pull trains ran on Saturday, December 12, 1970. SUE HORTON



AS DESCRIBED in my articles in *The Railway Magazine* for July and August 2020, in mainland Britain steam-worked push-pull trains typically comprised an engine and, at most, a couple of coaches running along a rural branch line.

This method of working was however looked at differently on the Continent. In the 1960s huge MAV Class 424 4-8-0s propelled long commuter trains into Budapest's Kaleti station, while in West Germany a number of DB Class 38 (ex-Prussian Railways Class 'P8') 4-6-0s were also used on push-pull trains.

Until the mid-1960s the practice was also widespread on the



Until the mid-1960s steam-worked push-pull trains could be found at least at four of Paris's termini: Gare de l'Est, Gare St Lazare, Gare de la Bastille and Gare du Nord. Here, shortly before electrification work started, SNCF Class 141TD 2-8-2 tank heads a push-pull train for the Paris suburbs out of the Gare St Lazare in 1962. By 1969 steam remained only at the Gare de la Bastille and Gare du Nord. DAVID ALISON



In March 1969, the commuter services from Paris's Gare du Nord to Ermont-Eaubonne and Persan-Beaumont were worked by two-cylinder SNCF Class 141TC 2-8-2 tank engines, based at Joncherolles depot. In this panoramic view, taken from an apartment overlooking the station on March 27, 1969, one of the class departs in fading light at the end of the evening rush hour. ALL PICTURES PHILIP HORTON UNLESS STATED.

French SNCF, and steam-worked push-pull trains could be found at, at least four of the Paris termini: Gare de l'Est, Gare St. Lazare, Gare de la Bastille and Gare du Nord. These usually comprised eight bogie coaches, including the driving trailer from which the driver controlled the train by means of a relatively sophisticated electro-pneumatic system.

Services from the Gare de l'Est and Gare St. Lazare were electrified in 1962 and 1966, respectively. As described below the two-cylinder SNCF Class 141TB 2-8-2s that worked the Gare de l'Est trains were transferred to the Gare de la Bastille, but most of the three-cylinder Class 141TD 2-8-2s at

the Gare St Lazare, which dated from 1932, were withdrawn.

Since the end of BR steam in August 1968, I had been casting my eyes more widely in the search for steam. With increasing electrification, steam workings around Paris were being replaced by electric locos or EMUs, and Paris therefore became a priority for a visit.

An opportunity arose in March 1969 when steam-worked commuter services remained at just two Paris termini – Gare de la Bastille and Gare du Nord. Two classes of large two cylinder 2-8-2 tank engines were used: the SNCF Class 141TC at the Gare du Nord and Class 141TB

at the Gare de la Bastille.

Seventy-two Class 141TC engines were built for France's Northern Railway (Chemin de Fer du Nord) between 1932 and 1935 and, at the beginning of 1969, more than 50 were still in use.

Although the Class 141TB engines looked quite modern in steam terms they were first introduced in 1913 by France's Eastern Railway (Chemins de Fer de l'Est).

In all 112 were built, the last in 1917. They were fitted with push-pull apparatus in 1920 to work the intense commuter service out of the Gare de l'Est. After these were electrified in 1962, 26 of the engines went to Nogent-sur-Marne depot for use on the



One of the two Paris termini where steam-operated push-pull trains could still be found in 1969 was the Gare de la Bastille. The trains, which all ran to Boissy-St-Léger, were worked by SNCF Class 141TB 2-8-2 tanks, based at Nogent-sur-Marne. As part of a great period scene, one of the class heads away from Paris with the 10.00 from the Gare de la Bastille to Boissy-St-Léger on Saturday, March, 29, 1969.



SNCF 2-8-2 tank No. 141TC 6 is seen after arrival at Persan-Beaumont with its train from Paris Gare du Nord on March 29, 1969.

commuter service from the Gare de la Bastille.

Paris, Gare du Nord

When my wife and I arrived at the Gare du Nord on board the Flèche d'Or (Golden Arrow) from Calais on Thursday, March 27, 1969, the presence of steam immediately became apparent. As it was still the rush hour five Class 141TC tanks were visible, four waiting to depart with trains full of commuters, while a fifth stood in a short

siding at the end of one of the platforms.

Two days later we returned to the Gare du Nord to catch one of the push-pull trains to Persan-Beaumont, a distance of 30km. Our train was standing at the platform behind No. 141TC 6. On departure our train initially ran north through the Paris suburbs to our first stop at Saint-Denis. After leaving this station we continued to Epinay-Villetaneuse where we turned off the mainline along the rural line to Persan-Beaumont via Domont.



At Persan-Beaumont No. 141TC 6 was uncoupled and ran to the depot for servicing. During our time there steam working was still in evidence, despite the presence of overhead wires. These involved two American-built 2-8-2s: SNCF Class No. 141R 420 ran through the station tender first on a southbound freight from Creil, while another – No. 141R 489 – arrived light engine for servicing at the depot.

It was soon time to return to Paris and No. 141TC 6 duly emerged to propel our train back to the capital. Electrification of these lines soon followed and, on Saturday, December 12, 1970, No. 141TC 54 propelled the last steam train from Persan-Beaumont into the Gare du Nord.

Paris, Gare de la Bastille

In 1969 all trains from the Gare de la Bastille were steam-hauled to Boissy-Saint-Léger. The station was a small but impressive terminus with its large train shed covering four platform faces and a second smaller building on its north side. Train movements were controlled by a mechanical signalbox just outside the station.

In the rush hours the signalmen were kept extremely busy but otherwise the service was only hourly. East of the station two running lines ran above the city streets on a long brick viaduct. On Friday, March 28, we arrived there to catch the 12.00 to Boissy-Saint-Léger, headed by SNCF No. 141TB 424. No. 141TB484 was taking water in the station while No. 141TB446 soon arrived, propelling a train from Boissy-Saint-Léger.

After leaving the Gare de la Bastille our train ran eastwards on the long viaduct to reach Vincennes, but then turned south to follow the valley of the River Marne. At first we ran alongside the river before crossing it twice to arrive at Boissy-Saint-Léger, 22kms from Paris. Here, we found it being converted to a Metro station and No. 141TB 424 had to take water from a standpipe. The return train to Gare de la Bastille was propelled by No. 141TB 424.

The last steam-worked train ran to Boissy-Saint-Léger on Sunday, December 14, 1969, hauled by No. 141TB 432. The Gare de la Bastille survived for a time as a concert venue, but in 1984, despite its historic listing, it was demolished. The site is now occupied by the Bastille Opera building, although the brick viaduct remains as an urban footpath.

Preservation

Two examples of each class of tank engine at work in 1969 were subsequently preserved. Nos. 141TB 407 and 141TC 19 are among the French preservation group AJECTA's collection at Longueville depot, east of Paris. No. 141TB 407 has been restored to steam, while No. 141TC 19 is only cosmetically restored. No. 141TC 51 was rescued by another French railway preservation group and is now at the French National Railway Museum at Mulhouse.

The second 141TB tank is No. 141TB 424, which worked our train from the Gare de la Bastille to Boissy-Saint-Léger in 1969. It is still owned by the SNCF as part of the national collection, and has worked both on SNCF and heritage lines. Since 2013 it has been on loan to the tourist railway 'La Vapeur du Trieux' in Brittany. Here, it works summer trains between



Above: Another of the SNCF 2-8-2 tanks – No. 141TB 446 – propels a train from Boissy-St-Léger into the Gare de la Bastille on March 28, 1969.

Left: Two of the SNCF Class 141TB 2-8-2 tanks are seen at the Gare de la Bastille on March 28, 1969. No. 424 (left) waits to depart with the 12.00 to Boissy-St-Léger, while No. 446 (right) has just arrived with a train from Boissy-St-Léger. SUE HORTON

Right: SNCF 2-8-2 tank No. 141TB 424 takes water from a stand-pipe at Boissy-St-Léger after arriving with the 12.00 from the Gare de la Bastille on March 28, 1969. At the time work was underway to link the line to the Paris Metro and close the Gare de la Bastille. The last push-pull train ran on Sunday, December 14, 1969, after which the Gare de la Bastille closed.





SNCF 2-8-2 tank No. 141TB 484 prepares to take water at Gare de la Bastille before coupling to its train to Boissy-St-Léger on March 28, 1969.



SNCF 2-8-2 tank No. 141TC 62 comes off the shed at Persan-Beaumont before working a train to Paris Gare du Nord. An SNCF two-car diesel railcar can be seen to the right. SUE HORTON



One of two preserved TB tanks – No. 141TB. 424 – which worked the author's train to Boissy-St-Léger in 1969, is now based at the 'La Vapeur du Trieux' tourist railway in Brittany. The train normally runs between Paimpol and Pontrieux during the summer, and is seen arriving at Pontrieux with the tourist train from Paimpol on August 31, 2019.



Two of the SNCF Class 141TC tanks have been preserved. One of them – No. 141TC 19, built in 1934 – is among the AJECTA collection at Longueville, where it is pictured on September 14, 2019. Longueville is also home to preserved 141TB 407.

Paimpol and Pontrieux on the SNCF branch from Guingamp on the Paris to Brest mainline.

In the summer of 2019 my wife and I visited both Paimpol and the Longueville museum depot. At Paimpol we saw No. 141TB 424 for the first time in 50 years, and I was able to photograph it heading the 'Vapeur du Trieux' between there and Pontrieux. A fortnight later we arrived in Longueville and eventually found the AJECTA

depot (it's up a badly signposted steep narrow track to the east of the SNCF station). Here, I photographed No. 141TC 19 inside the half roundhouse, but No. 141TB 407 was not in evidence. Possibly worth another visit when lockdown finally ends!

One of the three-cylinder Class 141TD 2-8-2s – No. 141TD 740 – which had worked at the Gare St Lazare until 1966 was also preserved. Since February 1982, it has

been based at Limoges under the care of the Chemin de Fer Touristique Limousin Périgord, and regularly works special trains on the national network.

I chased and photographed one of the trains in September 2005. ■

■ The author would like to thank Peter Townsend of the Slip Coach Archive for digitising my rather thin negatives.

Former SNCF TD class 2-8-2T No. 141TD 740 resides at Limoges in central France, and regularly works special trains on the national network. It is seen here arriving at the wayside station at Nexon, between Limoges and Arnac-Pompadour, on September 25, 2005.



FACE TO FACE WITH THE P2

Chris Milner visits Darlington Locomotive Works to catch up on the construction progress of Gresley class 'P2' No. 2007 *Prince of Wales*. When completed in three years' time it will be Britain's most powerful steam locomotive.

JUST over 30 years ago and only six weeks into my role as assistant editor at *Railway Magazine*, one of my first assignments was to attend a meeting at the Railway Institute, York, on November 17, 1990, the formal launch of a project to build a new Peppercorn 'A1' Pacific.

Launched with the tag line of 'building a loco for the price of a pint a week, the A1 Steam Locomotive Trust (A1SLT) achieved what no other group has yet managed – to build a standard gauge steam loco from scratch.

The achievement of the A1 Trust in constructing No. 60163 *Tornado* has acted as encouragement to many other groups to embark on projects to build examples of locos which didn't survive. Many are well advanced and expected to steam within a few years, several featuring in our occasional Lazarus Locomotives series,

While completing the 'A1' took longer than envisaged, being launched on August 1, 2008, *Tornado* has been around longer than some BR '9Fs', however, the trust was adamant the 'A1' was never going to be a one-off. There were plans for something else, something bigger.

With the success of *Tornado* behind them, in 2010 the trust, led by 'P2' project director Mark Allatt and engineering director David Elliott, announced plans to undertake a feasibility study into building a Gresley 'P2' 2-8-2 Mikado locomotive. It was one of those bombshell moments for the heritage movement.

The first 'P2' designed by Gresley appeared in May 1934, and was followed by five more to work 600-ton express trains between Edinburgh and Aberdeen. However, shortcomings in their design were never rectified or developed.

Gresley's successor, Edward Thompson, rebuilt the class in 1943-44 but all six were scrapped between 1959/1961.

As development work and computer modelling continued to validate assumptions, along with the various projections completed, the formal launch to build streamlined 'P2' No. 2007 came at the September 2013 convention of the A1 Trust.

The number 2007 follows the sequence of the six built under Sir Nigel Gresley. Construction is envisaged over a seven-to-10-year timescale at a cost of £5million. In 2013

the trust confirmed it would name the loco *Prince of Wales*, and be built to run on the main line.

Having built and run the 'A1' from scratch, what was in the trust's favour was not only an experienced engineering team, but the 'P2' has around 70% parts commonality with an 'A1', including the boiler – more of that later.

'Price of a pint'

Another key factor during the fundraising for *Tornado* was the 'price of a pint' principle, which has been successfully adopted again because of its simplicity and, above all, affordability.

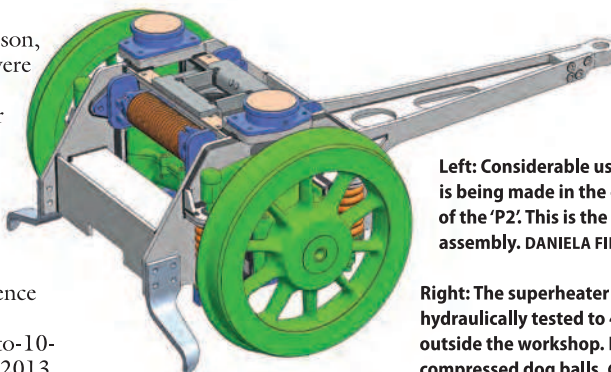
It seems a long time since I witnessed the start of the construction when the 'P2s' frames were cut at what was Tata Steel, Scunthorpe,



in May 2014, but in the intervening six years, what has been achieved is utterly remarkable: funding, new parts and above all, progress, particularly with the boiler ordered.

£5million is a lot of money to raise but the railway heritage movement isn't fazed by such large sums, and currently 60% of the total construction cost is covered by covenantors.

Mark Allatt has described the covenantors and the many others who joined clubs for specifically funding the boiler construction and other key components, as "amazing" in their generosity.



Left: Considerable use of 3D CAD is being made in the construction of the 'P2'. This is the Pony truck assembly. DANIELA FILOVA/A1SLT

Right: The superheater header is hydraulically tested to 400psi – outside the workshop. Note the compressed dog balls. CHRIS MILNER



By December 2020, around 930 supporters had signed up as covenantors for the 'P2', with donations starting from as little as £2.50 per week; this brings around £205,000 annually if the benefit of Gift Aid is included.

To maintain the momentum on construction and ensure the loco is completed as quickly as possible, there is an increasing focus on funding.

With 'clubs' to fund specific components, The Boiler Club has reached more than two-thirds of its allocation of 300 members, allowing an order to be placed for the 'P2's' boiler just 24 months from the start of fundraising. The club members have each donated or pledged £2,000 (plus Gift Aid), but there is still space for more members to join and so help reach the £600,000 target sooner.

Fulfilling the boiler order is Dampfkloswerk Meiningen (Steam Locomotive Works, Meiningen), the Deutsche Bahn workshop that built *Tornado's* all-welded boiler. It is the single-most expensive component on the locomotive and due for delivery to Darlington Locomotive Works later in 2021.

But it was not just the 'P2' boiler the trust ordered. In June 2019 they announced construction of a second boiler, to diagram 118A as a spare for use on both No. 2007 and No. 60163 *Tornado*. In other words, the trust



will have three identical boilers for its two locomotives – with two boilers operational and the ‘spare’ undergoing overhaul at any one time.

To make the three boilers fully interchangeable, No. 2007’s smoke box will be extended within the cladding because *Tornado*’s boiler is 17in shorter than the original class ‘P2’s’ boiler. Additionally, the 250psi working pressure of the boilers will see a reduction in cylinder diameter on the ‘P2’ to 19¾in, but still provide improved economy and increase maximum power.

Having a second boiler will cut the time either the ‘P2’ or ‘A1’ is out of traffic by around four months, increasing the revenue-earning potential of both locomotives. An additional bonus is ordering both boilers together will save the trust a six-figure sum compared to the two boilers being procured separately. The first of the two new boilers will be fitted to *Tornado* during its next overhaul.

In the 18 months since the boiler was ordered, DB Meiningen has been making good progress, having rolled and welded barrel sections, pressed and machined the dome covers, drilled the firebox tube plates, along with forging of the foundation ring sections.

Both boilers were ordered with a full set of superheater elements, the first set having already been delivered to Darlington as spares for *Tornado* in case there is a problem before the next scheduled overhaul.

Increase

As well as the Boiler Club, there is a Tender Club with 88 members, more than a third of the initial target. The trust says in order to keep on track to finish No. 2007 within the next three years and get the frames manufactured, it wants to increase the number of members to 250.

The Turbogen Club was launched in July and already has 23 of its allotted 40 members, each contributing £1,000.

The Motion Club has reached its initial 175 member target, and funding has allowed the machining of a second pair of coupling rods. There has also been substantial interest in the Pony Truck Club, which has allowed progress in that area earlier than expected.

As well as the clubs, the trust is offering readers the chance to sponsor a component costing between £30 to £15,000 through its Dedicated Donations scheme, which has so far raised £400,000. Further details are available by emailing dedicated.donations@p2steam.com, outlining the amount of the donation and whether there is a specific part you have in mind.

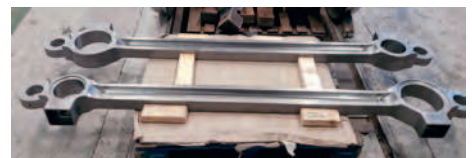
The three-year target to complete the ‘P2’ is in place to allow the loco to star in the bi-centenary of the Stockton & Darlington Railway in 2025, and despite the on-going coronavirus, which has led to restrictions on the number of volunteers, non-essential staff and visitors who can be at the works, steady progress on the build is being maintained, and the trust has a clear sight of its target deadline.

Seeing first hand the extent of construction of the ‘P2’ at Darlington is very impressive: it’s a fantastic engineering achievement.

On the day of my visit, the superheater header casting was being hydraulically tested. This involves lots of solid rubber dog balls being placed over the holes in the header where the superheater tubes fit, then clamping



The tender wheelsets: Second from the right carries the pulley to drive the alternator. CHRIS MILNER



Above: The left- and right-hand intermediate coupling rods. A15LT

Left: The foundation ring being manufactured at Dampfloswerk, Meiningen. CHRISTOPHER WÖRFEL/DBM/A15LT



The frames, cab and smokebox inside the works at Darlington on October 7, awaiting the boiler to fill the gap. The loco’s TOPS number has been chalked on the cabside. CHRIS MILNER

a thick metal plate over the balls to compress them, before subjecting the header to hydraulic pressure 400psi (see photo) This is to ensure there are no leaks from the casting before it is shipped to Dampfloswerk, Meiningen.

What is also key to the project is how CAD (computer-aided design) technology has been embraced. At the time ‘A1’ *Tornado* was built, CAD was nowhere as developed and sophisticated as it is now, with the ability to provide 3D views of components, the capability to rotate them in any direction, and understand how they interface with other key parts.

Three-dimensional CAD tech is being used in the design of the cylinder and cam box

assembly, something so far away from the 2D drawings Gresley and his team worked with 85 years ago. The use of 3D will create component configurations that can then be included on to the 2D manufacturing drawings.

Unusually, the cylinder block will be fabricated and not cast, as tends to be the case with a steam loco. This is where CAD is proving to be so advantageous because of a need to redesign the cylinder assembly.

Many of the welds will be critical – there will be around 140 pieces for the cylinder block to be welded together – so the trust has decided to make a ½ scale model to prove the theory. CAD is also helping with working

NEW BUILD LOCOMOTIVES

out the optimal passages for the steam flow, something that was trial and error for previous steam engineers.

Once the 3D work on the cylinders is complete, 2D drawings will be produced and made available to companies interested in the manufacture of the cylinder block. Estimated cost of this part alone is £100,000.

Inside the workshop sit the wheelsets, including the 6ft 2in driving wheels. They have been trial fitted, but there is a lot of work taking place on the chassis to ready it for final wheeling.

Like some other parts for the 'P2', a redesign of the crank axle has taken place to eliminate a weakness in the original design which led to fractured axles. When the crank axle was delivered following assembly by South Devon Railway Engineering, it marked a critical milestone for the project as its approval involved an expensive process called including Finite Element Analysis (FEA), which was carried out by railway consultants Mott MacDonald.

The 'P2' will also get other modifications from Gresley's design, mainly for reliability reasons, such as the replacement of the original cable by a rod and lever system, to operate cylinder drain cocks.

Prospects

Currently, the trust leases its building from Darlington Borough Council, but is working on plans for a new workshop, running shed, wheel drop and turntable on a small wedge of land close to its current location.

The proposed development is on a site on the north side of the Darlington to Bishop Auckland line, but will have footbridge access from North Road station and a main line connection.

Mark Allatt says this new site will be four times the size of the current site and have the space to house four tender locomotives, which raises some interesting prospects.

The trust also has an eye to the future when it comes to regulatory compliance for steam loco operation into the next decade, and plans to fit ETCS (European Train Control System) to the 'P2' because ETCS will be installed on the southern section of the East Coast Main Line from Peterborough to King's Cross.



The loco outside the works offering a taster of what the massive 'P2' will look like. The boiler cladding gives a more complete appearance. A15LT

Having ETCS should not be a barrier to operating the loco over routes where this type of signalling system will be standard as the network gets busier.

The 'P2' will have two turbosteam generators to meet the power requirements for all the extra safety equipment the loco will need. Additionally, a tender axle has been fitted with a pulley wheel to drive an alternator.

Operation of *Tornado* has thrown up issues with corrosion of some of the electrical conduits, so the conduits on the 'P2' will be made of stainless steel. However, this throws up another problem that will need a solution to 'engineer out' electrical interference. There is also some innovative work taking place on new head/tail/marker luminaire design, with the turbogen system for the 'P2' to be tested firstly on *Tornado*.

The trust has acquired BSK No. BSK 35457 from the North Norfolk Railway in readiness for its main line future, and recently had it moved to Great Central Railway. When lockdown restrictions permit, the carriage will be fully inspected and prepared for use.

Indications are the vehicle will need minimal work as it was the support coach for BR '4MT' No. 76084.

Not resting on its laurels, the trust is planning to build a third loco and fill another 'missing link' of lost locomotives. As previously reported in *The RM*, construction of a Gresley mixed traffic 'V4' 2-6-2 No. 3403 is the trust's next project, with the first components having been manufactured.

Also acquired are a set of fully-certified tyres for the pony – Cartazzi and 5ft 8in driving wheels – along with a chimney and other parts. Crucially, the trust has acquired 366 original 'V4' drawings from a Doncaster scrap dealer, which launched a now defunct project 25 years ago to build a loco.

Awe inspiring

This loco will be under the management of the V4 Steam Locomotive Company Limited, with a formal launch being planned during 2021 when circumstances permit.

A construction period of five to seven years is envisaged, with the aim of raising the £3million funding needed using the same highly successful 'price of pint' covenant method. Just two 'V4s' were built in 1941, both surviving until 1957.

What is being achieved in Darlington in a small and restricted workshop is simply awe-inspiring and is a tribute to the dedication, foresight and determination of a small team.

Achieving completion in a three-year-target timescale can only happen with the right levels of funding, and it is where readers of *The RM* can play their part by becoming a covenantor or sponsoring a component.

However, with a glimmer of light now shining at the end of the coronavirus pandemic 'tunnel', work on the 'P2' will speed up in 2021, and visitors will be once again allowed to view this magnificent locomotive under construction, and get a full appreciation of its stature and power.

For more information about the project, visit: www.p2steam.com, call 01325 460163, or write to The P2 Steam Locomotive Company, Darlington Locomotive Works, Hopetown Lane, Darlington DL3 6RQ.



The tender tank for the 'P2' has been completed and is undergoing attention inside the workshop. BRUCE ROLLINSON/YORKSHIRE POST/A15LT

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Barrow-in-Furness and its Railway

By Michael Andrews

HERE is a superb piece of railway history. Michael Andrews's research into the origins and life of the Furness Railway are the core of this book.

His original study paper was the 2003 Cumbrian Railways Association publication *The Furness Railway in and around Barrow*, which forms the basis for this book.

Crewe, Swindon and Derby are the really famous 'railway towns' – but to that list should be added Barrow since it owes its origins to the Furness Railway. In 1846 when the Furness Railway reached Barrow it was little more than a tiny settlement of 150 or so people. A generation later it had become a large municipal borough of 18,000 citizens with a system of docks and one of the largest iron and steel works in Europe.

Michael Andrews recounts the story of this transformation vividly and with real insight. It is a lasting record of how the building of a railway led to the development of this area of Cumbria.

Today much has changed – the railway infrastructure is massively reduced and the iron and steel industry has finished. Fortunately, BAE Systems keep shipbuilding alive in the town.

The book is lavishly illustrated with photographs, maps, diagrams and timetables to fill out the fascinating story of Barrow's extraordinary and complex history.

Many of the illustrations are in colour with excellent detailed captions.

All in all this is a definitive account of the changes in the Barrow-in-Furness area since the arrival of the railway in 1846. Recommended in the strongest possible terms. **RSS**

Barrai Books, 17 Railway Terrace, Lindal in Furness, Ulverston, Cumbria LA12 0LQ (www.barraibooks.co.uk); Softback; 150pp; 245x225mm; ISBN: 978-0-9569709-4-7; £25.00

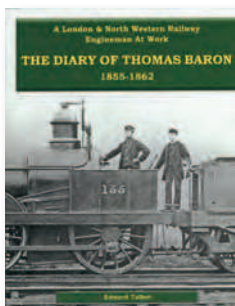
The Diary of Thomas Baron 1855-1862

By Edward Talbot

THIS is a rather special publication by Edward Talbot of the LNWR Society.

Thomas Baron's diary is an extremely rare survival from the 'Dark Ages' of our railway history. It provides a fascinating insight into the work of enginemen and railway operating in an early period, which is sparsely documented.

This was the era of the 'iron railway'



UP THE LINE TO DARJEELING

By David Charlesworth

A TEN-YEAR series in the Darjeeling Himalayan Railway Society (DHRS) journal *The Darjeeling Mail* was immensely popular and deservedly so.

The series 'Up the Line' was a regular source of historical reference for UNESCO India, which worked on its conservation management (CCMP) plan for Indian Railways from 2016.

The result was a working relationship that lasted more than four years, culminating in Indian Railways giving author David Charlesworth access to their work and research.

He even borrowed a Royal Enfield 350 motorcycle during one trip.

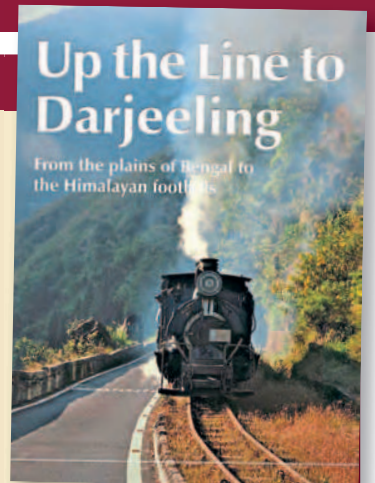
What is perhaps a little unusual is having an author who is also the editor, designer and artist for the whole book, but David has been involved in most of the books published about the Darjeeling Himalayan Railway (DHR) since 1999.

There is no doubt the book could have contained much more, but it is a manageable size without boring the reader.

The maps are the most accurate ever published of the line, and the author is confident the sites of the lost loops and sidings, details of the gauge conversions, and the 125-plus level crossings, have now been located.

If you have been on the DHR and are now struggling to catalogue your photographs this should be a great help – and if you haven't, you will certainly want to go after reading this; and read it you must, the DHR truly is an amazing railway.

The DHRS produces books that no regular publisher could ever do, and this latest book should sit well as a companion to the recently released *The Incredible Darjeeling 'B' Class and Adrian Shooter's No 19. Darjeeling Himalayan Railway Society*



(www.dhrs.org); Softback; 128pp, 210x282mm, ISBN: 978-0-95416029-6; £24.95 (plus £3 UK postage). Available from the DHRS website or Lime Tree Lodge, Thorpe Road, Mathersey, Doncaster, DN10 5ED

(cast, wrought and plate) – steel was not generally used until the later 1870s. Lighting was provided by feeble oil lamps, engines had no cabs – only weatherboards.

Locomotives lacked brakes other than wooden brake blocks applied to the tender – the vacuum brake was yet to be invented. Water was admitted to the boiler by feed-pump – London Victoria station was provided with sidings so engines could run up and down after standing stationary for a while to top up the boiler water level before leaving with a train.

The diary records his daily work – an invaluable and possibly unique chronicle from 1855 to 1862, where the diary ceases – though by 1872 he was the night foreman at Abergavenny Shed and lived on into the 1890s.

Photography of railway subjects did not become widespread until around 1870, but there are still numerous large (often full page) high-quality monochrome images from that era to provide superb enrichment for this volume.

The commentary for the diary is highly informative providing interpretation and background information.

Together with period maps and diagrams several of Gerald Broom's magnificent paintings further fill out this valuable portrait of our early Victorian railways.

Other authors contribute sections to fill out this picture of LNWR prehistory – covering such melancholy topics as The Harrow Accident (1870) and Boiler Explosion at Edge Hill (1857).

Edward Talbot and the LNWR Society are to be congratulated for publishing a first-class, high-quality piece of research.

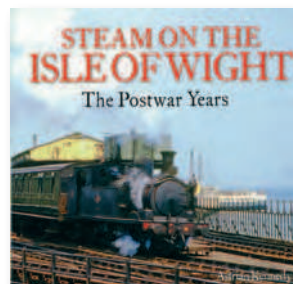
Not to be missed by anyone with an interest in our extraordinary railway history under any circumstances. **RSS**

London & North Western Railway Society, 6 The Approach, Scholes, Leeds LS15 4AN3 (www.LNWRs.org.uk); Softback; 134pp; 275x215mm; ISBN 978-0-9570158-4-5; £20.00

Steam on the Isle of Wight – The Postwar Years

By Adrian Kennedy

THE Isle of Wight railway system was intact when the Second World War ended in 1945 – however, by 1966 the network had contracted massively to serve only the Ryde Pier Head to Shanklin section.



December 31, 1966, saw the final steam passenger services. However, despite the threat of total closure under the Beeching Report, sanity prevailed. Conversion and electrification to operate with retired London Transport Tube Stock (BR Class 485 & 486) followed, and the reopening came in March 1967.

Adrian Kennedy has assembled an excellent mix of monochrome images to give the flavour of the two decades of post-war steam operation on the Island – when the difficult restricted loading gauge necessitated the use of elderly vintage rolling stock and locomotives.

Images reflect the whole extensive network and the 'Terrier', 'E1' and 'O2' class locomotives at work. Inevitably the 'O2'-operated passenger services predominate.

The varied images are reproduced in full-page format with extensive detailed and informative captions.

This is a very useful addition to the on-going railway bibliography covering the extraordinary Isle of Wight steam railways. Recommended. **RSS**

Unique Books, Unique Publishing Services, 3 Merton Court, The Strand, Brighton Marina Village, Brighton BN2 5XY (www.uniquebooks.pub); Softback; 64pp; 210x200mm; ISBN 978-0-9957493-9-9; £9.99

Great Western 0-6-2 Tank Classes: Absorbed & Swindon Designed Classes

By David Maidment

DAVID Maidment follows up his study of the humble Great Western pannier tanks in Pen & Sword's Locomotive Profiles series with this volume focusing on the 0-6-2T workhorses.

Tank engines of this wheel arrangement were not the exclusive preserve of South Wales, but as far as the GWR was concerned, the vast majority

of its 0-6-2T types originated in, or were largely concentrated in, the South Wales coalfields.

It comes as no surprise, therefore, that much of this book is dedicated to locomotives from the railways that served this region.

The book opens with an introduction to the type, its suitability for use on coal trains, and the engineers of the various GWR constituent companies (Tom Hurry Riches, Cornelius Lundie and Charles Collett and so on) which designed them.

From here, it explores the companies themselves and the locos they produced, beginning with the Barry Railway and moving in successive chapters through the Cardiff, Brecon & Merthyr, Rhymney and Taff Vale Railways, plus other smaller concerns.

A wide selection of accompanying images illustrate each chapter, showing 0-6-2T classes as built, in service, and after 'Westernisation', which in many cases drastically altered their appearance; the Rhymney Railway 'P1' and Taff Vale 'A' classes are a case in point.

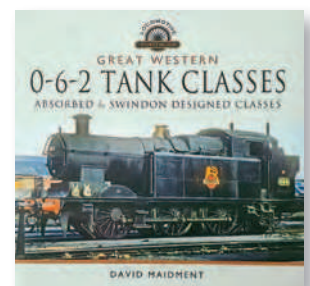
Chapter 7 then turns to the GWR's own take on the 0-6-2T – the '56XX' and '66XX' classes, which began to appear from 1924, and numbered some 200 examples in total.

Several pages are dedicated to the locos at work, before Chapter 8 looks at the preservation scene and the types that survived the cutter's torch.

The appendix takes a more technical look at several of the classes, with general dimensions and specifications accompanying a weight diagram in many cases.

These are followed by allocation histories, which round off a very interesting study. Highly recommended. **GBH**

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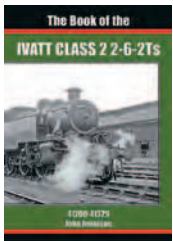
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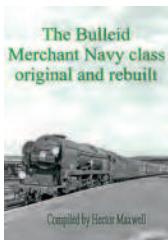
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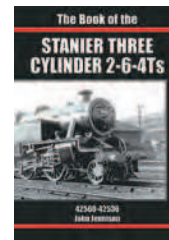
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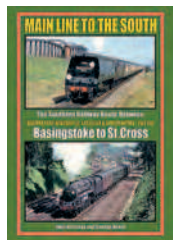
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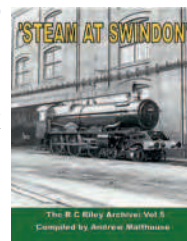
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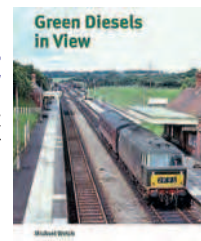
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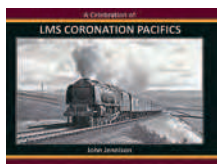
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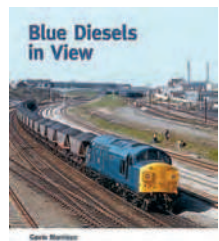
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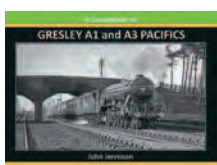
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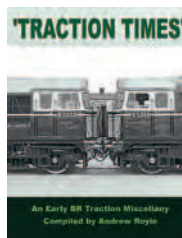
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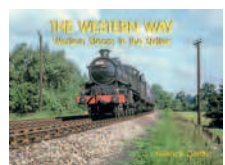
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Midland Main Line electrification proposed 40 years ago!

I VERY much agree with your editorial concerning the lack of sensible thinking when it comes to railway investment.

It is, after all, 40 years since Sir Peter Parker proposed a rolling programme of electrification that could have seen much of the network electrified by 2000.

Many years ago, I wrote a report on behalf of Sheffield City Council at the time suggesting electrification should be seen as part of a 'levelling-up' exercise, as well as one that developed a genuine network of electrified routes.

In my proposal most major cities could have been connected up to an electrified network with universally high standards by 1990. Yet in 2020 we still have huge variations in standards between large cities as well as the lack of any electrification to major cities such as Sheffield, Nottingham, Derby and Leicester.

Fast and slow

As John Heaton illustrates in his interesting article, there are four fast trains/hour between Leeds and Manchester with a desire to improve this service further. Yet between Leeds and Sheffield there is just one fast train/hour, similarly between Leeds and Derby.

Between Leeds and Nottingham there is one semi-fast train/hour and no through services between Leeds and Leicester for much of the day. Yet this is also served by the M1 corridor that warrants an eight-lane motorway!

The situation in respect of Manchester is even worse. Two fairly fast services between Manchester and Sheffield, one slow service between Manchester and Nottingham, and no through services between Manchester and Derby or Leicester. This is worse than that in the age of steam in the last two cases.

The fundamental problem goes back to the run-down/closure of much of the Midland Railway's network in the 1960s (along with the closure of much of the Great Central, too) and the failure to address this.

Sceptical

The proposals by the Northern Powerhouse and the Midlands Rail Hub seem to ignore these issues, neither does HS2 have any real relevance.

Indeed, I'm increasingly sceptical about the value of HS2 and don't believe it would pass an updated cost-benefit appraisal.

I would rather have a proper upgrade of the existing network with more electrification as well as some railway reopenings such as Derby to Manchester via Monsal Dale — and this would be much cheaper, too.

Finally, I can't help thinking that the recent derailment at Sheffield station is down to the fact there has been no significant investment in track and signalling in Sheffield for nearly 50 years.

This compares very badly with the regular and on-going investment of very large sums in infrastructure improvements in Leeds and Manchester over the same period. I wonder what the sums of money are involved?

David Smith
Sheffield

★ STAR LETTER

Driver Mick Ingledew features strike a chord

WHAT a wonderful series of features *Driving Through the Changes on the ECML* has.

Mick Ingledew (right) has so much to tell from all those years of experience. Are we to see a book on sale one day, Mick?

I was amazed to read how Mick received a phone call in the middle of the night to be told he was the nearest suitable driver available to drive one of the company's premier express trains waiting 250 miles away.

'United we stand divided we fall' is a motto in use all over the world and it also applies to the UK railways in their splintered state.

I don't know how many train companies have drivers stationed between Newcastle and Aberdeen, but what I do know is that because of the madness the railways work under, without people like Mick going the extra (250) mile there would be many more cancellations than there are now.

By the way, I am old enough to remember the indecent rush to end steam traction in favour of modern traction. We were told the diesels were a 20-year 'stopgap' while electrification was completed.

The modernisation plan was introduced 65 years ago in 1955. What happened to that then?

Roger Bryant,
Grantham.

I WAS very interested to read about Mick's view that his time with GNER would be a high spot in his career (*Driving Through the Changes on the ECML* – RM Nov 2020).

As a frequent long-distance traveller in the 1980s I can echo that view as a customer.

During that decade I worked for a group with companies and locations all over the UK and France and travelled most of the time by train. The journeys I enjoyed most were between London and Edinburgh on GNER.

Starting from Bristol early in the morning with a colleague we would travel to London. Sadly, the wonderful breakfasts which used to be served



on the original HSTs have long since vanished.

We would work at our North London office for the day then take a short Tube ride to King's Cross to get the 5pm train to Edinburgh.

Travelling in First Class we would start off with a free aperitif then have a lovely free dinner with a free half bottle of wine each.

The next day we would work in Edinburgh then repeat the experience on the way back to London.

Not only was the food and service great but it is of course a wonderful route, and it was a lovely way to end the working day.

The only other experience that came close was in the early days of Eurostar, which we used to get to Lille. In the first year or so of that operation the meals were excellent, but sadly they rapidly declined as time went on.

GNER was undoubtedly the high spot of long-distance train travel in the UK.

John Moulton
Cheddar, Somerset

I JUST wanted to let you know how much I enjoyed the features by Fraser Pithie on the working life of Mick Ingledew, a true railway man to his very

soul, who has seen so many changes throughout his working life.

As a lifelong fan of railways, but who has never worked on them, getting the views of someone who has seen so much is always fascinating.

I do hope more articles like this will follow.

On a completely different topic, I was delighted to hear the news that the DfT is going to fund an Economic Impact Study into the reopening of the Stratford-upon-Avon to Honeybourne railway line.

This is long overdue and I'm convinced that, once it's been carried out, the case for reopening will be impossible to ignore.

As a resident of Stratford it can't come soon enough.

Steve Price,
Stratford-upon-Avon

✉ It has been very pleasing to receive letters from so many readers who have also enjoyed the series. Something similar could be in the pipeline. Indeed, LNER MD David Horne wrote to author Fraser Pithie describing Mick Ingledew as a "fantastic ambassador". No one could disagree with that as his tales from the footplate have enthralled many – Ed.

✓ PUTTING THE RECORD STRAIGHT (RM DEC)

■ **Page 7:** The caption said the Vivarail Class 484 was being unloaded at Yarmouth, when it should have stated Fishbourne. Our apologies for this error.

■ **Page 22:** In the Middleton Railway feature Furness Railway No. 20 is an 0-4-0 not 0-6-0.

EDITORS NOTE

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

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The attractive concourse of Birmingham Moor Street, which has a Grade II-listed exterior. GARY BOYD-HOPE

Moor Street was as bad as Tyseley

I READ your Comment column regarding safety with great interest, particularly in relation to the state of Tyseley station, as in certain respects not much seems to have changed over the years!

I first visited Tyseley in the late 1960s on a trip arranged by my school Railway Society. Travelling from Moor Street station, which was in a poor state, rundown and looking rather neglected, there were no through lines. Snow Hill Tunnel was closed, the forlorn scene being completed by the one DMU stood in the platforms, the local stopping service which would call at Tyseley.

If Moor Street was in a poor state, Tyseley was worse. The platforms were unkempt, and the station buildings in varying states of disrepair. Clearly nothing had so much as seen a paint brush for many years.

The one thing that struck me most of all though was the totally shocking state of the station canopies. Holes, bits missing, with the fascias being in a particularly sorry state, somewhat like the photos with your comment column.

I remember thinking at the time that I had never seen a station in such a state of neglect before.

Having visited Tyseley again in recent years it was pleasing to

see how Moor Street station has been sympathetically regenerated in keeping with its heritage.

Tyseley is much improved and no longer the dilapidated wreck it was in the late 60s, but as you point out the station canopies are in an awful state.

My first thought on seeing them was they are still the same as last time I was there, some 50 years previously!

But surely at some point in all that time someone must have given them at least a little attention?

If not it is amazing they are still intact at all, though possibly not for much longer, unless the necessary repairs are undertaken.

Andrew Garland
By email

✉ Following last month's Comment, the poor roof condition at Tyseley has been followed up by both Network Rail and the Office of Rail and Road; the overall safety regulator, and remedial action is expected. In contrast, Moor Street is the epitome of a wonderfully restored GWR station, unlike its neighbour less than three miles down the line. Given audits of stations are undertaken regularly, it raises an interesting question as to the depth and the items audited – Ed.

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Railways in Parliament

by Jon Longman

Decarbonisation plans

EALING Central and Acton MP Dr Rupa Huq asked what plans the DfT has for further electrification of the rail network and decarbonisation projects.

Transport Minister Chris Heaton-Harris replied: "The Government supports both further electrification and the use of new, innovative technologies to decarbonise the rail network by 2050.

"The DfT's forthcoming Transport Decarbonisation Plan will set the strategic direction for rail decarbonisation, and we will continue to develop individual decarbonisation schemes across the network, ensuring that they are both deliverable and affordable."

Stockport restoration

DENTON and Reddish MP Andrew Gwynne asked what plans the Department for Transport (DfT) has to restore the Stockport Viaduct.

Mr Heaton-Harris said: "Stockport Viaduct is a vital part of the railway infrastructure and Network Rail (NR) takes seriously the responsibility to maintain it in safe working order.

"NR carries out detailed examinations of the structure and addresses any defects or problems.

"This year NR has spent £50,000 on repairing the brickwork in areas highlighted by their examinations.

"NR has a specific £1million fund for Control Period 6 (April 1, 2019-March 31, 2024) to be used on brick repair and de-vegetation work.

"NR looks to manage any graffiti on the viaduct in accordance with their policies, and will review any specific areas of concern and will take action where appropriate."

Prepared for Brexit

SLOUGH MP Tanmanjeet Singh Dhese asked what discussions the DfT has had with freight rail operating companies about the end of the Brexit transition period.

Mr Heaton-Harris replied: "The DfT has engaged extensively with the rail freight industry in the run up to the end of the transition period.

"Officials meet regularly with rail freight operators and relevant industry bodies, through both ministerial

and senior official-led roundtable meetings, to ensure freight operators are preparing effectively for our new trading relationship with the EU.

"We have published formal guidance on running domestic and cross-border rail operations from January 1, 2021.

"The DfT also engages on a very regular basis specifically with cross-border freight operators to ensure they have the necessary arrangements in place and are well prepared for all scenarios from January 1, 2021."

Rail interchange sites

BOSWORTH MP Dr Luke Evans asked what criteria is used to determine the site of rail freight interchanges.

Transport Minister Andrew Stephenson replied: "The Government's support for Strategic Rail Freight Interchanges (SRFIs) is set out in the National Networks National Policy Statement, which provides a clear framework for SRFI developers, local authorities and the Planning Inspectorate.

"The Secretary of State for Transport uses the framework as a primary basis

for making decisions on development consent applications for SRFIs.

"The National Policy Statement does not, however, specify where SRFIs should be located.

"Instead, it provides a framework for private sector developers to bring forward proposals through the planning system if they are deemed to be operationally and commercially viable."

Drivers face pay freeze

KNOWSLEY MP Sir George Howarth asked whether drivers working for Northern Rail and the London North Eastern Railway (LNER) are classed as public sector workers and will not receive a pay rise.

Mr Heaton-Harris said: "Recent Office for National Statistics data shows that since 2011 all rail workers' earnings have increased at rates often double that for the average UK worker.

"We are still working through how the public sector pay policy announced by the Chancellor may affect rail workers working for Northern Rail and LNER."

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Former GWR 57XX 0-6-OPT No. 7714 stands at Arley station, on the Severn Valley Railway, with a late-night departure for Bewdley on September 28, 2018. JACK BOSKETT

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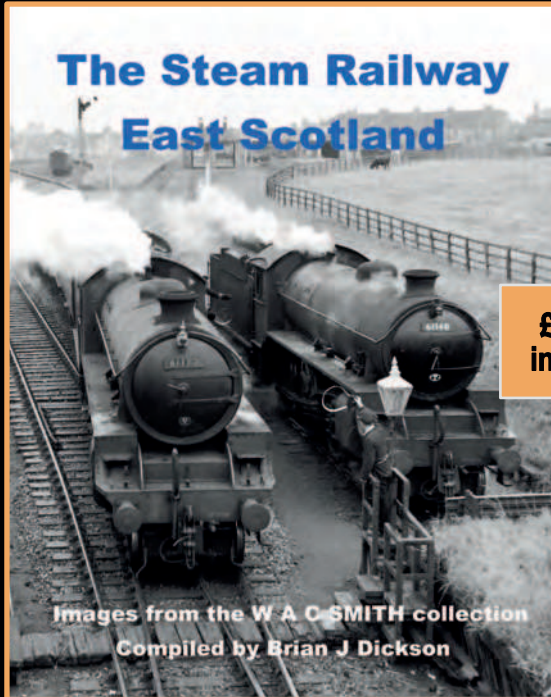
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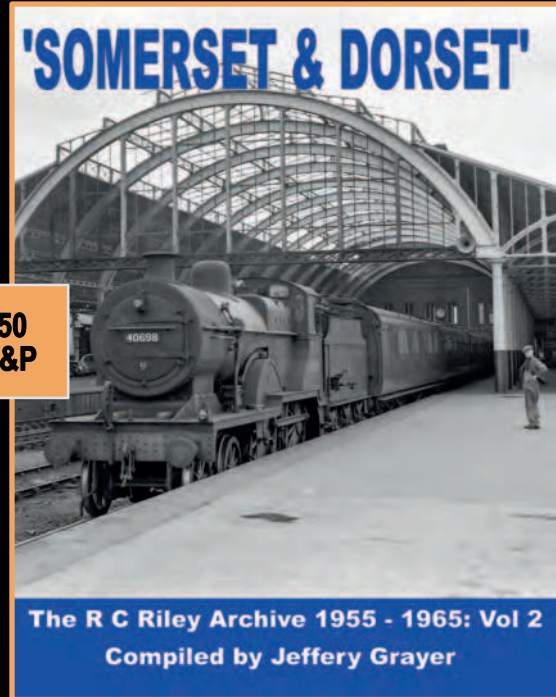
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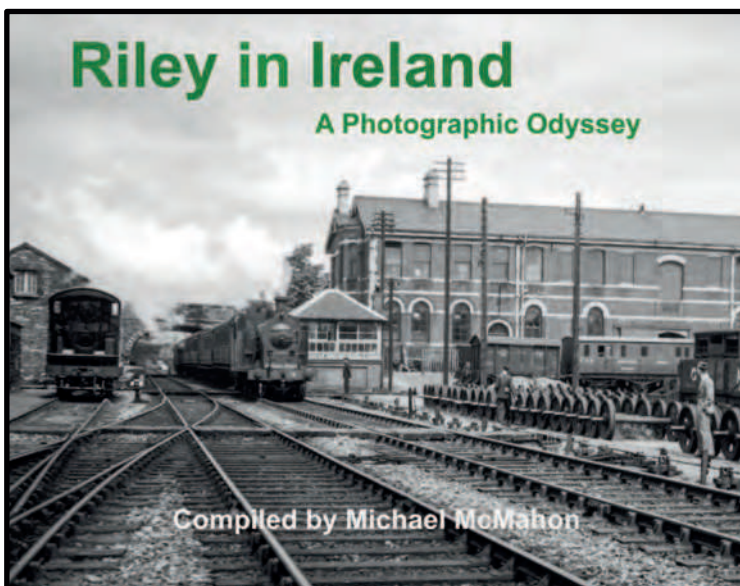
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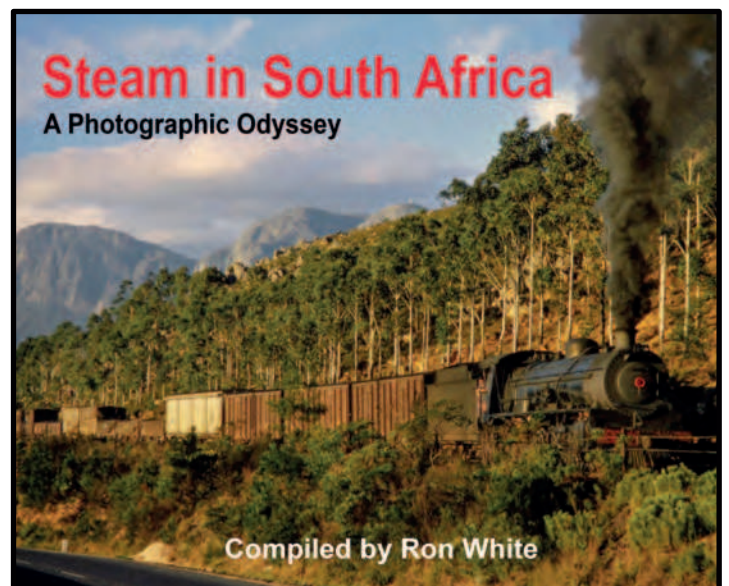
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Winter Panorama



Diverted from its normal route, the Glasgow to Bristol sleeper emerges from Box Tunnel behind Class 47/4 No. 47597 on February 10, 1985. JOHN CHALCRAFT



EWS Class 66 No. 66050 heads the Lackenby to Llanwern empty steel train (6V92) through a snow-covered Gloucestershire, near Ashchurch, on January 7, 2010. JACK BOSKETT

Porterbrook – delivering a safe, reliable and sustainable railway



BR '5MT' No. 73054 climbs away from Midford on a wintry Somerset & Dorset line with the 9.55 service from Bath on January 23, 1963. IVO PETERS

The Severn Valley Railway's '57XX' 0-6-0PT No. 7714 forges through a sudden blizzard at Hay Bridge, near Eardington, with the Christmas midweek dining train on December 8, 2017. Local roads became impassable within minutes of the snow's arrival, but the plucky pannier carried on undaunted. BOB GREEN



Winter Panorama



Porterbrook – delivering a safe, reliable and sustainable railway

David Buck's Thompson 'B1' No. 61306 *Mayflower* approaches Giggleswick Summit in thick fog during a main line test run from Carnforth on January 24, 2019. JOHN COOPER-SMITH



FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO JANUARY 1921

'Southern Belle' returns

THE Brighton-in-an-hour train, 'The Southern Belle', which performs the journey between Victoria and Brighton in 60 minutes, is regaining its old-time popularity. During the war this train was suspended, but now it again makes two journeys between London and Brighton daily within the hour. This train of Pullman Cars first performed the journey in 60 minutes in October, 1899. It was then known as 'The Brighton, Limited', but in 1908 a new train of luxurious Pullman Cars with all the latest improvements was specially built for this service and so it was given the name of 'The Southern Belle'.



FLOODS: The national railway system had shown its frailties with the heavy blows of the Southall (1997) and Ladbroke Grove (1999) collisions, followed by a third derailed at Hatfield (2000). This led to the panic imposition of more than 300 emergency speed restrictions but was followed on October 29, 2000, by a violent storm, starting in the South West at lunchtime. It left a scene of devastation across the country and along with rains of almost tropical intensity resulted in the worst flooding in many parts of the UK for more than a century. The picture shows the floods at Cowley Bridge Junction on October 30.

50 YEARS AGO JANUARY 1971

Scottish test for electric locomotives

TWO AC electric locomotives, a Class 85 and an 86, have been sent to Scotland for adhesion trials on the Port Glasgow-Wemyss Bay line, conditions and gradients on which most nearly resemble those on Beattock and Shap, over which these classes will haul London-Glasgow trains when the West Coast Main Line is electrified in 1974. Towards the end of November, test loads of 1,000 tons were to be hauled up the 1-in-67 gradient between Wemyss Bay Junction and

Upper Greenock, and stop and start tests carried out on the gradient. The locomotives involved were Nos. E3083 and E3136.

Waverley lifting

LOCAL announcements have been made by British Railways to the effect that from November 16, for approximately

20 weeks, engineering trains will be in operation on the Edinburgh-Hawick-Carlisle line (the 'Waverley Route'), and warning the public to take care at level crossings and not to trespass. Sending us a cutting from the Hawick Express, Mr. R. Bruce McCartney states that on November 15 a train, hauled by Class 08 shunter No. 3892, brought contractors

equipment to Hawick for lifting the remaining single track between Hawick and Riddings Junction. Once this was complete, he understands the Hawick-Lady Victoria section would be lifted.

20 YEARS AGO JANUARY 2001

St Pancras closed for three days

LONDON'S St Pancras station was closed completely on November 6, 7 and 8, and for the first two days, Midland Mainline trains terminated at Luton. However on the 8th - 'Black Wednesday' - the entire MML service was shut down. The official reason was that extensive flooding in the East Midlands, combined with the effects of the previous two days' disruption, had prevented the company from getting its trains back to depot for maintenance.

The Slow Trains

AS A result of the nationwide speed restrictions following the discovery of gauge corner cracking which caused the Hatfield derailment in October 2000, the worst-case journey timings reported to *The RM* are as follows:

Glasgow-London: 9hr 10min (normally 5hr 20min), London-Kelvedon: 2hr 10min (40min), Edinburgh-London: 8hr 12min (4hr 20min), Leicester-London: 4hr 15min (1hr 12min), Norwich-London: 2hr 53min (1hr 48min), Brighton-London: 2hr 20min (50 min), London-York: 5hrs (1hr 45min) and York-Birmingham: 8hrs (2hrs 28min).

RCTS Britain's leading Railway Society

The RCTS: then and now

HAVING run its first rail tour before the Second World War, the 1950s-1970s saw an RCTS headboard on the front of many tour trains.

These ranged from trips over lines to be closed, high-speed main line runs, last-in-a-class specials, freight-only lines, and those that had last seen regular passenger workings during the Great War. Into the latter category fell the 'Hammersmith & Chiswick Branch' trip on November 10, 1956.

The trip was advertised during the summer by inserting a leaflet in the *Railway Observer*. The special was timed to depart from Willesden High Level station at 2.40pm and run to South Acton, where it would reverse to access the Hammersmith & Chiswick branch line, which had lost its passenger services on December 31, 1916.

On returning to South Acton the train was routed to Richmond, where after reversing it would run directly to Willesden, arriving at 4.30pm. The fare and itinerary for members was 5/- (25p).

Compared with some RCTS trips this was a short tour but nevertheless was supported by 270 members.

This necessitated the use of four non-corridor coaches, and was worked from Willesden High Level to South

Acton by Willesden-allocated Fairburn '4MT' class 2-6-4T 4 No. 42118.

Waiting at South Acton was Watford's British Railways Standard '4MT' class 2-6-4T No. 80065, which promptly backed onto the train and departed once 42118 had been uncoupled.

Progress along the single-track former North & South Western Junction Railway (N&SWJR) was sedate as level crossings en route, such as that across Bath Road, Chiswick, had to be opened and closed by travelling staff.

Returning to South Acton, No. 80065 worked to Richmond via Gunnersbury.

Another reversal was necessary at Richmond to return to Willesden High Level. Goods services over the branch continued until May 3, 1965.

Of interest was that Mr J V A Kelly of Acton was on the special, and he had been the only passenger on the last regular train to run on the branch before the service was suspended and later abandoned.

The demise of passenger traffic over the N&SWJR was a result of the expansion of the Outer Circle line and the Hammersmith & City lines.

The Liverpool Overhead Railway was closed a little more than six weeks



Ever-evolving railways: Rail Blue, carried by a Class 501 EMU, would not appear until at least 10 years after the NS&JWR rail tour featured here. It is now a distant memory, along with a few later liveries that have come and gone from the railway scene at Gunnersbury. COLOUR-RAIL.COM

after the 'Hammersmith & Chiswick Branch' excursion. The railway needed considerable renovation work, and with the decline in the Liverpool Docks, revenue was decreasing as fewer dockers, seamen and service personnel were buying tickets.

However, the Merseyside branch of the RCTS organised a trip over the Liverpool Overhead Railway on Saturday, August 13, 1955, using modernised unit No. 12.

Today, more than 50 or so years

after their closure, there is little evidence of either line. However, at the N&SWJR's Acton Wells Junction the flow of goods trains is still heavy as is the suburban passenger traffic to Richmond and Kew, but unlike the West London Extension Line has never been important for through passenger trains.

In Liverpool the tourist development of the Albert Dock area and the redevelopment of the docks to accommodate cruise ships has come too late to revive the overhead railway.

TRACKRECORD

The Railway Magazine news digest



The Severn Valley Railway's Ivatt 'Flying Pig' No. 43106 accelerates away from Borle Viaduct with a 'Santa Special' empty stock working to Arley on December 12. KENNY FELSTEAD

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'Clun', 'Edgcumbe', a 'Jubilee' and a 'Duchess' for Vintage Trains' 2021 comeback



Vintage Trains flagship No. 7029 Clun Castle accelerates away from Droitwich and passes through Ladywood with an evening excursion to Worcester on May 23, 2019. The 'Castle' will lead the operator's return to main line action this year. JACK BOSKETT

THE coronavirus pandemic and its associated restrictions saw Tyseley-based Vintage Trains (VT) 'sit out' of 2020 in terms of main line operation.

However, the publicly owned operator will be back this year with a packed programme of railtours and events, which features the home fleet 'Castles' and guest locos on both new and familiar routes.

Significantly, the return of VT includes a number of 'firsts' such as No. 7029 *Clun Castle's* first visit to Scarborough, not to mention the return of 'Castle' No. 5043 *Earl of Mount Edgcumbe* and the 'Shakespeare Express'.

Unsurprisingly, it will be Tyseley's flagship 'Castle' No. 7029 that raises the curtain on the 2021 season when it hauls the 'Railway Roundabout' on March 20.

It will leave Tyseley for a near circular run from Birmingham to Leicester and back.

The train is named after the famous children's TV programme made by No. 7029's saviour Patrick Whitehouse and John Adams.

'Red Dragon'

'Clun' will also work April 10's 'Red Dragon' from Tyseley and Birmingham Snow Hill to Cardiff by way of Worcester, Gloucester, Chepstow and Newport, then follow part of the same route again two weeks later on the first of three 'Welsh Marches Expresses'.

However, on this run No. 7029 will join the Welsh Marches line at Newport, then follow the Welsh border country to Hereford for an afternoon break.

The return leg takes the 'Castle'

on to Shrewsbury, then loops back to the Midlands through Wolverhampton and Birmingham New Street.

On May 1, 'Clun' and Tyseley's Class 47 No. 47773 *The Queen Mother* will take the 'North Wales Coast Express' to Llandudno for the town's annual Victorian Extravaganza & Transport Festival, while on May 15 No. 7029 will re-create days gone by with a Stephenson Locomotive Society (SLS) Special to Swindon to celebrate '70 Years of Special Trains'.

The original SLS Specials, organised by Arthur 'Cam' Camwell, became an annual event as they regularly featured the last examples of GWR loco classes and visited the famous Swindon Works.

For this trip, No. 7029 – the last of its class to be withdrawn – will make Swindon the day's destination, and return via 'Brunel's billiard table' to Didcot before heading northwards towards Birmingham, including

an assault of the famous Hatton Bank.

The Bahamas Locomotive Society's Stanier 'Jubilee' 4-6-0 No. 45596 *Bahamas* joins the line-up for the 'White Rose' from Tyseley to York and back on May 22.

The outward leg will run via Burton-on-Trent, Derby and Sheffield behind Type 4 No. 47773, but the return journey will be steam-hauled throughout by the 'Jubilee'. This positions the loco at Tyseley in order to work the second 'Welsh Marches Express' on June 12.

Centre stage

However, prior to that *Clun Castle* will take centre stage at the head of the 'Scarborough Spa Express' from Tyseley on June 5.

The 'Castle' will follow the same route as the previous 'White Rose' as far as York, breaking new ground as it runs on to the seaside town of Scarborough.

The 'Midland Bristolian' on June 19 sees the 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland* return to Vintage Trains duties courtesy of the Princess Royal Class Locomotive Trust.

The journey begins at Derby, picking up at Burton, Tamworth and Coleshill Parkway ahead of a run fast to Bristol via the GWR main line.

The return run will follow the Midland route and include an ascent of the Lickey Incline, one of the steepest and most demanding main line railway inclines in the UK.

The 'Duchess' will also work the third 'Welsh Marches Express' on July 3.

Bahamas will continue its programme of VT tours on July 24 when it takes the 'Buxton Jubilee' from Tyseley to Buxton and back, followed by a run out to Holyhead with the 'Welshman' on August 7.

Of course, no Vintage Trains season would be complete

without its popular 'Shakespeare Express', which resumes on July 18 for nine consecutive summer Sundays between Birmingham Snow Hill and Stratford-upon-Avon.

The other dates are July 25, August 1, 8, 15, 22 and 29, plus September 5 and 12.

Season highlight

Each return journey will include non-stop express running at speeds of up to 75mph via Solihull, with a season highlight expected to be the debut of 'Castle' No. 5043 *Earl of Mount Edgcumbe* following overhaul at Tyseley.


These tours are just the highlights of the VT steam operation, but with other diesel-hauled trips planned, including double-headed Class 20s to Skegness and also over the Heart of Wales line, 2021 is shaping up well.

For more information visit: www.VintageTrains.co.uk

SIDELINES

ORR improvement notice for GCR-N

THE Office of Rail and Road has issued an improvement notice to the Ruddington-based Great Central Railway (Nottingham) over concerns about some of the line's structures and how the GCR-N manages their upkeep. The railway, which is closed to the public until Easter, has until the end of January to comply, but in the interim GB Railfreight gypsum trains over the line have been suspended.

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County of Montgomery frames go upright at Tyseley

ASSEMBLY of the frames for the Churchward County Trust's GWR 'County' class 4-4-0 No. 3840 *County of Montgomery* moved forward at Tyseley Locomotive Works (TLW) during December with the fitting of the first frame stretchers.

Eight horn guides, rescued from 'Barry 10' Large Prairie No. 4115, were fitted to the locomotive's main frame plates in late November, allowing the plates to be turned upright and installed on stands, with tie-rods serving as temporary stretchers.

The three frame stretchers were fabricated from platework previously cut by TATA Steel, and these were expected to be fitted at the time of writing. TLW has also started work assembling the welded rear

dragbox, incorporating design modifications from the project's engineering manager, Bob Meanley, with the aim of having the frames largely complete by the beginning of the New Year.

However, the project suffered a slight setback in early December when the Scunthorpe foundry that was to cast No. 3840's cylinders decided it could not do the job after all.

A dialogue has since been opened between the CCT and another proven foundry in Halifax, with the hope of having the cylinders cast during the first part of 2021.

The polystyrene patterns for the cylinders have already been produced by Premier Patterns of Oldbury.



An interesting comparison between the frames of 'County' 4-4-0 *County of Montgomery* in the foreground, and those of Holden 'F5' 2-4-2T No. 789 behind. ALASTAIR MEANLEY

Tyseley Open Weekend to celebrate 70 years of Talyllyn preservation

SEVENTY years ago a group of enthusiastic amateurs operated their first trains on the newly preserved Talyllyn Railway, thereby launching the railway preservation movement as we know it.

Several of those key figures went on to run privately operated steam locomotives from Tyseley 57 years ago, laying the foundations for today's Vintage Trains operation.

Consequently, the Tyseley Locomotive Works open weekend on June 26-27 will be something of a party to commemorate those historic events that took place on the world's first preserved railway seven decades earlier.

Progress

Five locos are currently expected to be in steam: *Clun Castle*, *Earl of Mount Edgcumbe*, *Duchess of Sutherland*, *Bahamas* and '57XX' 0-6-0PT No. 7752.

Additionally, visitors will be able to view progress on other Tyseley-based projects, including the overhaul of BR '8P' Pacific No. 71000 *Duke of Gloucester*, which will be close to completion by then, and new-builds GWR 'County' 4-4-0 No. 3840 *County of Montgomery* and Holden 'F5' 2-4-2T No. 789.

Full details will be available at www.VintageTrains.co.uk in the spring.



'Terrier' 2678 returns after Rolvenden works overhaul

THE Terrier Trust's Stroudley 'A1X' 0-6-0T No. 2678 has steamed at the Kent & East Sussex Railway following overhaul at the railway's Rolvenden works.

The 'Terrier', complete with large Isle of Wight bunker and sporting 1940s Southern Railway Bulleid black livery, received a warming fire on November 17, and underwent

light engine and loaded test running on December 2-3.

The 1880-built 'Rooter', seen here at Rolvenden, currently carries the on loan dome cover from sister engine *Fenchurch*, courtesy of the Bluebell Railway.

A replacement dome cover to replace No. 2678's cracked one is on order. LIAM HEAD

North York Moors line extends season to March

THE North Yorkshire Moors Railway (NYMR) has elected to forego its usual winter shutdown period and is to remain open until March.

Ordinarily the railway would have closed after the New Year for winter maintenance, then operated a winter timetable during the February half-term before reopening fully at the end of March.

Demand

However, following the loss of income during 2020 and with demand for travel still out there, the NYMR will continue to run trains during the winter months.

The daily 'Optimist' service from Pickering to Whitby and back was to return on Boxing Day and run through

to January 3, while the 'Rail Trail' shuttle service between Grosmont and Goathland was expected to run twice daily at weekends until January 2.

Saturdays

From January 4 until February 28 the 'Optimist' and two 'Rail Trail' journeys will operate every Saturday through to Tuesday, with the exception of February 13-21 when both services will operate every day during the half-term break.

Then between March 1-26 one 'Optimist' and the two 'Rail Trail' services will run every Wednesday to Sunday.

Pre-booking on all services is essential, so visit www.nymr.co.uk for more information.

'Black Five' 45337 returning to East Lancs line from Wales

THE East Lancashire Railway (ELR) will once again be the base of 'Black Five' No. 45337, almost 10 years after it left for the Llangollen Railway.

The Stanier 4-6-0 had been based on the ELR between 1984 and 2011, returning to steam there following restoration from ex-Barry Scrapyard condition in the mid-1990s.

However, the Armstrong Whitworth-built '5MT', which is owned by the Bury-based 26B Railway Company, relocated to Llangollen after receiving its first post-restoration 10-yearly

overhaul. It worked on the Dee Valley line until 2017 when it was withdrawn for firebox repairs.

Overhauling the loco, including the repairs to the cracked firebox throatplate, is expected to cost in the region of £300,000.

Work is expected to start once No. 45337 returns to Bury from Wales, when the loco will be stripped for a full assessment.

The intention is for it to return to service as LMS No. 5337.

Further details can be found at www.blackfive loco.com

Rapid progress on 'Clan' continues as appeal for bogie is launched

THE Standard Steam Locomotive Company's impressive progress on the construction of its new-build BR 'Clan' No. 72010 *Hengist* reached yet another milestone during the late autumn when the smokebox, front end assembly and cab were trial fitted to the frames.

The fitting of the 'face' to the Class 6 Pacific provided a teasing glimpse of a type last seen in 1966, and showed just how far the project has come in recent years.

Next phases

Despite the effects of the coronavirus pandemic, assembly of the loco's frames has continued at CTL Seal's factory in Sheffield, to the point where the frames are close to completion.

This has allowed the project team to turn its attention to the next phases of the project, namely the casting of the cylinders and the assembly of the loco's bogie.

The latter will cover the

construction of the suspension system, and includes the spring cradle plates, spring brackets, leaf springs and completion of the remaining axle.

In order to achieve this goal, the project has launched a new appeal to raise the £22,000 required.

'Delighted'

"We're delighted with the recent progress that we've made despite the challenges posed by Covid-19.

"However, we now need help so that we can maintain this going into 2021, which promises to be the most significant year for the project so far," said chairman Allan Jones.

"We appreciate this is a difficult time for many people, but if you are keen to see a 'Clan' in action again and can spare a small amount for a donation, it would be much appreciated."

To donate to the front bogie appeal, visit: www.theclanproject.org/appeals/bogie/ClanBogieMain.php



'Clan' No. 72010 *Hengist* as CTL Seal's works following the trial fitting of the smokebox, cab and front end during late November.

Maidenhead canopy completed at Wallingford

THE Cholsey & Wallingford Railway has completed the erection of the former Maidenhead station canopy at its Wallingford terminus.

The Victorian canopy was removed from its original location as part of the Crossrail project, and has been rebuilt

on its new site by contractors – Green Oak Carpentry of Liss – during the course of this year.

The project has been funded by the Railway Heritage Trust, and is part of a wider redevelopment of the Wallingford station site.

DR TONY STEAD/CWR



SIDELINES

'County' 1014 boiler to get its smokebox

ASSEMBLY of the boiler for the Great Western Society's 'County' 4-6-0 No. 1014 *County of Glamorgan* will soon enter the final stages at Heritage Boiler Steam Services. The ex-Stanier '8F' firebox and new barrel have been riveted together, and the smokebox – currently at Didcot Railway Centre – will make the move to Merseyside in the New Year.

May opening for Corwen extension

LLANGOLLEN Railway trains will run to the line's new western terminus from late spring. A date of May 28 has been set for the official opening of the new Corwen station, although construction work on the station buildings is expected to continue beyond this date.

Frames cut for LNWR 4-4-0 re-creation

THE LNWR George the Fifth Steam Locomotive Trust has had the frames cut for its new-build Bowen-Cooke 4-4-0 No. 2013 *Prince George*. The frames were plasma cut by TATA Steel in late November.



On December 9 '14XX' No. 1450 and auto-coach No. 178 drift through Hampton Loade, bound for Highley, during the locomotive's last day in service at the Severn Valley Railway before the expiry of its boiler certificate on December 13. The trip was a private charter for owner Mike Little. KENNY FELSTEAD

1450 bows out as sister engines' overhauls make good headway

COLLETT '14XX' 0-4-2T No. 1450 worked the last trains of its boiler certificate at the Severn Valley Railway on December 9 when it took part in a series of private runs for owner Mike Little.

The popular loco's extended boiler 'ticket' was due to expire on December 13, so the opportunity was taken for one final fling.

No. 1450 consequently spent the day making several runs between Bridgnorth and Highley in tandem with Collett auto-coach No. 178, which like the '14XX' is also owned by Mr Little's Push-Pull Ltd.

Plan of action

It is not known yet whether the 'auto tank' will be put through another overhaul at Bridgnorth. No firm arrangements have yet been made as to the loco's future, and the railway hopes to agree a plan of action with Mr Little at some point in the New Year for the loco and also his two auto-coaches, Nos. 178 and W238W.

No. 1450's withdrawal leaves

an opening in the preservation ranks for an operational '14XX', which is expected to be filled by the Great Western Society's (GWS) classmate No. 1466 (4866) during 2021.

The 1936-built machine, which was the society's first loco, is currently undergoing a £300,000 contract overhaul at Western Steam Engineering in Lydney, with the aim of having it back in traffic to celebrate the GWS' 60th anniversary during the early part of this year.

In the spring of 2020 the GWS launched a fresh appeal to raise the remaining £60,000 to complete the project.

Much work has already been carried out, including the rebuilding and repair of the tanks and repairs to the wheels and motion.

The outstanding work is primarily centred on the boiler, which requires a new foundation ring, new smokebox, specialist copper welding to the firebox, and the replacement of the crown stays. Further information can be found at: <https://tinyurl.com/y8tpuqfj>

Meanwhile, the South Devon Railway (SDR) is making steady progress with the long-awaited overhaul of its own '14XX' No. 1420, which may also return to service during this year.

The loco was taken out of service at the start of 2006 owing to a leaking foundation ring, with the boiler lifted for overhaul in 2017. There was hope No. 1420 might be back in traffic by 2019, but the need for an extensive boiler rebuild saw this target fall by the wayside.

Smokebox

Two new boiler barrel sections were rolled during last year, and these were fitted together during the autumn ready to be drilled and riveted. More components are on order, including a new smokebox door and the smokebox door ring.

The latter will be pressed 'in house' by South Devon Railway Engineering at the same time as a new one for No. 1466.

The die set for pressing the new inner firebox endplates and a new foundation ring arrived at the end of November; both



The new boiler barrel sections for the South Devon Railway's 0-4-2T No. 1420 are joined together at Buckfastleigh at the end of October last year. SDR

items are being funded by the SDR's National Heritage Lottery Fund's 'Emergency Recovery' grant.

Anyone wishing to support the project can donate at: <https://www.southdevonrailway.co.uk/fundraising/>

If No. 1450 is also overhauled during the course of the next 10 years, it would result in all three of the '14XXs' being operational

at the same time, with the delightful potential of a '14XX' gathering at some stage should a railway wish to host one.

However, the fourth surviving class member – No. 1442 – would be unlikely to attend, being firmly ensconced within the walls of Tiverton Museum of Mid-Devon Life, where it has been on static display since 1978.

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'8F' group to restore historic limestone hopper wagons at Severn Valley

THE Stanier 8F Locomotive Society, owner of Severn Valley Railway-based 2-8-0 No. 48773, has launched an appeal to help restore its two ex-ICI 22-ton bogie hopper wagons.

The vacuum-braked wagons once formed part of the bulk limestone trains that ran up to seven times each day between Tunstead and Northwich, and which provided the inspiration for a small group of Northwich enthusiasts to preserve an '8F' at the end of BR steam.

The trains were so synonymous with the '8Fs' that the society preserved two of the hoppers in 1993 to run with the North British-built No. 48773.

The first hopper – No. 3252 – was built in 1938 and has already been cosmetically restored in original grey ICI livery. It has since returned to Bewdley for lettering. The second wagon – No. 3329 – was built in 1952.

Restoration costs for the first wagon are around £2,400, with

society trustees having made a significant contribution to this sum.

However, the society is seeking funds to complete the restoration of the hoppers, and donations may be made at: www.virginmoneygiving.com/fund/hopperrestoration

Alternatively, cheques payable to the Stanier 8F Locomotive Society Ltd can be sent to 73 Maesquarre Road, Betws, Ammanford, Carmarthenshire SA18 2LF.

Stanier '8F' No. 8087 heads a rake of limestone hoppers near Hobberley during the 1930s. It is two of this type of wagon that the Stanier 8F Locomotive Society is seeking to restore. G H PLATT/RM ARCHIVE



Mine refusal means an end to UK steam coal supplies

THE Heritage Railway Association (HRA) has described Newcastle City Council's refusal of planning permission for a new surface coal mine at Dewley Hill as a "huge disappointment".

The decision to turn down the joint application from Banks Mining and Istock Brick on December 18 brings an end to UK-based coal production, and has dashed the hopes of heritage railways, which

will have to source coal from overseas to continue operating.

Preserved line operators across the UK made representations to Newcastle's planners, along with the National Traction Engine Trust and other bodies, while strong support was provided by Network Rail chairman Sir Peter Hendy.

"The decision is a huge disappointment," said HRA chief executive Steve Oates.

"Without domestically produced coal, the heritage steam sector will have to import, store, handle and distribute the coal it needs.

"The inevitable increase in the cost of coal may well be too much for some of our members to bear."

Stocks of English steam coal will last into early 2021, while coal supplies from Wales are currently expected to end in 2022.

Hagley Hall boiler steams ahead of 2021 comeback

THE long-awaited return of the Severn Valley Railway's flagship Great Western 'Hall' No. 4930 *Hagley Hall* has moved a step closer after the 4-6-0's boiler successfully passed its steam test on December 7.

The Standard No. 1 boiler has been rebuilt by Northern Steam Engineering in Stockton, including the renewal of around 75% of the outer firebox wrapper, and the manufacture and fitting of a new front tubeplate.

The Covid-19 pandemic caused slight delays to the project, but the boiler was completed in time for a hydraulic test on December 3, followed by its first fire since 1986 the following day.

The December 7 test was performed in the presence of the boiler inspector and Andy Sweet, one of the founder



members of the Friends of Locomotive 4930 *Hagley Hall* Group, who were able to witness the safety valves lifting for the first time in many years.

"The successful steam test on No. 493's boiler is a momentous step in the overhaul of the locomotive and a superb result for all our long-standing donor 'Friends' and supporters," said Paul Hobson, chairman of the Friends of Locomotive

4930 *Hagley Hall* Group.

"We are looking forward to the full reassembly of *Hagley Hall* and the increasing probability of No. 4930's wheels moving under its own power in 2021."

The boiler returned to Bridgnorth on December 17, where it will be reunited with the loco's frames sometime in the New Year. The 'Hall' is on course for a full return to SVR service next year.

The safety valves lift on the boiler of No. 4930 *Hagley Hall* during its official steam test at Northern Steam Engineering in Stockton on December 7. ANDY SWEET

Llangollen Prairie moves to West Somerset...

A SECOND Llangollen Railway-based locomotive will be spending the 2021 season on hire at the West Somerset Railway following the move of '5101' 2-6-2T No. 5199 on December 17.

The hire agreement between West Somerset Railway plc and The 5199 Project will see the Large Prairie remain in Somerset until the end of the year, joining fellow Llangollen loco – 'Manor' No. 7822 *Foxcote Manor* – in the Minehead stable.

No. 5199 will operate a minimum number of 35 steaming days during the year, being an ideal 'Blue Route' loco for WSR services, and capable of hauling most trains with ease.

Regular sight

The class was a regular sight on the Minehead branch in GWR and British Railways days, and even in the preservation era the line was host to sister engine No. 4160 for more than 25

years. However, the loco has recently been relocated to the South Devon Railway at Buckfastleigh.

No. 5199 is no stranger to WSR metals, having last appeared on the line at the Spring Steam Gala in 2017.

■ Prospective West Somerset Steam Railway Trust (WSSRT) trustees seeking to force a merger between the trust and the West Somerset Railway Association failed in their bid to be elected to the board at the WSSRT annual general meeting on November 14.

The WSSRT membership voted to reject the 10 new trustees by a significant margin, 1,291 votes against and 508 in favour, with 31 abstentions.

As a result, none of the proposed new trustees were elected, and there was resounding support for the current board of trustees.

The membership voted by an equally significant margin for the WSSRT to remain an independent charity.

... as passenger trains return with Christmas specials

PASSENGERS were carried by West Somerset Railway trains for the first time in almost a year during December aboard the 'Santa Express'.

The festive specials ran three times daily from Bishops Lydeard to Williton on December 12-13 and 19-24, the WSR having run its last public trains in January last year.

The sight of guard Graham Archer waving off the first train at 11.00 on December 12 (pictured) was symbolic, hopefully being a sign of an upturn in the railway's fortunes after a difficult few years. MIKE THOMPSON/WSR



'Austerities' on the move

THE Embsay & Bolton Abbey Railway was able to showcase a pair of 'Austerity' 0-6-0STs on its 'Santa Specials' during December, having hired in RSH-built No. 71516 *Welsh Guardsman* (7170/1944) for the festive season.

The former Gwili Railway resident worked Embsay services alongside the Furness Railway Trust's Hunslet classmate *Cumbria* (3794/1953) and 16-in resident Hunslet 0-6-0ST *Beatrice* (2705/1945).

Welsh Guardsman arrived in the Yorkshire Dales on December 7 from its new base at the Severn Valley Railway. It was brought in

because the railway required an additional powerful loco for its busy Christmas operation. It is expected to stay into the New Year.

Elsewhere Hunslet No. 3193 *Norfolk Regiment* (3193/1944) has been undergoing repairs at Bressingham Steam Museum following several months on hire at the Nene Valley Railway.

The loco was tested on December 6 for its owners Norfolk Heritage Steam Railway Ltd, prior to being made available for hire.

Any railway wishing to hire the loco should contact Richard Watson at: WHRS@btinternet.com



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York No. 1 leaves Embsay for restoration

SOLE-SURVIVING Yorkshire Engine Company 0-4-0ST *York No. 1* (2474/1949) is to be returned to working order more than 40 years after it last ran at the Embsay & Bolton Abbey Railway.

The former National Coal Board (NCB) locomotive left Embsay on November 12 for restoration at a private site by new custodian Tom Heath.

Its departure by low-loader marked the first time the loco had left the railway's metals since August 1980.

Fledgling

York No. 1 was completed at the Yorkshire Engine Company's Meadow-Hall Works in Sheffield in 1949.

It was built as one of YEC's standard designs with 16in cylinders, and went new to the South Kirby Colliery near Barnsley, part of Yorkshire's No. 5 Area.

After a career of slightly more than 25 years the NCB offered the loco for sale, and in September 1975 it arrived at the fledgling Yorkshire Dales Railway (forerunner of the E&BAR).

It was immediately pressed into service, and was a stalwart performer for the next five years until withdrawn in September 1980.

Despite having been stored out of use since then, the loco is said to be in good mechanical condition, although some plate work has wasted as a result of several years' open air storage.

It is expected to return to Embsay at some point once its long-awaited overhaul has been completed.

■ *York No. 1* is now unique in preservation, being the only 0-4-0ST built by YEC to survive. It is one of only three standard-gauge steam locos built by the firm still extant, the other two – Nos. 2498 and 2521 – both being six-coupled engines.

Final assembly underway for Middleton's No. 6



Above: Drilling underway on the smokebox of *Swanscombe No. 6* to allow fitting of vacuum pipes and lubricators. MR

Left: *Swanscombe No. 6* is pictured in the Middleton Railway's Moor Road workshop following the fitting of the tank on November 28. MARK CALVERT/MR

THE Middleton Railway's Hawthorn Leslie 0-4-0ST *Swanscombe No. 6* (3860/1935) is on the last lap of an extensive overhaul that will see it return to steam for the first time since 1975.

The former Associated Portland Cement Manufacturers (APCM) loco is being reassembled following the fitting of the overhauled boiler in mid-September.

Prior to the November lockdown the new tank was trial fitted, which resulted in a few minor modifications being made to the tank in order for it to sit correctly. The tank now needs drilling for various bolts to be fitted, to permanently secure it.

At the front end the smokebox will be drilled to allow fitting of vacuum pipes and lubricators.

Once this has been completed the loco will be piped up and fitted with vacuum brake equipment; the loco last steamed in 1975, long before the railway switched to vacuum brake operation.

Painting of No. 6 has been on-going as the project has progressed.

The loco will be turned out in the lined green livery it carried in service at APCM's Swanscombe Cement Works in Kent.

By the time *Swanscombe No. 6* enters service next year the project to return it to steam will have taken 20 years to complete.

It was originally donated to the Middleton line by APCM in 1971, but only saw four years' service in Leeds before being withdrawn for overhaul in 1975.

This did not actually begin until 2001, but after making considerable inroads during the first four years, work eventually ground to a halt as the redevelopment of the railway's Moor Road headquarters got underway in 2005.

The lottery-funded overhaul of Hunslet 0-6-0ST *Brookes No. 1* (2387/1941) also ended up leapfrogging No. 6, owing to its need for considerable boiler repairs.

The overhaul resumed in 2014 when Middleton volunteers started to prepare the boiler prior to it being sent away for repairs, which included the renewal of the outer firebox side sheets.

Work was delayed by the coronavirus pandemic, which also resulted in the railway

missing its planned target of having No. 6 back in steam in time for its 85th anniversary this year.

However, subject to Covid-19 restrictions, the railway hopes to have *Swanscombe No. 6* in traffic for the start of the 2021 season in April.

■ Of the seven steam locomotives employed at Swanscombe, four have survived into preservation with No. 6. Hawthorn Leslie 0-4-0ST No. 1 (3715/1928) is on static display at the Colne Valley Railway, while sister engine No. 3 (3717/1928) is at the Buckinghamshire Railway Centre. No. 4 (3718/1928) is also nominally a Quainton Road loco, but is currently on long-term loan to the Northampton & Lamport Railway.

Hastings overhaul on last leg at Statfold

THE overhaul of Mike Hart's Hunslet 0-6-0ST *Hastings* (469/1888) is close to being completed at Statfold Engineering Ltd. In early December the outstanding work required on the former Sproxton ironstone quarry included completion of the brake gear, connecting and coupling rod refurbishment to complete and install, and various small detailed jobs. The aim, Covid-19 delays permitting, is to have *Hastings* in steam for April 2021 – 56 years since it was last in steam. Mr Hart told *The RM* he plans to base the loco at the Elsecar Heritage Railway when finished. The near complete loco is seen at Statfold on November 13. MIKE HART



Moorbarrow re-boilered at Gwili

A MILESTONE moment in the overhaul of Robert Stephenson & Hawthorn 0-6-0ST No. 47 *Moorbarrow* (7849/1955) was reached on November 27 when the loco's boiler was returned to the frames at the Gwili Railway.

The operation went smoothly, with the Gwili engineering team now focused on returning the former Backworth Colliery engine to traffic at the earliest opportunity.

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Steam Portfolio Track Record



'S15' 4-6-0 No. 506 climbs into Medstead and Four Marks station, on the Mid-Hants Railway, with a 'Steam Illuminations' special on December 12. RUSSELL SACH

Southern Railway 'U' class Mogul No. 31806 leaves Corfe Castle station on December 6 with its namesake castle illuminated in the background. It is in charge of a Swanage Railway 'Steam and Lights' service. ALAN COURTNEY

The Bluebell Railway's BR '5MT' No. 73082 *Camelot* and its 'Steamlights' train light up the surrounding countryside at Three Arch Bridge on December 5. DAVE BOWLES



Irish News Track Record



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'Grand Hibernian' farewell to Ireland as Covid pandemic forces Belmond to remove luxury train



A sight to be seen no more in Ireland: On September 27, 2016, the still-new Belmond 'Grand Hibernian' – with No. 216 in charge – makes a fine sight passing through the Cork countryside at Ballyhillogue, north of Rathduff, with the 14.20 Heuston-Cork. NEIL DINNEN

THE luxurious 'Grand Hibernian' will not run again in the Emerald Isle after operator Belmond announced it would be withdrawing the service as a result of the coronavirus pandemic.

The operation – Ireland's answer to the 'Venice Simplon-Orient-Express' – began in August 2016 offering high-end 'rail cruises' across the Iarnród Éireann-Irish Rail network.

The Mk3 stock was all ex-Irish

Rail, which was overhauled and cosmetically restored at Brodie's in Kilmarnock, and fitted out by Mivan Marine Ltd in County Antrim.

Motive power was provided by Irish Rail '071' or '201' classes, including dedicated 201 Class No. 216 *River Dodder*, which carried the 'Grand Hibernian's' midnight blue livery.

Speaking to *The RM*, Belmond's corporate communications

director Jocelyn Betts, said: "In response to the on-going challenges presented by Covid-19, Belmond has been reviewing its global operations.

"As a result, Belmond has decided to relocate its 'Grand Hibernian' train operation in the near term.

"We want to take this opportunity to thank Irish Rail and the Department of Transport, Tourism & Sport in

Ireland, including Tourism Ireland, for the essential support they have provided since the 'Grand Hibernian' journey launched in Dublin in 2016.

"We look forward to announcing the details of a new world-class train service in due course."

Ms Betts confirmed the 'Grand Hibernian' stock will be put into store in the short-term, but will undergo certain renovation and mechanical work, including

re-gauging from 5ft 3in for its new role.

Belmond is not yet ready to reveal the location of the new service, but it is expected the operation will remain within Europe where, it says, "demand for immersive, slow-travel experiences of this kind is increasing and local and regional markets have proven resilient outside Government-mandated lockdowns".

Donations appeal as Tralee & Dingle carriage transfers to Cumbria for restoration

THE Cavan & Leitrim Railway's (C&LR) project to restore 3ft-gauge Tralee & Dingle Light Railway (TDLR) Third class carriage No. 7T is underway.

The 'jigsaw' of component parts moved to the UK from Dromod on November 17, and is now in the care of John Fowler Engineering at

Old Hall Farm, Cumbria.

C&LR volunteers spent several weekends preparing the parts for transport prior to the move. These included loading the original wooden underframe of No. 7T, original bench seating, bogies from carriage Nos. 6T and 8T, and many other miscellaneous items,

including chopper couplings.

Phase 1 of the restoration is expected to cost in the region of £20,000 and will see the underframe restored and mounted on the bogies.

Phase 2 will then focus on rebuilding the body, with the intention of returning the carriage

to Ireland fully complete.

Project co-ordinator Darragh Connolly said: "We ask anyone that has an interest in the Irish narrow gauge to donate what they can to get the project completed."

No. 7T was built in 1890 by the Bristol Wagon & Carriage Works, and when restored it

will be the only former Tralee & Dingle carriage to operate on any preserved Irish railway.

The C&LR is appealing for donations towards the restoration fund, and anyone interested should visit: <https://tinyurl.com/y3nr9e8s> or email: dromodrailway@gmail.com

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First rails laid on Newhaven track extension

TRACK laying has begun on Edinburgh Trams' three-mile extension from the city centre to Newhaven.

Contractors are working in Leith on the sections next to the Ocean Terminal shopping centre and in Tower Street

The milestone followed city councillors approving the continued construction of the line in light of an updated business case that reflected

the impact of the coronavirus pandemic on the project.

A report looked at a series of scenarios, each of which was said to demonstrate the 'economic case for the project remains positive'.

Construction work halted on March 25 following guidance from Scotland's First Minister, but restarted in June.

The project is aiming for completion in spring 2023,



The first tracks are laid at the future Ocean Terminal stop in Leith. EDINBURGH COUNCIL

New Glasgow trains delayed

THE new fleet of driverless trains for Glasgow's Subway will not now enter service until 2022 – two years later than originally planned.

They are due to operate with drivers at first before becoming the first in the UK to run without any staff on board.

Operator Strathclyde Partnership for Transport (SPT) blamed the Ansta Consortium (made up of signalling firm Ansaldo and train builders Stadler) for not starting station and track upgrade work on time.

However, three of the 17 new trains have been delivered to the depot at Govan and are being tested at surface-level ahead of overnight trials on the Subway itself later in 2021.

Coventry prototype takes shape

THE first vehicle for the Coventry Very Light Rail (VLR) project is being built in the city at the NP Aerospace factory.

The lightweight prototype railcar will be powered by batteries and be able to carry up to 50 passengers (20 seated).

It was developed by engineers at WMG (University of Warwick) working with Transport Design International.

Construction is expected to be finished in February 2021 ready for testing at the new rail innovation centre in Dudley.

The WMG's Dr James Meredith said:

"We are delighted the vehicle build is running on plan in spite of Covid-19.

"The project is an excellent showcase for UK engineering and manufacturing, with over 70% UK content."

The railcar will run on prefabricated track that is more lightweight and shallower than traditional tramways, enabling it to be laid over existing utilities and thus making it quicker and cheaper to install.

The rails sit on slabs comprising a high-strength foam core with a recycled plastic coating.



The Coventry VLR prototype taking shape at NP Aerospace. WMG

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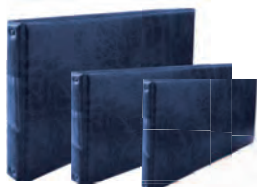
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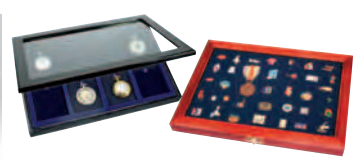
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Statfold Baldwin will be restored by 'Workshop X'

MARTYN Ashworth's 'Workshop X' team in north Derbyshire are restoring Statfold Narrow Gauge Museum Trust's Baldwin 10-12-D 4-6-0T WDLR No. 779 (BLW 44657/1916).

The volunteer team has finished restoring the chassis of Statfold's Hunslet-built (Kerr, Stuart design) 'Tamar' class 0-4-2T 3756/1952, which went to the private workshop in May 2019.

This will return to Statfold to be completed by fitting the overhauled boiler and platemwork.

The team are also well advanced with restoration of Martyn Ashworth's Avonside 0-4-0T *Ogwen*, and awaiting delivery of the refurbished boiler.

Other than boiler work, WDLR No. 779 will be fully restored at 'Workshop X'.

In late November the cab and tanks were removed and the boiler lifted at Statfold Barn, with delivery of the chassis



to 'Workshop X' expected by Christmas.

Baldwin 4-6-0T WDLR No. 779 arrived at Statfold in March 2013

with other locos imported from India, where it had worked at Ryam sugar factory until the early 1990s.

It is one of four Baldwin 10-12-D 4-6-0Ts in Britain, of which Nos. 778 and 608 are operational.

Baldwin 10-12-D 4-6-0T WDLR No. 779 (BLW 44657/1916) pictured at Statfold following arrival from India with tanks and the rear part of the cab/bunker heavily modified from their original form. When the tanks were removed in November an original War Department '779' number plate was discovered concealed between a tank and the boiler – the tank had been reinstated the wrong way round following modification!
CLIFF THOMAS

SIDELINES

■ TALLYLYN Railway (TR) ran a special train on November 9 to commemorate the 70th anniversary of the last train to run prior to the railway being taken over by the Tallylyn Railway Preservation Society (TRPS). Fletcher, Jennings 0-4-0WT No. 2 *Dolgach* hauled original carriage No. 3 and brakevan No. 5, a similar if not the same consist as in November 1950. Derailment of *Dolgach* on the return journey in 1950 was not replicated by the anniversary operation.

■ JEREMY Martin has sold ex-Renishaw Sugar Estates Avonside 0-4-0T 1986/1926 Renishaw No. 2 to an undisclosed new owner. The locomotive is complete – as repatriated from South Africa several years ago – including as-built inside Stephenson's valve gear, but requires extensive boiler work and full restoration.

■ IN MID-November rails were removed from Welsh Highland Railway's Plas-y-Nant bridge in preparation for replacing the bridge this winter. Having failed a structural assessment, the current bridge has had restrictions placed on it for some years, including banning running double-headed Garratt NG/G16s over it. The replacement bridge, being installed under a design and build contract, will look similar to the existing structure.

■ THE first carriages were moved inside the new carriage shed at Ffestiniog Railway's Boston Lodge site in mid-November following completion of track work, enabling use of one road. Work on the remaining two roads and fitting out the building will continue throughout the winter.

■ THE boiler being constructed for Bagnall 0-4-0ST 1760/1906 *Sybil* has been completed. *Sybil* Locomotive Trust volunteers finished riveting the supplied boiler plates and flanges at West Lancashire Light Railway in mid-November and fitted the tubes a week later, leaving the boiler ready for a hydraulic test.

■ CONTRACTORS progressed projects at Apedale Valley Light Railway during November despite it being closed to volunteers during England's second lockdown. The steel frame for the new storage shed (tentatively named *Aurora South*) has been erected and a brick water tower constructed at the south end of the main station.

Teifi Valley recovery continues – but more help will be needed

TEIFI Valley Railway (TVR) was one of very few Welsh lines anticipating running 'Santa' trains as this issue of *The RM* went to press – others being Tallylyn and Rhyl Miniature railways.

When TVR reopened in early August following Covid-19-enforced closure trains ran to Pontprenshitw for the first time since summer 2014.

This followed reinstatement of the track lifted by the previous management between Forest Halt and Pontprenshitw.

TVR's continued recovery

focuses on refurbishing the remaining one and a half miles of track to Llandyfriog Riverside and reintroducing steam.

Repairing and replacing sections of track damaged by logging machinery under the old regime could take two years with current resources – but a lot less with extra volunteer help.

Volunteers with steam engineering experience are needed to help fit the overhauled boiler and reassemble Kerr, Stuart 0-6-2T *Sgt Murphy*, which last ran in July 2013, to reintroduce steam.



Motor Rail 4wDM No. 11111/1951 *Sammy* waits with its train at Teifi Valley Railway's current Pontprenshitw terminus in September while passengers visit the nearby waterfalls. When the loop is reinstated work will begin on clearing and repairing the track from this railhead towards Llandyfriog Riverside.
CLIFF THOMAS

New loco will bring steam to West of Fife Munitions Railway

THE new 2ft-gauge Bagnall 'Sipat' 0-4-0ST being built by North Bay Railway Engineering Services (RM, Nov) has been confirmed as an order by three West of Fife Munitions Railway members.

Due for completion during 2021, it will provide steam haulage on the 2ft-gauge line being developed at the Shed47 Railway Restoration Group's site at Lathalmond Railway Museum.

New Gowrie to start taking shape

THE Gowrie Locomotive Trust has ordered the frame plates required to construct near-replica Hunslet 0-6-4T Single-Fairlie *Gowrie*.

The trust is producing components, and castings delivered include six horn

guides, a set of axle boxes and under keeps, piston rod gland boxes.

Delivery of the frame plates will enable a start to be made on adding these components, with construction progressing as funds allow.

SIDELINES

■ JAMES Gordon, one of the founders of the Alford Valley Railway in Scotland, received an MBE in the recent honours list. The steam outline 0-4-0 diesel loco built by Alan Keef Ltd for the railway in 2001 was named in his honour. Efforts to revive the Aberdeenshire railway, which closed in early 2018, have been boosted by the new organisation Alford Valley Community Railway becoming a community benefit society. Shares will be offered for sale in due course.

■ RESTORATION of Isle of Man Steam Railway's (IOMSR) 'Pairs' coach No. F.62 is almost complete at Stanegate Restorations & Replicas, where it was sent in July 2018 to be rebuilt. When it returns it will be the second restored 'Pairs' bogie coach on the IOMSR, joining No. F.54.
■ WELSHPOOL & Llanfair Light

Railway reconnected the siding at Cyfrnydd by laying a new turnout during November. The siding has been out of use since June 2015. The opportunity has been taken to lengthen the siding to about 180ft by locating the new turnout closer to Welshpool and lengthening the siding at the western end. Reinstatement will relieve pressure on space at Tanllan yard and provide flexibility during special events.

■ WEST Lancashire Light Railway (WLLR) has secured a set of doors from a coach used on the long-closed 4ft-gauge Padarn Railway, which ran between Gilfach Ddu and Port Dinorwic, part of the trackbed of which is now used by Llanberis Lake Railway. They will be used as templates for production of doors for WLLR's new access coach.



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Track fault led to Sheffield freight derailment

NOVEMBER 11's cement train derailment at Sheffield Midland was caused by faulty track fastenings allowing the train to spread beneath the train as it passed.

According to the Rail Accident Investigation Branch (RAIB) interim report, a series of stretcher bars, fitted to help maintain the correct track gauge, had broken.

Initial investigations suggest some of the bars were already broken before the incident, causing the loaded tank wagons to drop into the space between the rails and, in one case, to topple over.

RAIB's investigation continues, focusing on the events that led up to the incident, the design and maintenance of the track and the wagons.

Cemex: 2m tonnes by rail in 2020

CONSTRUCTION materials giant Cemex has shifted two million tonnes of products by rail in 2020, saving more than 100,000 road vehicle movements.

The company reached the milestone a week earlier than its 2019 record, despite the downturn in construction activity during the Covid-19 pandemic this year.

More than 1,200 trains were required to move the materials, most of which originated at Dove Holes Quarry, near Buxton, in Derbyshire.

Cemex has invested more than £600,000 in its rail facilities at Dove Holes, Salford, Sheffield, Selby, Crawley and Cambridge this year, enabling it to operate more efficiently and increase the tonnages it moves by rail.

Major blow to Cornish freight as Moorswater cement traffic ends

TARMAC closed its Moorswater cement distribution depot near Liskeard in mid-December, writes *John Vaughan*.

This resulted in the cessation of cement deliveries by rail and the end of freight operations on the branch after more than 175 years.

The last full-length train was operated by Colas Railfreight on November 18-19 and some of the wagons used for the traffic were taken off lease shortly afterwards.

Some reduced load workings ran to Moorswater before traffic finally ceased in December.

The loss of the Moorswater traffic leaves DB Cargo's Imerys china clay operations and sand traffic from Burgullov as the only regular freight in Cornwall.

It also marks the end of one of the country's most interesting freight operations, with heavy freight locomotives no longer negotiating the tight, tree-lined single-track branch and ungated crossings on country lanes.

The line from Coombe Junction on the Liskeard to Looe branch to Moorswater has its origins in the Looe & Caradon Railway of 1844.



Colas Class 70 No. 70802 has run around its train of PCA cement tanks after arrival at Moorswater on April 5, 2017, and will spend the night at the depot before returning the empty wagons to Aberthaw. A Tarmac cement lorry alongside provides an interesting size comparison. JOHN VAUGHAN

The line originally extended into the hills of South Caradon and Cheesewring granite quarry.

It was extended to Looe in 1860, but a link with the main line at Liskeard was not completed until 1901. All lines beyond Moorswater closed as far back as 1916.

After the closure of Moorswater

china clay dries in 1997, the branch was mothballed until Blue Circle Cement opened a distribution facility there in 1999.

Although traffic was often erratic, inbound bulk and bagged cement was received by rail at various times from Hope in Derbyshire, Westbury and

Aberthaw in South Wales.

The traffic was initially worked by EWS, and later passed to Freightliner before finally heading to Colas in recent years.

Blue Circle Cement became part of the Lafarge group in 2001, which merged with Tarmac in 2013.



Ipswich wagon depot takes shape

Construction of Freightliner's new wagon maintenance depot in Ipswich Upper Yard is making good progress. On November 24, the new sidings, wagon maintenance shed (right) and wheel lathe building (left) were taking shape. DR IAIN C SCOTCHMAN

Wascosa secures NR wagon deal

NETWORK Rail will continue the renewal of its engineering vehicle fleet after signing a 10-year deal for 570 wagons with Swiss leasing specialist Wascosa.

As well as more than 300 'Falcon' and JNA bogie opens for bulk ballast and spoil traffic, NR will lease 260 60ft bogie container flats capable of carrying stackable modules designed for specialist tasks such as transporting track panels, sleepers, switches and loose materials.

Wascosa has recently

delivered 'flex' freight wagons with a range of demountable superstructures to Swiss rail infrastructure company Sersa, and has worked with German giant BASF to develop a modular transport system replacing hundreds of tank wagons designed for specific chemicals.

The British wagons will be built by Greenbrier Europe in Poland and Romania and maintained by GB Railfreight.

The first vehicles are expected to arrive in the UK in October 2021.

First trains to Tilbury2 terminal

INTERMODAL trains have started to serve the new Tilbury2 freight terminal in Essex following the completion of construction on the connecting line.

The first three trains to reach the new terminal carried personal protection equipment (PPE), imported via Felixstowe and destined for NHS key workers in London. Freightliner's Nos. 66548

and 66598 operated the first two trains into the terminal on November 28.

Having delivered the third load, GB Railfreight No. 66705 *Golden Jubilee* departs several hours early with the 22.12 empty container flats to Felixstowe North on November 29.

DR IAIN C SCOTCHMAN



DB Cargo extends marine aggregates contract

DB Cargo UK has signed a new 10-year deal with Brett Aggregates for the transport of marine sand and gravel.

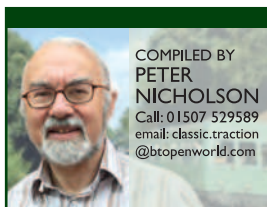
Millions of tonnes of material dredged from the seabed will continue to be transported from terminals in Newhaven, Ipswich and Cliffe to construction sites in London and the south-east of England.

Earlier this year, Newhaven Port saw its first freight trains for almost

25 years when DB Cargo started to operate trains of aggregates for Brett from the rebuilt quayside sidings.

Brett has access to up to 50m tonnes of marine aggregate at Newhaven, much of which could be delivered to customers by rail.

Brett has also recently invested in improvements to terminals in Ipswich and Cliffe in Kent and its concrete plant at Wembley in north London.



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SIDELINES

Berkeley '03' returns to Dean Forest

THE Vale of Berkeley Railway's Class 03 No. D2069 was due to return to the Dean Forest Railway in December following an extended visit to the Gwili Railway.

Diesel gala for Watercress Line

THE Mid-Hants Railway website has announced a diesel gala will be held on June 26-27.

Two 'Pacers' for Sharpness

THE Vale of Berkeley Railway will receive two 'Pacers' – Nos. 143603 (55658+55689) and 143612 (55653+55678).

They are the first GWR Class 143s confirmed for preservation.

No. 143603 was destined for the Swindon & Cricklade Railway (*RM* Sept 2019, p94), but this never materialised and acquisition was cancelled.

Fowler head to Ironstone trust

FOWLER 4200022 of 1948 0-4-0DM, which left the Derwent Valley Railway recently (*RM* Dec, p75) has gone to the Northamptonshire Ironstone Railway Trust, Hunsbury Hill.

'Pacer' car runs away at Dereham

THE MNR has acquired a third 'Pacer', ex-Northern three-car set No. 144018. The first car delivered to Dereham was DMS No. 55818 on December 9. Centre car, MS No. 55854 followed the next day. However, while being off-loaded at around 16.20 it ran away, coming to rest on striking the level crossing gate on Norwich Road. No-one was hurt but motorists on the busy road suffered delays for awhile until police reopened one side to traffic.

The carriage was moved following official notification of the incident, and placed in quarantine. The railway is supporting investigation by the RAIB, and will implement any findings recommended.

Delivery of the third car, DMSL No. 55841, due on December 11, was deferred.

First passenger trains on WSR for nearly a year

THE West Somerset Railway (WSR) operated festive trains from on December 12, running between Bishops Lydeard and Williton. These have been steam-hauled, but the first train each day, the 11.00 from Bishops Lydeard, had Class 33 assistance on the rear to avoid adhesion problems on wet or slippery rails.

The last ran revenue-earning passenger trains before this were on January 1, 2020.

Most of the lengthy closure has been attributable to infrastructure problems, but the planned re-opening on March 21 was cancelled because of the Covid-19 crisis. The only passenger trains run

after engineering works started on November 4, 2019, were the festive trains. No passenger trains were run even when lockdown restrictions were lifted from July 4.

Testing

There have been a number of non-passenger workings, but only on short sections of the line. On March 17, a loco underwent steam testing in the yard at Minehead and 'Crompton' No. D6566 moved stock at Williton. This has resulted in references in the railway press that March 17 was the last day of revenue-earning trains on the WSR, although one was a driver-experience

course. In addition, a few diesel-hauled engineers' trains have run during the year, including 'tidy train' lineside clearance workings.

The only public event train operations during the season were the seven days of the Living Railway Museum event at Minehead station in late July and August when Class 03 No. D2133 and a couple of steam locos shunted wagons and potted up and down the sidings.

Staff refresher and stock movement trains, steam and diesel, were run on a number of occasions in November and December.

Unique for a heritage railway,

the WSR sees regular workings of Network Rail's 'High Output Ballaster Cleaning' (HOBC) trains. These run onto the southern section of the line from Fairwater Yard, Taunton, through to John Luffman's mineral handling site situated within the WSR's triangle at Norton Fitzwarren.

Ballast

Spent ballast is deposited for processing, with the lengthy trains of YDA auto-ballaster wagons hauled by Freightliner Class 66s. There have been a number of ballast deliveries since the first on June 23 – following a six-month lull – hauled by No. 66414.

One of the most notable West Somerset Railway operations during the 11½-month closure in 2020, occurred on November 2. Class 33s No. D6575 and D6566 working in multiple for the first time in preservation, headed the 'Quantock Belle' dining train stock as e.c.s. from Williton to Bishops Lydeard, where the stock is stabled in the Up bay platform. The head codes of both locos were set to 'BE' as a mark of respect for well-known Class 33 enthusiast Barry Evans, who sadly died of motor neurone disease on October 10, at the early age of 51. This was the first run of the four coaches following repaint at Williton, from pseudo Pullman umber and cream into BR maroon. Lining out of the long-standing Pullman livery had never been completed due to its complexity. The carriage names are not currently carried. The train is seen at Castle Hill during a brief break in the rain clouds, comprising (from the front) Mk1s BSK Nos. W35408 (*Jupiter*); RUB W1909 (*Orion*); FO W3108 (*Meteor*); and RMB W1804 (*Aries*). On the rear are four 'Dogfish' and 'Catfish' ballast hoppers. PETER NICHOLSON



IoW Transport group secures EMU for preservation

THE London Transport Traction Group (LTTG) received confirmation on November 23 it had secured one of the former LT '1938 Stock', BR Class 483 (*RM* Sept, p71) Island Line EMUs.

Although yet to be confirmed, the two-car unit is expected to be No. 483007 or 483008, and will be released around the end of the line's period of closure in March. There are currently the only two sets in operation, which are due for withdrawal on January 3.

Initially, South Western Railway suggested No. 483006 might be a contender for the LTTG, but sudden withdrawal during the morning of November 25 may have eliminated it. It developed a

fault which cannot be remedied without removing the wheelsets on one of the bogies.

The aim is to cosmetically restore the unit to London Transport condition, running on the Epping Ongar Railway, as well as visiting other railways which have never seen a LT underground train before. It will be equipped with an on-board power supply.

The group needs further financial support to undertake this project. See website www.ltttractiongroup.co.uk for ways of contributing or becoming a member.

Another Class 483 set is destined for display at the Isle of Wight Steam Railway.



One of the two contenders for main land preservation is South Western Railway, Class 483 No. 483008 (DMS Nos. 128 and 228), ex-LT Nos. 10256 and 11255, respectively. It is seen at Brading station on July 5, 2018, with a Shanklin to Ryde Pierhead service. The trackbed on the left of the train is to have track reinstated, bringing the island platform back into use. PETER NICHOLSON

Mid-Norfolk DMU update

TWO Pressed Steel Class 117 DMU cars – DMS No. 51412 and DMBS No. 51370 – arrived at Dereham, Mid-Norfolk Railway (MNR) on November 11. They are owned by Paul and Michael Hughes and have been based on the Whitwell & Reepham Railway.

Restoration will now be able to proceed at a faster pace thanks to the excellent facilities on offer at the MNR.

It is hoped to have one car in service during the coming season.

The MNR expects to have both of its two-car Class 101 sets ready for service in 2021 as well as its 'Pacers'. The Metro-Cammell 101s are Nos. 51226 and 51499 in BR green with whiskers, and Nos. 51434 and 51503 in BR Blue and grey. The 'Pacers' are Nos. 142038 and 142061.

Class 117 DMS No. 51412 was delivered to the Mid-Norfolk Railway on November 11, where its restoration completion will also take place. It is now paired with No. 51370 again, as it was when new. The two cars were separated at different homes for many years, but the current owners reunited them at the Whitwell & Reepham Railway, Norfolk, in 2018.

PICTURE: COURTESY MNR



Spa Valley Railway services truncated by pandemic

INTRODUCTION of the Tier system to combat Covid-19 on December 2 resulted in a section of the Spa Valley Railway being allowed to operate, but the other part not.

Trains can run from the main line station at Eridge in East Sussex (Tier 2) through to the county boundary with Kent (Tier 3) at Tea Garden Lane.

'ED' Class 73 No. 73140 waits at the precise county boundary between East Sussex and Kent with what would normally be the Spa Valley's 12.30 Eridge-Tunbridge Wells West train on December 5.

Not allowed to convey passengers into Kent, trains had to return to Eridge.

DAVID STAINES

Photo credit correction

THE photo of Derwent Valley Light Railway No. 03079 (RM Dec, p75) was taken by Mike Pinder, not as stated. Apologies to both.

■ Our thanks to contributors: John Askwith (WR); Alistair Barham (M&GN Society); Josh Brinsford; Steve Edge; Ian Robins (DEPG); Andy Morrison; Daniel Nash (LTTG); Andy Royal (DEPG); Peter Singlehurst (MNR) and Jonathan Stockwell (DVLr).



There was a move of stored Mk3 coaches on the Weardale Railway, from Wolsingham to Stanhope on November 25. Newly acquired Class 31 No. 31465 heads the train at Holebeck 2 crossing, between Wolsingham and Frosterley. JOHN ASKWITH

New Weardale Railway owners look to the future

FOLLOWING acquisition of the Weardale Railway (WR) by the Auckland Project in March, the Transport & Works Act Order needed to be changed.

This has now been approved, allowing Weardale Railway Limited (WRL), previously Weardale Railways CIC, track access again.

WRL has bought three Class 31 locomotives from HNRC, which were already based on the line. These are Nos. 31285, 31459 and 31465.

Also acquired are six Mk3s from Greater Anglia, including a buffet car. They arrived at Bishop Auckland West on November 30 from Barrow Hill, hauled by Class 50 Alliance locos Nos. 50049 *Defiance* and 50007 *Hercules* in GBRF livery. The train was top-and-tailed through to Walsingham depot by Class 31s Nos. 31285 and 31459.

Eastern Rail Services has had a considerable number of Mk2 and Mk3 coaches in warm storage on the WR, at Wolsingham depot and



Rolls-Royce 10187 of 1964 was one of two 'Sentinel' shunters donated to the Weardale Railway Project back in 1993 by British Coal, Daw Mill Colliery, Warwickshire. A couple of people who work in the depot for the company have refurbished the 0-6-0DH, now owned by the trust, repainting it in its original colours of Oxford blue lined in red. JOHN ASKWITH

Stanhope station. Some of these were expected to leave the railway before the end of the year.

Howard Johnston's Class 31 No. 31106 *Spalding Town* has left the line following sale to Hanson & Hall Rail Service

Solutions Ltd for a return to main line use. Golden ochre-liveried No. 31190 has been put up for sale by owners RMS Locotec.

The depot at Wolsingham has been bought, securing the site for continued use by the railway.

North Norfolk Class 31 fitted with steam-heating

BRUSH Type 2 No. D5631 (31207), owned by the Midland & Great Northern Joint Railway Society (M&GN Society), has recently undergone test runs following major restoration.

The Class 31, based on the North Norfolk Railway, entered the workshops at Weybourne at the end of 2016, where it has had steam-heating equipment refitted.

It has been restored to its 1960s' appearance with head codes. The bodywork has been repaired, removing corrosion damage caused by the ravages of time. Features such as the steps up to the boiler water filler and both cabs have been refurbished.

No. D5631 has been lifted with both bogies removed and sent away for tyre turning, and the fitting of a replacement traction motor.

The loco was started and moved within Weybourne yard for the first time in July. Although successful, a

number of faults were found as expected, ranging from difficulty taking power at No. 1 end, to an engine coolant pipe which failed during the testing.

The faults have been rectified and light engine test running took place over the full length of the line during November.

This was successful with only a few matters left to rectify.

The next step will be to carry out loaded test running, and once the engineering staff are happy with all systems operating correctly, it will re-enter the workshops for final painting.



North Norfolk Railway Class 31 No. D5631 is seen at Holt on November 13 undergoing a test run following its extensive overhaul. When completed, it will be repainted in original BR green livery. ALISTAIR BARHAM/M&GN SOCIETY



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GOBLIN track and bridge repairs complete

TWO miles of track on the Gospel Oak to Barking line in north London has been replaced by Network Rail in a series of weekend blockades since the end of August.

The work has taken place between Harringay Green Lanes and Upper Holloway and was in addition to strengthening works and repairs to support timbers on four bridges at Beaumont Road and Capworth Street, between Leyton Midland Road and Walthamstow Queens Road, and at Sebert Road and Balmoral Road, between Woodgrange Park and Wanstead Park.

Disrupted

London Overground GOBLIN services were severely disrupted after a freight train derailed on the largely elevated railway near Wanstead Park on January 23, 2020, damaging more than two-and-a-half miles of track and many longitudinal timbers supporting the tracks on various bridges. The incident also exposed the need for urgent repairs to rotten timbers at four bridges to improve safety.

The Rail Accident Investigation Branch (RAIB) report into the Wanstead Park derailment, published on November 16, concludes rotten timbers



Repairs have been completed to track and timber bridge supports on the largely elevated Gospel Oak to Barking line in north London. More than two miles of track and supporting timbers on several bridges were damaged by a derailed freight wagon in January 2020. NETWORK RAIL

caused the track to spread, causing two wheelsets to derail, although one subsequently rerailed itself. The remaining wheelset caused extensive damage as the train continued west.

RAIB investigators found the wagon that caused the track to spread had experienced unusually high tyre wear over

several years and is thought to have exerted higher-than-normal lateral forces on the track, causing the rotten timbers to fail and the track to spread.

Inspections

Although the bridge timbers are subject to regular inspections by specially trained staff, they were found to be in superficially

good condition, despite being rotten below the surface.

Widening of the track gauge was also reported by NR track recording trains at the location six times, although no action was subsequently taken.

Updated standards for inspecting and maintaining bridge timbers were adopted in March 2020.

SIDELINES

West Cornwall track repairs

RAIL services were disrupted in west Cornwall between December 5 and 10 as Network Rail renewed track work between Penzance and Truro and on the St Erth to St Ives branch.

Amended timetables were in operation, with one train per hour in each direction on the main line as replacement buses covering the closed sections of line.

NR commits £1m to tree planting

NETWORK Rail and national conservation charity The Tree Council are planting more than 80,000 trees and hedgerows across England this winter as part of a £1million four-year scheme.

The work is being funded by NR, with the planting schemes taking place in local communities, ancient woodlands and city parks. The first 20,000 trees have already been planted, with another 60,000 expected by the end of March and many thousands by 2024.

£29m for Stoke improvements

STOKE-ON-TRENT and Longton stations are set to benefit from £29million of central government funding for transport improvements in the Potteries.

Plans include a major upgrade of the area around Stoke-on-Trent station to create a new transport hub and the installation of lifts, cycling facilities and new waiting shelters at Longton.

Restoration work at Eastbourne station

REFURBISHMENT and restoration work has been completed at the Grade II-listed Eastbourne station in East Sussex.

The £5million project included refurbishment of canopies, replacement of roof slates, masonry work at the front of the station, and new roofing above the atrium.

£4.5m project restores Middlewich bridges

THE Middlewich freight-only line in Cheshire reopened on November 19 after a £4.5million project to replace two bridges. The line was closed for five days while bridges over the Trent & Mersey Canal and a road in Northwich were rebuilt to modern standards.



Prudhoe's listed NER footbridge restored

A £500,000 project to restore a Grade II-listed former North Eastern Railway footbridge at Prudhoe was completed in November. The bridge was removed in sections

for inspection, sandblasting, repairs and a repaint in traditional NER red and white before being lifted back into position and installation of a new deck. NETWORK RAIL

World's longest bench restored

SCARBOROUGH'S famous Grade II-listed station bench has been restored in a £15,000 project. Every nut and bolt on the 139-metre seat has been

replaced, cast iron supports repainted, and the seats and backrest have received new timbers designed to last up to 50 years. NETWORK RAIL



Canal restoration to help Midland Main Line

NETWORK Rail is investing £350,000 to help restore a section of canal in Derbyshire and reduce flooding on the Midland Main Line (MML).

A one-mile section of the Draycott Canal, known locally as the Golden Mile, was

filled-in more than 50 years ago, but increased rainfall has led to the MML being flooded 19 times since 2012, causing more than 357 hours of delays to trains and costing £2million in repairs.

Work is now underway to

restore a 1,100metre stretch of canal and raise parts of the bank by one metre to reduce the risk of water overflowing onto the railway.

NR's contribution is in addition to £100,000 raised by the Canal Trust over the last

three years to revive a section of waterway for use by boats by summer 2021.

New leisure facilities will also be created, providing provisions for angling, canoeing, paddle boarding and even outdoor swimming.

Lockdown 'quick wins' to increase Thameslink reliability

NETWORK Rail took advantage of the recent lockdown period to undertake a programme of improvements to key routes used by Thameslink and other operators in London.

With low passenger numbers, the opportunity was taken to repair track and signalling faults, cut back vegetation and clear away unwanted materials and waste from the Thameslink core route between St Pancras and London Blackfriars in central London, and the Sydenham Corridor between New Cross Gate and Norwood Junction.

'Bird proofing'

Work also included 'bird-proofing' various structures, including the former King's Cross Thameslink station, building extra resilience into the infrastructure by laying duplicate power cables to provide double redundancy in the system, improvements to impedance bonds in the power/signalling system and testing of signalling cables.

Network Rail Southern region director John Halsall said: "One of the challenges of running a busy railway is that the routes we most need to do work on are the routes where people need them to be running 24/7, and it's hard to get the time to do the job."

'Quick wins'

"It means the big jobs get done but the smaller work – such as managing vegetation or even wildlife – is hard to fit in and the smaller problems build into big ones. We've been able to take advantage of this unusually quiet time to plan some 'quick wins' working overnight."

"It also gave us the opportunity to properly look at the condition of some of the technology so we really know the state of the railway and what we might need to do in future."



Engineering works between Harrogate and York in late-November brought the rare sight of locomotives to the North Yorkshire spa town. On November 28, Colas Railfreight No. 56087 powers past Dragon Terrace with a train of Network Rail switch and crossing carriers. CHRIS GEE

Harrogate loop signalling upgrade

THE Harrogate to York line was closed for three weekends in November/December as part of a £9.8million project to modernise signalling and level crossings.

Traditional token working between Knaresborough and Poppleton has been replaced by the tokenless block system, with

the loop at Cattal station having been improved to allow two trains to arrive simultaneously.

Reliable

The work will allow Northern to introduce a reliable two-trains-per hour service between Knaresborough and York. It has been largely funded by North

Yorkshire County Council and the York & North Yorkshire Local Enterprise Partnership.

The speed limit at Cattal has also been raised from 20mph to 40mph, and a new crossover installed at Harrogate to increase flexibility for terminating LNER and Northern trains.

Fast track for Ely upgrade?

RAIL Minister Chris Heaton-Harris has expressed his frustration at the slow progress of rail upgrades across the country, citing the Ely Area Capacity Enhancement (EACE) scheme as a prime example.

Since 2016, the predicted cost of the upgrade has ballooned from £25million to more than £500m as the scope has increased from remodelling Ely North Junction to include re-

doubling of the Ely to Soham line, major bridge works, and elimination of level crossings to make the route safer.

'Less attractive'

Mr Heaton-Harris told a rail industry conference: "Every minute it's delayed or an extra bit of design is required it's business case becomes less attractive."

"You're spending money on not getting something over the line; potentially not

making it happen at all. "These projects need to move on. We need to get these things right and we need to do them faster."

EACE is intended to increase capacity for freight between Felixstowe and the Midlands and create new paths for passenger services on the Ipswich to Peterborough, Cambridge to Norwich/King's Lynn and proposed services between Cambridge and Wisbech.

Portsmouth & Southsea viaduct repairs

THIS month will see one of Portsmouth's landmark railway structures closed for strengthening work. Landport Viaduct, built in 1876, supports the elevated platforms at Portsmouth & Southsea station and the line leading to Portsmouth Harbour station.

It will be closed on January 1-3, 17-18 and 24 to allow Network Rail engineers to work on seven of the 17 metal bridge spans.

A separate project will see



Services to Portsmouth will be disrupted in January as Network Rail closes Landport Viaduct for repairs. The Victorian structure carries the elevated line to Portsmouth Harbour through the heart of the Hampshire city. NETWORK RAIL

new track laid and a bridge rebuilt near Cosham, on the outskirts of the city.

The remaining 10 spans of the viaduct will be strengthened at a later date.

SIDELINES

£4m renewal for Marlow branch

TRACK on the two-mile branch between Bourne End and Marlow in Berkshire was renewed during a 16-day closure in November. The multi-million-pound saw the track and sleepers renewed along the entire length of the GWR-operated branch and eight level crossing surfaces replaced.

Improvements were also made to the platform at Marlow, including replacing the coping stones and resurfacing the platform.

New footbridge opens at Eridge

A £1.8MILLION replacement footbridge has been completed at Eridge station in East Sussex.

The structure replaces a Victorian bridge, which was deemed unsafe last year.

The platform canopies have also been refurbished, providing improved facilities for Southern passengers and visitors to the Spa Valley Railway which shares the station.

Up and Down at The Hawthorns

REPLACEMENT passenger lifts are being installed at The Hawthorns station on the Snow Hill to Stourbridge line in Smethwick, near Birmingham.

Completion is due by March 2021.

Footbridge refurbished at Elmers End

REPAIRS have been completed ahead of schedule to the footbridge at Elmers End in south-east London.

Timber panels, supporting beams and brickwork have been improved, canopy sheets have been replaced and the walkway has been renewed with an anti-slip surface. Metalwork has also been repaired and repainted.

Final finishing works to the footbridge canopies will also be completed in the coming weeks.

Facelift for Burgess Hill

BOTH platform canopies have been replaced at Burgess Hill as part of a series of improvements to the Brighton Main Line station.

CAST iron columns, timber beams, gutters and roof sheeting have been replaced and a new steel frame structure installed to support the steel sheet roof.

East Suffolk Line track renewals

ALMOST a mile of track was renewed on the East Suffolk Line around Somerleyton over two weekends in late-November and early-December.

Work also involved replacing 2,420 concrete sleepers and 6,240 tonnes of ballast, with new road decks, handrails and fencing installed at two user-worked crossings.

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West Midlands Pioneers First Community Station Partnership

SEVENTY per cent of Britain's railway stations are falling into the 'unloved' category, and boarded buildings and soulless stations are over evident as part of the UK's railway landscape. Nevertheless, a renaissance is underway in Middle England.

Local people have come together in considerable numbers to help upgrade the environs while adding love and life to their local stations.

The inspired vision for this people's collective came from one of the longest-running Rail User Groups, the Shakespeare Line Promotion Group (SLPG). The group has more than 50 years history and experience of supporting and developing rail services in the region, and was overwhelmed by the enthusiasm with which local people responded to the call for the local adoption of every station on the line between Stratford-upon-Avon and Birmingham (via Henley-in-Arden).

The significant achievement, particularly during a year of Covid-19 pandemic, brought together a dynamic community group and in just seven months the Friends of the Shakespeare Line has connected every station down the line.

Unswerving

As the country's first 'collective partnership of adopted stations', it joins leafy Shakespeare country with Birmingham's inner-city communities. Powered by local volunteers, and their unswerving commitment to the betterment of their neighbourhoods, the Friends of the Shakespeare Line is a railway pioneer in having created the first Community Station Partnership (CSP) in the country.

Supported by train operator West Midlands Railway (WMR) and powered by community spirited local people, the partnership operates with a volunteer central management committee.

Sponsors are supporting the costs of planting and painting, enabling the local renaissance to flourish. The group has bonded together 70 people, 18 stations and countless supporters and sponsors. It's evident the CSP has unleashed a new and powerful community movement, some of which has arisen because of the surge in localism since the effects of Covid-19 and social restrictions took hold

The group has amassed around £100,000 worth of activity and improvements up and down the line, and with no funding needed for management costs, can demonstrate value for money, efficiency and effectiveness.

Plans for 2021 to create interest and scenic rail journeys along the line are already well in hand, with spring bulbs planted and energetic works underway at all the stations. What has been achieved at minimal cost could become a new and dynamic community rail model for other communities to follow, and SLPG volunteers are happy to share their experience with all.

Enterprise

The volunteers have formed a new social enterprise with a constitution and operating systems in place, and have a template that can be shared with similarly minded 'local heroes' across the country. The volunteers feel by bringing new life and spirit to their stations, they can help restore confidence in rail, but also attract new passengers and new visitors to their towns.

What SLPG has achieved echoes views shared by Peter Wilkinson, managing director of Passenger Services at the Department for Transport, who recently said: "The future of the railways depends on the creation of a new system centred around passengers. Delivering social, economic, and environmental benefits."

The 25-mile 'Shakespeare Line' route is littered with hidden gems, forming part of the last mainline to be built by the Great Western Railway, which ran between Birmingham and Cheltenham until it closed in 1976 after a derailment. Much of its original GWR heritage is intact at places such as Tyseley, Hall Green, Shirley, Henley-in-Arden and Wilmcote, and the volunteers are looking forward to celebrating the heritage and attracting local visitors.

Fraser Pithie, secretary of SLPG, says: "Rail User Groups (RUG) getting closer to the communities served by their railway station is hugely beneficial. It broadens a RUG's understanding of what matters to individuals and their train service."

"Moreover, by inviting people to take an interest at their station and help develop its unique



Above: Volunteers clear undergrowth at Henley-in-Arden station and prepare the flower bed under the station sign for planting.

Right: Fraser Pithie (secretary, SLPG) with Angela Okey, Sue Bird and Chris Duffin from the newly formed Friends of Henley in Arden Station.

appeal, it follows that more people will travel by train. "Community rail activities in the SLPG's view, should always link into an overarching aim of supporting the national efforts to increase rail usage and attract more passengers to rail."

Sponsoring

The new group has secured funding for local works at and around stations in the Birmingham Inner City areas via Birmingham City Council with Heart of England Community Rail Partnership part funding those stations in the CRP's area, which is limited to south of Shirley. WMR is the primary funder investing in the work programmes along the whole route of the line.

Earlwood Garden & Landscape Centre (EG&LC) has stepped forward to adopt Earlwood station, but in what's believed to be the first partnering of its kind in community rail circles, the garden centre also is sponsoring all 18 stations along the route.

The centre will be providing and delivering cost price plants and horticultural supplies together with complimentary professional landscaping advice and guidance to station adopters.

Fay Easton, WMR's head of stakeholder and community, said: "It has been a joy working with this new partnership, to witness the pace of activity and strength of community spirit."

"The commitment, the drive and the mutual support between adopters is humbling. "The group's generosity in sharing this new partnership model with others will accelerate plans for every station in our network to benefit from community engagement."



Fraser Pithie, who has led the formation of the Friends of the Shakespeare Line Community, stands behind Brett Sheridan (sales director at Earlwood Garden & Landscape Centre) with Mary Middleton, Chris Cartmale and Melanie Wilkinson from EGLC.



Digging out a new border at Danzey are Neil Morgan and Neil Williamson who have adopted the rural station.

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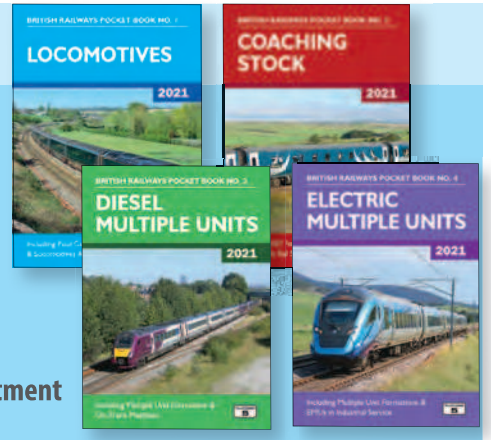
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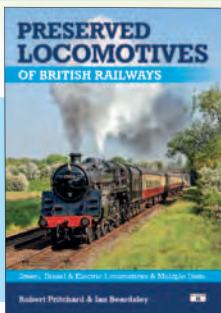
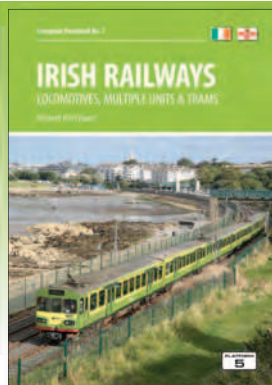
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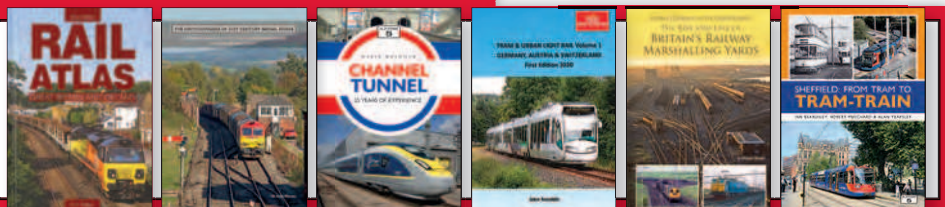


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'A3' No. 60103 *Flying Scotsman* passes Gregson Lane with the 07.33 Manchester Victoria-Carlisle 'Flying Scotsman Christmas Dalesman' on December 4, 2019. STEVE SIENKIEWICZ

A busy year for 'Scotsman' after 2020 cancellations

THE National Railway Museum and Riley & Son (E) Ltd are hopeful 2021 will be a better year for celebrity Gresley 'A3' Pacific *Flying Scotsman*, with an extensive programme of railtours and heritage line visits on the locomotive's calendar.

The Covid-19 pandemic and its associated lockdowns obliterated much of No. 60103's operating year last year, resulting in the loco missing out on several booked appearances.

It was even unable to round off 2020 with a couple of booked festive Settle & Carlisle runs for West Coast Railways during December, as these ended up being postponed until March.

The first of these rescheduled runs on March 6 will be the loco's first engagement of the year, taking the 'A3' from Liverpool to Carlisle. It will be followed on March 31 with a second trip to Carlisle, this time originating at Manchester Victoria.

A five-day visit to the East Lancashire Railway on April 1-6 follows immediately after, but

No. 60103 will be back on the main line when it works the Railway Touring Company's 'Stratford Flyer' from Manchester Piccadilly to Stratford-upon-Avon and back on April 10.

Another Railway Touring Company (RTC) trip on May 15 will see the 'A3' return to its old haunt at King's Cross, from where it will head the Jolly Fisherman to the Lincolnshire coastal resort of Skegness.

Then on May 20 'Scotsman' will work the first of a string of tours for Steam Dreams (SD); a circular 'Surrey Hills' lunchtime tour followed by a second circuit that evening, both from London Victoria.

Paddington

The SD stint continues with a Victoria to Oxford and return trip on May 23, during which the loco will also head an afternoon circular tour from Oxford Parkway before returning to London.

A Paddington departure on May 27 takes No. 60103 to Salisbury, including another

circular afternoon tour, and the 'A3' returns to the GWR terminus again on June 6 for a run out to Winchester and Southampton, again featuring an afternoon circular from Southampton.

Much of June will see the 'A3' flit between RTC and SD duties, starting on the 12th for RTC's 'Cotswold Venturer' from Paddington to Worcester and back. A Steam Dreams' jaunt from King's Cross to Cambridge on the 17th follows, again with the afternoon circular tour, and two days later it's Back to RTC for the 'White Rose'. This will provide an opportunity to sample 'Scotsman' at work on the line it was built for as it races north on the East Coast Main Line (ECML) from King's Cross to York and return.

For those who want more, then Steam Dreams goes a step further on June 24 when it takes 'Scotsman' the full length of the ECML from King's Cross to Edinburgh. This is the start of a three-night stay in Scotland, which features three 'Fife Circular' tours on the 25th, before the

'A3' return south on the 27th via the Settle & Carlisle route. This concludes No. 60103's current bookings for Steam Dreams for the year.

Into July and the 'A3' is scheduled to work two RTC trips to Carlisle: the first is the 'Waverley' from York on the 11th, while the second – the 'Hadrian' – originates in Derby.

From July 25 to August 19 the loco will be appearing at an event at Locomotion in Shildon, before working another 'Waverley' for RTC on August 22.

Tornado

September will see the 'A3' team up with 'A1' No. 60163 *Tornado* for two days' of tours for the A1 Steam Locomotive Trust that will unite the Pacifics at Carlisle (*RM* Nov). On September 16, 'Scotsman' will head one of the specials from York to Carlisle via the S&C; at the same time *Tornado* will work a second train from Preston to Carlisle, also via the S&C.

Both trains will arrive at

Carlisle in close proximity to one another, and after a layover and servicing, each loco will then head the other train back – *Tornado* to York and 'Scotsman' to Preston.

Two days later, on the 18th, the 'A1' run from Middlesbrough to York and Carlisle as the 'A3' works the second tour from Preston.

The same procedure will then follow at Carlisle, with *Tornado* heading the Birmingham train back as far as Preston, and the 'A3' heading east as far as York; diesel traction completes the journey to Middlesbrough.

This highly anticipated union of the two Eastern Pacifics in matching BR liveries marks the end of *Flying Scotsman's* booked programme of railtours for the year, although other dates may yet be added.

For further information visit: RTC - www.railwaytouring.net Steam Dreams - www.steamdreams.co.uk A1SLT - www.a1steam.com/where-to-travel/

Mayflower leads Steam Dreams' 2021 railtour programme

THOMPSON 'B1' 4-6-0 No. 61306 *Mayflower* will return to frontline action with Steam Dreams this year.

It is heading a tour programme that includes guest spots from the likes of *Flying Scotsman* and members of the Carnforth fleet.

The tour operator's season opens on March 14 when the 'B1' takes a Mother's Day Special from Paddington to Winchester and back via Slough. As with many of the Steam Dreams tours, the operator will take advantage of the layover time in the city by running an

afternoon circular tour through Hampshire and along the Sussex coast.

Highclere

Bath and Bristol are the principle destination of April 8's excursion from London Victoria, picking up at Slough, Reading and Newbury, where passengers may disembark for an optional coach transfer to Highclere Castle.

Motive power for this tour has yet to be determined, but it is *Mayflower* that is booked to haul April 10's trip from Chelmsford to Lincoln by way

of Witham, Colchester, Ipswich, Bury St Edmunds and Ely.

Other booked tours for April include a Euston to Carlisle run on the 17th, featuring steam over the Settle & Carlisle line, and a Paddington to Stratford-upon-Avon tour on April 27. The locomotives for both tours have yet to be confirmed, as is the case for an ECML run from King's Cross to York on May 4.

The rest of May and most of June sees *Flying Scotsman* come to the fore (see separate story), although the 'A3' will play no part in June 20's trip from Paddington to

Portsmouth, with an optional crossing to the Isle of Wight, and the now familiar circular tour around the Hampshire countryside.

Weymouth

The summer season continues with a Southend East to Eastbourne and Hastings run July 10, followed by London Victoria to Salisbury turn on the 18th.

Weymouth is the destination for July 31's departure from Paddington, while August 28's tour takes steam from King's Cross to Cambridge, Ely and

Great Yarmouth.

The current Steam Dreams programme concludes with three railtours in September, these being a run from Paddington to Chichester for the Goodwood Revival on the 11th, an associated South Coast circular from Chichester that same day, and finally a Paddington to Cardiff tour on the 23rd.

This latter trip sees *Mayflower* pair up with a 'Black Five' for the day, and features stops at Kemble, Gloucester and Lydney.

Full details can be found at: www.steamdreams.co.uk

No. 60007 to make Saphos Trains debut in 2021

PACIFICS take centre stage for Crewe-based Saphos Trains in 2021, seeing a return to service for under-overhaul BR '7MT' No. 70000 *Britannia* and a debut for the Sir Nigel Gresley Locomotive Trust's (SNGLT) 'A4' No. 60007 *Sir Nigel Gresley*.

The 'Streak' will spend the next 10 years with the Locomotive Services Ltd (LSL) fleet as part of an agreement between the SNGLT and the Royal Scot Locomotive & General Trust. The loco will be operated by LSL on behalf of the SNGLT.

No. 60007 is now nearing the end of a 10-yearly overhaul at the National Railway Museum, and while no dates have yet been set for its return to the main line, it will become one of the principle locomotives hauling railtours for Saphos Trains, although this is not an exclusive arrangement.

Severn Valley

Until the two Pacifics return to traffic Saphos services will be handled primarily by LMS 4-6-0 No. 46100 *Royal Scot* or Bulleid 'West Country' No. 34046 *Braunton*.

Highlights include the 'Great Western Envoy' to Bath and Bristol



The cancellation of many Christmas markets this year, coupled with on-going Covid-19 restrictions, left the main line largely devoid of steam during December. One train to operate was Saphos Trains' 'Pennine Moors Explorer' on December 17 seen here, as No. 34046 *Braunton* crosses Dutton Viaduct on its way from Crewe to Blackburn.
KALLUM BUCKLEY

THE PROGRAMME FOR THE FIRST HALF OF 2021 IS OUTLINED BELOW:

January 30	'White Rose'	Wolverhampton-Manchester Victoria-York and return
February 13	'Lakelander'	Leicester-Crewe-Carlisle and return (via Cumbrian Coast)
February 27	'Welsh Marches Express'	Nottingham-Crewe-Cardiff (via Ludlow) and return
March 6	'North Wales Coast Express'	Worcester-Crewe-Holyhead and return
March 10	'William Shakespeare'	York-Crewe-Stratford-upon-Avon and return
March 27	'Welsh Marches Express'	East Midlands Parkway-Crewe-Cardiff (via Ludlow) and return
April 14	'Buxton Spa Express'	Hereford-Crewe-Buxton and return
April 28	'Great Western Envoy'	Bridgnorth-Birmingham Snow Hill-Bath-Bristol and return
May 15	'Lakelander'	Rugby-Crewe-Carlisle and return (via Cumbrian Coast)
June 3	'Welsh Marches Whistler'	Nottingham-Crewe-Cardiff (via Ludlow) and return
June 9	'Devon Express'	Solihull-Bristol-Plymouth and return
June 16	'Portsmouth Harbour Express'	Wolverhampton-Bristol-Portsmouth and return
June 23	'Torbay Riviera Explorer'	Shrewsbury-Bristol-Kingswear and return
July 1	'Bristol Forty'	Bangor-Bristol and return

on April 28, which is thought to be the first railtour to start from principle stations on the Severn Valley Railway.

Bristol also provides the destination for the 'Welsh Marches

Whistler' on June 3 and the 'Bristol Forty' on July 1, which will both be Class 40 from Crewe and back.

The 'Devon Express' on June 9 features double-headed steam from Bristol over the South Devon

banks to Plymouth and back.

The programme also features seasonal repeat itinerary tours, including the 'Fellsman' from Crewe to Carlisle on May 12 and 26, and the 'English Riviera Express'

from Bristol to Kingswear on June 6, 13, 20 and 27.

For more information on these and other forthcoming tours in 2021 visit: <https://saphostrains.com/trips-tours/>

JANUARY/FEBRUARY: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
January				
30	Winter Cumbrian Mountain Express	Manchester Victoria-Carlisle	46115/35018/45699	RTC
30	White Rose	Crewe-York	46100 or 34046	ST
February				
5	British Pullman	London Victoria circular	35028	BEL
6	Winter Cumbrian Mountain Express	Carnforth-Carlisle	46115/35018/45699	RTC
13	Valentine's Bath & Bristol Express	London Victoria-Bath	TBA	RTC
13	Lakelander	Crewe-Carlisle	46100 or 34046	ST
20	Cotswold Venturer	London Paddington-Worcester	60163	RTC
27	Winter Cumbrian Mountain Express	Carnforth-Carlisle	46115/35018/45699	RTC
27	Welsh Marches Express	Crewe-Cardiff	46100 or 34046	ST
27	Cotton Mill Express	Lancaster-Brighouse	TBA	RTC

JANUARY/FEBRUARY : DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
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
February				
6	Settle & Carlisle Pullman	Bristol Temple Meads-Carlisle	Blue Pullman HST	MP
6	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
10	British Pullman	London Victoria-Bath	DBC Class 67 x2	BEL
11	Northern Belle	York circular	WCRC Class 47/57	NB
12	Northern Belle	Chesterfield circular	WCRC Class 47/57	NB
13	Northern Belle	Coventry circular	WCRC Class 47/57	NB
14	Northern Belle	Crewe circular	WCRC Class 47/57	NB
19	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
20	Settle & Carlisle Circular	Bangor-Carlisle	LSL Class 47s	SR
21	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
26	British Pullman	London Victoria circular	DBC Class 67 x2	BEL

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.

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More 'Chargers' for California

SOUTH California commuter rail operator North County Transit District (NCTD) has ordered two more Siemens SC-44 'Charger' diesel locomotives to replace all its older locos. Seven 'Chargers' were already on order to replace older but modernised

FP40PH EMD locos in use since 1994. The new order will allow replacement of the newer F59PHI locos built in 2001. NCTD received the first of its 'Charger' locos (numbered 5001/5002) in August 2020. Siemens has now sold 201 'Charger' locos,

mainly in the USA, with 32 on order for Via Rail in Canada. They are built at Siemens North American factory in Sacramento, California. NCTD runs 'Coaster' services between San Diego and Oceanside.

'Coaster' F59PHI No. 3002 and train crossing the trestle bridge over Los Penasquitos Lagoon, north of San Diego, on December 31, 2013. KEITH FENDER



Metropolis for Bucharest

BUCHAREST metro operator Metrorex has awarded Alstom an €100million contract to supply 13 'Metropolis' six-car EMUs to operate the new Line M5 of the metro system.

The first 6.9km-long section of Line M5 opened in September 2020, with the other 9.2km under construction.

An option worth around €140m for 17 more trains has been agreed to accommodate the planned new extensions.

Alstom to complete acquisition of Bombardier

ALSTOM and Bombardier announced in December all the necessary regulatory approvals required to complete the sale of Bombardier Transportation to Alstom had been received.

The companies expect the transaction to be completed on January 29, 2021.



ČD Cargo No. 388 002 at Karlovy Vary during the passenger mileage accumulation tests between Cheb and Karlovy Vary, prior to working train R612/ R92612, the 11.26 Praha hl n-Cheb (which was starting there because of engineering work) on November 2020. SHAUN WALLACE

New 'Traxx' 3MS for Czech Republic and Luxembourg

CZECH Railways freight subsidiary ČD Cargo has 10 'Traxx 3MS' (multi-system) electric locos on order from Bombardier, with an option for 40 more.

The multi-voltage (15kV AC, 25 kV AC and 1.5kV DC/ 3 kV DC) Class 388 locos are designed for use in the Czech Republic, Slovakia, Germany, Austria, Poland, and Hungary, plus potentially to Slovenia and Croatia.

The locos have been bought primarily for freight traffic, but are also designed for passenger work. As a result the approval

process required one loco to work passenger trains for several weeks in late 2020.

In November Luxembourg national rail operator CFL ordered 10 new 'TRAXX 3MS' locos from Bombardier for use by its freight company CFL Cargo. Five of the 10 will be equipped with diesel 'Last Mile' modules allowing use away from overhead wires. The new locos will be authorised for use in Luxembourg, Germany, Poland, Austria, Belgium, and France. They will initially replace CFL Class 4000 'Traxx' AC locos operating into Germany.

Double-deck EMUs introduced in Hungary

HUNGARIAN national operator MÁV-Start has introduced the first of 40 new six-car Stadler 'KISS' double-deck EMUs.

The trains have been ordered in batches since 2017 and will be used to operate regional trains on the routes from Budapest to Cegléd and Szolnok, plus the Budapest-Vác-Szob route, in both cases replacing loco-hauled trains.

The trains are built to Stadler's widely used 'KISS' design and are being assembled in Hungary at the former MÁV workshops at Dunakeszi, north of Budapest, which has been owned by

Russian rail engineering firm Transmashholding since 2020.

The car body shells are produced at Stadler's factory near Minsk, in Belarus, while the bogies are made at Stadler's Hungarian factory in Szolnok.

The coronavirus lockdown from March delayed the large-scale entry into service, immediately after the official launch of the new trains.

Stadler technicians seconded from Switzerland had to return there for several months.

Transmashholding is also using the Dunakeszi site to produce hundreds of new coaches for Egyptian Railways.



MÁV 'KISS' 815 001 stabled at Dunakeszi on August 18 while on test. Revenue operation began on August 24 on the Budapest to Szob route. D LANGHAM

Buenos Aires museum tram celebrates 40 years

THE Buenos Aires tram museum line celebrated its 40th anniversary in November 2020 despite a lengthy severe lockdown which affected the entire city.

Trams were only able to carry a small number of society members because of continuing social distancing requirements, but after months of lockdown even this was a small positive step.

In 1976 a small group of tram enthusiasts decided to create a tram museum in the Argentine capital Buenos Aires, which by 1920 had one of the world's biggest tram networks with more than 875km of track, 99 routes and 3,000 tram cars.

La Asociación Amigos del Tranvía (or AAT – the Association of Friends of the Tram) decided to try to operate a museum tram on a short 2km loop of remaining street tramway in the Caballito district of the city. Unfortunately, all the former Buenos Aires trams had either been scrapped or sold for alternative uses when the system was closed in the 1960s.

'Brill' design

The AAT obtained their first tram from Porto in Portugal and had it shipped to Argentina as it was essentially the same type as those previously used there. It arrived on August 10, 1980 and was in use in Buenos Aires later that year on November 15, when the museum operation began.

Porto car No. 258 was built in Porto to the 'Brill 32' design and converted to the version of the 'Brill 32' design used by the former Compañía de Tramways



Preserved Compañía de Tramways Anglo Argentina No. 652 (the former Porto No. 252), complete with banner, seen on November 21 with the 40th anniversary special car. This vehicle has been in use on the museum line since November 1983. DARIO SAIDMAN

Lacroze de Buenos Aires, largely by repainting it, with some minor technical changes as the two designs were so similar.

A second Porto car was obtained in 1982 and this has also been converted, with more changes necessary to the 'Brill 32' design used by Compañía de Tramways Anglo Argentina, which was the largest tram operator, and as the name suggests originally partly British owned.

The AAT collection has grown with extra vehicles, one donated by Brussels transport operator STIB, plus a 1950s vehicle that actually was used briefly in Buenos Aires. Rather amazingly no fewer than three of the four 'Preston' cars built in England in 1912 for the Compañía de Tramways Anglo Argentina are now in the collection; two of them operational.

The four vehicles, numbered 1-4 and equipped with padded

seats, were built by the United Electric Company in Preston, UK, in 1912 for use from 1913 on the first underground line in Buenos Aires (and South America), operated initially as a tram tunnel.

Vintage vehicles

This later became Line A of the Buenos Aires metro (or Subte), and services were operated until 2008 by the other original 1912 vintage vehicles (fitted with wooden seats) built in Belgium by La Brugeoise – by the time they were withdrawn they were 99 years old.

One 'Preston' car – No. 1 – was damaged in a fire, but the other three remained in use until 1976/77.

Two more survived in store and one (No. 3) was restored to working order in 1983 for the 70th anniversary of Line A. Another (No. 2) was returned to working order by AAT in 2002.



The two operational 'Preston' cars Nos. 2 and 3 are seen operating on the museum tramway on July 22, 2018. DARIO SAIDMAN

The fourth vehicle survived as a store shed south of the city, and has been owned by AAT since 2006, which is now restoring it.

The AAT keeps its collection at the Polvorín depot, originally built by Compañía de Tramways Anglo Argentina, and now

owned by Buenos Aires metro Metrovias.

In normal times the AAT operate historic trams at weekends: their website has information (in Spanish) on all of the collection see: www.tranvia.org.ar

Siemens 'Mireo' enters service – plans for hydrogen version

THE first two fleets of Siemens' new EMU design – the 'Mireo', designated Class 463 in Germany – have entered service in south western Germany.

Twenty-four are now in use by DB Regio, operating stopping services between Offenburg and Basel Bad. The first of another 57 entered service in December, also with DB Regio, working S-Bahn services north of Karlsruhe to Mannheim and Mainz.

In 2018 Siemens announced plans for a hydrogen fuel cell-powered version of the 'Mireo' known as the 'Mireo Plus H', although producing the prototype train is taking a long while.

Plans were announced in November to trial a two-car hydrogen-powered prototype – replacing DMUs – from Tübingen to Horb and Pforzheim in south-western Germany, with DB Regio as operator in 2024.



Brand new Baden Württemberg-liveried Class 463 'Mireo' EMUs on test, away from their assigned route, at Radolfzell on August 10. No. 463 015 is seen in this picture. KEITH FENDER

Dutch firm NS sells DM90 DMUs to Polish private operator

DUTCH national rail company NS has sold 32 of its stored Class DM90 DMU fleet to Polish private operator Stowarzyszenie Kolejowych Przewoźców Lokalnych (Association of

local railway companies). SKPL operates some seasonal services on otherwise closed lines, and since March 2018 has run services as a sub-contractor to Polish long-distance operator

PKP Intercity. SKPL also leases rolling stock to Polish regional operators. The 53 DM90 two-car DMUs were built by Talbot in Aachen between 1996 and 1998. Withdrawn by 2017 the 48

serviceable trains were sold to Romanian company Ferotrans-TFI, which later discovered they could not move them to Romania by rail, as they are unusually wide at 3.2 metres.

After having to store them NS offered them for sale again, with SKPL buying most of them. NS and Ferotrans-TFI remain in dispute about the deal, which is now in the hands of the courts.

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Hitachi to develop GWR inter-city battery hybrid train

HITACHI Rail, manufacturer of the IET Class 802 used by GWR, has signed an exclusive agreement with Eversholt Leasing to develop and fit a battery power pack to one of the bi-mode units.

It would create the first tri-mode long-distance trains in the country.

Hitachi plans to replace one of the 940hp under-floor diesel engines with a battery power pack to supplement the power of the engines, yet reducing fuel usage and carbon emissions by more than 20%.

The system also has the benefit of starting and stopping in stations on battery power only, thereby improving air quality and reducing noise levels.

Use on the Class 802s means the benefit of cleaner energy will be felt well beyond the extent of current electrification.

Agreement

Recharge of the batteries would take place on electrified lines or in a 15-minute period when the train is stationary.

Hitachi signed an agreement last July with Hyperdrive Innovation to create and develop battery packs for mass production at Hyperdrive's facility in Sunderland.

The enhancement to the 802s could allow the units to travel the whole journey between London and Penzance by the late 2040s with zero emissions.

Rail Minister Chris Heaton Harris said it was "an exciting partnership to develop technology that can make rail travel more sustainable across the UK's network".

SWR 'Arterio' start delayed

HOPES of a start of service by South Western Railway's Class 701 'Arterio' EMUs in December – as indicated at a press event during August – has not materialised.

The RM understands the first sets will start sometime early in 2021.

The delays are being blamed on a combination of technical problems and insufficient staff trained because of the coronavirus pandemic.

GBRf's first Class 69 ready for testing

THE first of GB Railfreight's (GBRf) Class 69 locos – No. 69001 (ex-56031), the conversion from a Class 56 – was expected to visit the Severn Valley Railway in the first week in January to begin its initial testing.

GBRf has contracted Progress Rail at Longport to convert 10 Class 56s and upgrade them in order to fulfil a need for more locomotives.

No. 69001 has been slowly rebuilt after being stripped to its bodyshell to allow structural modifications, but it retains the original bogies, traction motors and braking system, which has been refurbished.

The loco's original fuel-thirsty Ruston Paxman 3,200hp diesel engine has been replaced with an EMD12N-710G3BT2 power unit, also developing 3,200hp.

Options

GBRf's plans are not new: four years ago UK Rail Leasing was proposing to re-engine a Class 56 and had studied options of MTU, Cummins, Caterpillar and EMD units, and GBRf had had a dialogue with UKRL, but opted for the same engine as in a Class 66.

Although this is a Stage 3A emission compliant unit, it can be fitted because the Class 56



Class 56s ready for conversion sit outside the Progress Rail works at Longport in March last year, alongside ex-Swedish Class 66 No. 66791 (ex-T66404), which had been outshopped following its UK conversion programme. BRAD JOYCE

has 'Grandfather' rights, and no manufacturer offers a loco suitable for the UK that meets the current Stage 5 emissions.

The cab controls will be similar to a '66', so familiar to drivers, and there is improved soundproofing and new controller pedestal. The loco will be fitted with a well-established cooler groups system and the Class 66 traction control package. A redesigned front end has been undertaken, too.

Seven locos are under

conversion at Longport, with three to follow, but GBRf has an option for six more, although the indication is they will be used for general traffic rather than something specific.

Specific

GBRf has indicated they will be based in a specific part of the UK for maintenance and driver training need.

Once No. 69001 has been tested, it will be sent to Arlington Eastleigh for repainting in a

special livery, with the remaining nine painted in GBRf colours and released into traffic at the rate of around one per month.

The locos will enter traffic at some point during 2021, depending on many factors, including the pandemic.

One of the class has been pencilled in for GB Railfreight's four-day charity railtour fundraising for Prostate Cancer UK from April 15-18, working the final leg from Whitacre to Paddington.

End of the line for the VP185 power cars

THE last of the Paxman VP185 power cars in passenger use were withdrawn after service on December 11.

Still carrying the blue of former franchisee East Midlands Trains, power cars Nos. 43047 (working with No. 43049) carried a commemorative headboard 'Last Paxman in Service 1995-2020' on a diagram that

started in Leeds, included two return workings to Nottingham and back before a final run to Leeds.

Withdrawal means East Midlands Railway services are now in the hands either Class 180 'Adelantes', Class 222 'Meridians' or ex-LNER HSTs, of which there are fewer daily diagrams. PICTURE: PAUL A BIGGS



Class 91 and Mk4s for temporary withdrawal

LNER has confirmed plans to temporarily withdraw Class 91 and Mk4 fleets from January 15 until June.

In addition to the general downturn in traffic, other reasons behind the move include the partial closure of the ECML at Werrington Jct to install the new dive-under to Spalding, and several partial closures between February to early June at King's Cross.

LNER has a reduced fleet requirement for the first six months of 2021, and says it is contracted to pay for the 65 'Azumas' whether it uses them or not. By standing down the

Class 91s the company claims it will save on operating and maintenance costs, too.

The sets will be kept in warm storage at Neville Hill and Doncaster, and the 'G' exams on the fleet (91110/111 are at Doncaster) will continue, although not all will be overhauled by June. By then there should be clearer picture of how the railway is recovering.

LNER also plans to transfer all Class 91 and Mk4 maintenance from Bounds Green to Neville Hill, with the period when the sets are out of traffic helping facilitate this.

Anglia Class 720s now in service

INTRODUCTION to passenger service for Greater Anglia's Class 720 'Aventra' sets came on November 26 when unit Nos. 720515/517 worked the 16.10 Southend Victoria-Liverpool Street. The pair are seen on arrival at Shenfield. DRIAIN C SCOTCHMAN



'Pacers' finale at Northern and GWR

By Tony Miles and Chris Milner

TWO train operators, Northern and GWR have ended passenger working of Class 142 and 143 'Pacer' units from mid-December.

This followed a temporary reprieve to provide additional capacity and social distancing during the Covid-19 pandemic.

The final 'Pacer' to operate in passenger service for Northern worked its last revenue-earning journey on Friday, November 27. No. 142004, coupled to 150225, left Kirkby at 15.36 and arrived at Manchester Victoria at 17.46, bringing to an end more than 35 years of service in the north of England.

Of the 96 Class 142 units built between 1985 and 1987, 79 sets had been allocated to Northern before withdrawal began, along with the 23 Class 144 units.

The fleets had initially been granted a derogation to work beyond the end of 2019 – the deadline for trains in passenger service to meet PRM-TSI standards – to cover for the late delivery of the replacement Class 195 units. Northern's 'Pacers' were initially taken out of traffic during March 2020 without ceremony as the TOC focused on delivering its vital 'key worker' timetable as the pandemic developed.

Dispensation

However, the need to provide additional capacity for social distancing as passengers returned to the railways saw a return to service for a number of Class 142 and 144 sets, normally coupled to a PRM compliant unit. Dispensation granted on May 26, 2019, it allowed the 'Pacers' to remain in service until 23.59 on December 31, 2020, and a reduced number of units.

Northern 'Pacer' withdrawal had begun on August 12, 2019, when set 142005 was taken out of use. By the time of its withdrawal on November 27 it is estimated set 142004 had covered around three million miles in service.

It is estimated that over those 35 years Northern's 102-strong 'Pacer' fleet travelled more than 300 million miles.

Although not intended to carry passengers, some sets are being retained short term for new driver training and route



The final 'Pacer' in service with Northern – No. 142004 (with 150255) – arrives at Manchester Victoria on November 27 with the 16.36 from Kirkby. TONY MILES

Right: A small staff farewell and banner to mark the end of an era after 35 years of 'Pacer' use. TONY MILES



GWR Class 143 No. 143618 and 150244 pass Powderham on December 12 with the 12.52 Paignton-Exmouth. RUSSELL AYRE

learning.

In the South West, GWR ceased operation of the Class 143s from December 12. The sets were put in warm store until December 31, 2020, as GWR had a dispensation to use them in the intervening weeks. Replacements are Class 166 'Turbo' units cascaded from the Thames Valley.

Two units – Nos. 143603/612 – are destined for the Vale of Berkeley Railway, the latter having arrived as we closed for press.

The 'Pacers' were expected to finish in Wales on December 12, but also had a dispensation for use until December 31, with

several sets reported to be in use after December 12.

Farewell

Northern has 37 Class 153s in its fleet, which for PRM-TSI are also non-compliant, and these have been allowed to stay in service following a similar DfT derogation on May 13, 2020. It is understood Northern is seeking to extend use of the sets until spring 2021.

It has not been possible to arrange any farewell tours for the 'Pacers' because of the coronavirus pandemic.

■ The Alne Valley Railway has taken delivery of ex-Northern Pacers Nos. 144004/016



First day in service: 'Adelante' set No 180110 passes Barrow-upon-Soar, with the 10.12 Nottingham-St Pancras International working on December 14. The '180s' will be replaced by EMRs 'Aurora' fleet from 2023. PAUL A BIGGS

EMR completes driver trains in spite of Covid-19

EAST Midlands Railway (EMR) has completed driver training programmes to allow both Class 170 and 180 units to enter service.

The coronavirus pandemic has badly affected driver training for all train operators because of the two-metre distancing requirements, which can impact working in the confines of a cab environment.

However, EMR resumed its driver training programme in August with the aim of training four drivers per week on Class 170s at both Derby and Nottingham, with an additional four drivers on Class 180s at Derby. This move allowed the first of the four EMR Class 180s to enter service from December 14 on Midland Main Line services.

Guidelines

So many drivers need training on different fleets, across multiple locations simultaneously and within coronavirus guidelines, with EMR working with union colleagues to ensure training could be delivered safely.

To achieve this, and keep staff safe, drivers entered into Covid-secure training bubbles, with every Instructor and trainee taking a Covid-19 test every week, prior to training. This was in addition

to daily safety declarations and temperature checks.

An added complication was the requirement to bring in an instructor from Hull Trains for the Class 180 training and from ScotRail for the Class 170s, plus the training took place around the EMR network to suit the availability of the new fleet.

Programme

As a result of EMR's efforts, three Class 170s entered service on the Robin Hood line from December 14, in addition to the '180s' on the London services.

The training programme continues until August 2021, when EMR will have trained more than '265' drivers on the new fleet across four locations.

In addition to the '170/180s', EMR has started to train 126 drivers and 141 guards on its Class 360/1 EMU fleet of which eight of the 21 ex-Great Anglia sets have been handed over.

All will get a pantograph upgrade to permit 110mph speeds north of Bedford and working in multiple with three other units.

Introduction is planned for the spring, although several units have been noted at the new Kettering stabling sidings.

Parry railcar demonstration trials at Severn Valley

THERE is a new interest in light rail schemes emerging as part of the Government's decarbonisation plans, and Parry People Mover car 12 has been at the Severn Valley Railway (SVR) for demonstration trials.

Car 12, seen on December 12, is the original prototype of the Class 139 railcars used on the Stourbridge branch.

It previously visited the SVR as part of driver training for the branch line operations.

The vehicle has seen its LPG engine replaced with a modern diesel engine.

The Parry Company has recently been trialling a zero carbon rail vehicle powered by compressed air at Long Marston.

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Class 458 derails at Clapham Junction

SERVICES on the Windsor and Staines side of Clapham Junction were disrupted on December 1 after EMU No. 458504 derailed on an e.c.s. working at the end of the morning peak.

They had been going to stable at Clapham Yard.

Recovery teams used a Class

159 to drag the rear three coaches clear before re-railing the driving car by lunchtime.

During the operation, trains continued to run on nearby lines.

The unit was taken to Wimbledon for inspection.

An RAIB report will appear in due course. HASSARD STACPOOLE

Traction & Stock Track Record

TfW's tram-trains starting to take shape

CONSTRUCTION of the new Class 398 tram-train fleet for South Wales Metro operations is pushing ahead with the first Stadler-built bodysells despite challenges posed by the Covid-19 pandemic.

The tram-train order is for 36 three-car units, a similar build to Sheffield's Class 399s, and for use on Valley routes. Manufacturing is taking place at Stadler's factory at Siedlce in Poland, with final assembly taking place at Bussnang, Switzerland.

Stadler has also started construction of the 11 four-car Class 231 'Flirt' units that will be used on services between Maesteg and Cheltenham Spa as well as Cardiff Central and Ebbw Vale.

In addition to these two fleets, assembly of the Class 197 'Civity' DMUs by CAF has started at its Llanwern, Newport site using bodysells supplied from CAF's Beasain site in Spain.

The Class 197 fleet is a substantial order and will form the backbone of TfW operations, with an order for 51 two- and 26 three-car units.

All of these fleets form the majority of Transport for Wales £800million investment in new trains.

■ Newcastle University and Stadler have formally agreed to work together on a broad range of initiatives, signing a 'memorandum of understanding' in relation to the order of new trains for the Tyne & Wear Metro.



A Class 197 'Civity' bodysell on accommodation bogies at the Stadler factory in South Wales. TfW



One of the tram-train cars for the South Wales Metro in the Stadler workshops. TfW



Left: Set No. 483007 emerges from the works at Ryde St Johns on December 9 after staff brought the unit back into service. Failed sets 006 and 008 sit in the siding.

Right: Undergoing daylight testing is Vivarail set No. 484001, passing Ryde St Johns signalbox on December 9. BOTH: CHRIS WILSON



Island Line train back after three years – new trains on test

THREE years after Island Line set No. 483007 was withdrawn, the set was placed back into traffic on December 9.

The two regular sets – Nos. 483006/008 – had suffered wheelset or axle problems leading to a temporary suspension of all Island Line services, and the introduction of a rail replacement bus service.

However, set 007 suffered in-service problems and until the end of 1938 stock operations on January 3, an hourly service has been introduced.

From January 4 until March 31 the line will be closed for upgrade work to take place, but also continuing testing on the new Vivarail Class 484 replacement units.

Two-car set No. 484001, which arrived on the island at Fishbourne on November 19 (not Yarmouth as erroneously stated on p7 December issue) has been undergoing test runs during the daytime while the normal service was suspended.

Four more sets are due for delivery by Vivarail over the coming months.

WAGON REPORT

by S F Lappage

INCE and Elton is the destination for twice-weekly trains of sand from Middleton Towers for use in glass bottle production. Recycled imported crushed glass also arrives by rail in a weekly trainload from Tilbury. These services are operated by DB Cargo UK.

Notably these trains are the only weekday services operating between Helsby and Ellesmere Port.

In the past this line was heavily used by petroleum trains from the Stanlow refinery, plus a myriad of chemical flows from the Associated Ocel Company, Kemira, Pan Ocean Storage & Transport and GATX Unitank Storage.

Also located along the line was Jakes Rail Tank Cleaning Services. Many of these terminals were shunted by the Manchester Ship Canal Co.

Network Rail's Kirow 125-tonne Multitasker heavy-duty, diesel-hydraulic crane No. 99 70 9319 013-7, plus FCA runner flats Nos. 610099/100/313/314, was seen in Bescot Up yard on November 2.

Also present on November 23 was Railvac vacuum excavation unit No. 99 70 9515 003-0. It was built using frames from KHA curtain side van Nos. 33 70 4666 004-5.

Other KHA conversions to Railvac are Nos. 33 70 4666 003-7/009-4/033-4/045-8.

Two new track machines for Balfour Beatty are Plasser & Theurer ZWA-type 08-4x4/4S-RT tamper/liners Nos. DR 73949/950. Also recently delivered to Volker Rail is Matisa ZWA-type B66UC+C tamper No. DR 75504.

Network Rail has sold YJB-C Cowans Sheldon twin-jib track-relaying cranes Nos. DR 78229/231/234, and received four new Linsinger SF-06UK high-speed rail milling machines, Nos. DR 79102-105.

Loram has completed conversion of eight YSA workshop and support wagons – Nos. 92634/639/644-648/650 – for use with high output ballast cleaners.

Leicester-based Rail Operations Group specialises in the movement of stock around the rail network. This includes the delivery of new electric multiple units, transfers of trains for refurbishment to and from workshops and conveyance of redundant stock to scrapyards.

Among the vehicles used are set T4 translator vans Nos. 6378/379, which are fitted with Dellner couplers. Additional internal equipment allows the maintenance of air and electrical connections in the hauled stock.

A second T2 set is formed of



Rebuilt Hopper No. 8370 6955 300-1 seen at Walsall on September 29, 2020. S F LAPPAGE

No. DB 975875 and DB 977087.

Around a fifth of the redundant coal hopper fleet has been rebuilt and shortened for the transport of aggregates. Donor wagons have been of various types: HHA/HTA/HYA/IIA.

Notable differences include the design of draw gear, bogies and the use of a three- or four-bay hopper configuration, though all converted wagons now have two bays.

Most of the wagons are owned by VTG Rail UK and carry logos promoting the wearing of helmets to prevent brain injuries.

Former Freightliner Heavy Haul HHA coal hoppers rebuilt

and shortened by W H Davis, Langwith Junction, are Nos. 370267/269/271/278/286/289/297/361-365/370/371/375/378/382-384/386-389/391/394/395/397/400/403/405/408/410.

Arrivals at Long Marston are JGA hopper No. ERG 17316, JRA opens Nos. 33 70 6905 053-8/054-6/064-5/071-0.

Former residents now scrapped by C F Booth, Rotherham, have been JXA bogie scrap opens Nos. VTG 3000/101/104-107/113/118/128/133/138/141/147, JNA/KEA aggregate bogie box opens Nos. VTG 3169/201/205/257/505/507/510, and PGA aggregate hoppers Nos. REDA 14751/798.



Rail Operations Group barrier set T4 Van No. 6378 passing through Nuneaton on October 17, 2020. S F LAPPAGE

Stock Update Track Record



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Class 50 No. 50007 Hercules passes Lower Moor, near Pershore, on December 17, with four HST power cars from Long Marston bound for Burton upon Trent for further storage. The power cars are Nos. 43196, 43071, 43076 and 43075. JACK BOSKETT

LOCOMOTIVES

Allocations

43208 NL/EMPC-LA/EHPC
43239 NL/EMPC-LA/EHPC
60060 WQDA-WQCA
66060 WBRT-WBAR
66114 WBRT-WBBT
66116 WBRT-WBAE
66143 WBRT-WBAE
66174 WBRT-WBAE
66183 WBRT-WBAE
67016 WQ/WQAA-CE/WAAC
68022 TPCF-TPEX
68026 TPCF-TPEX
68027 TPEX-TPCF
68030 TPEX-TPCF
90039 WFMS-WQAA

Liveries

Black + I am the backbone of the economy: 90039
CrossCountry: 43208/39
DRS/ROG: 57305
Green: 08168
GWR green: 43010/22/29
+ We are the future vinyls: 66150

Names removed

43049 *Neville Hill*

Modifications

Modified to run on Bio Fuel: 66150

Stored/stopped locations

Barrow Hill: 43423/65/67/68/80/84
Nemesis Rail, Burton-on-Trent: 43043/45/47/49/61/64/71/73/75/79/81/82/86, 43159/96, 43299
Wishaw: 37679

Operational

67016

MULTIPLE UNITS

Allocations

153372/82 HQ/SCEC-CF/HLHQ
195133 HQ-NH
196107 new delivered HQ/EJHQ

315801/15 IL/EKHQ-HQ/SAXU
317503 IL/EBHQ-HQ/SCXH
317655 HQ/SCEC-HQ/SCXH
317664/66 IL/EBHQ-HQ/SCXH
317708/19/23/32 HQ/SCXH-IL/EBHQ
701009/14 newly delivered HQ/HYHQ
710272/73 HQ-WN
720511/15/17/36/39/40 HQ-IL
720551/52/58 newly delivered HQ/EBHQ
745008 HQ-NC
769006 HQ/SBXH-CF/HLHQ
769936/37 HQ/SBXH-RG/EFHQ
777001/16/18 newly delivered HQ/HEHQ

701009/14 newly delivered HQ/HYHQ

710272/73 HQ-WN

720511/15/17/36/39/40 HQ-IL

720551/52/58 newly delivered HQ/EBHQ

745008 HQ-NC

769006 HQ/SBXH-CF/HLHQ

769936/37 HQ/SBXH-RG/EFHQ

777001/16/18 newly delivered HQ/HEHQ

777001/16/18 newly delivered HQ/HEHQ

Liveries

Avanti (driving cars only): 390011/39/50, 390122/27/29/42

EMR purple: 170418/20, 180113

LNWR: 350129

Northern: 150115/18/31, 158851/72

SWR: 444002/30, 450020/48

TFW: 769008

Masks removed: 390042, 390122

Named

390151 *Unknown Soldier*

Name amended

800025 *Captain Sir Tom Moore*

Renumbered

170523-170623

319436-769936

319437-769937

Formations

170623: 50523+56635+79523

170630: 50630+79630

170631: 50631+79631

170634: 50634+79634

317503: 77002+62663+71579+77063

317512: 77015+62676+71592+77050

777005/07

Widnes: 321437

Wimbledon: 707003/04

Wolverton: 442404

Workshop: 701009, 720527/42

Disposals

Booth Roe Metals, Rotherham:

Arrival date: December 16:

315843/49

Raxstar, Eastleigh Works:

Arrival dates: November 23:

317655/64; December 4: 317503,

317666. Cut dates: November

18: 71746; November 23: 77232;

November 25: 77212; November

30: 62859 (all from 317661);

December 3: 77207; December

7: 62853; December 9: 71742;

December 14: 77227 (all from

317656); December 15: 77235

(317664).

Sims Metals, Newport: Arrival

dates: November 23: 315801/15;

December 8: 332005/12;

December 14: 315829/33;

December 15: 332002/03

Sims Metals, Peterborough:

Arrival dates: November 23-26:

332014

Preserved

Mid-Norfolk Railway: 144018

Vintage Trains, Tyseley:

144014/19/23

Vale of Berkeley Railway:

143603/12

Stored/stopped locations

Bo'ness: 314209

Bristol Barton Hill: 56630/31/34

Crewe CS: 720545/46/49/52/58

Crewe LNWR: 777001/03/09

Eastleigh Works: 319010/11,

319377

Ely: 317505, 317670

Heaton: 142004/18/58/65/68/

70/71/78/87/90/94

Kirkdale: 777006/16/18

Landore: 143611/20/21

Longsight: 365525

Nemesis Rail, Burton-on-Trent:

769930/36

Old Dalby: 710256, 720546

Old Oak Common:

332001/02/03, 360201-05

Walton Old Jct MSC Sidings:

777005/07

Widnes: 321437

Wimbledon: 707003/04

Wolverton: 442404

Workshop: 701009, 720527/42

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dates: November 23: 315801/15;

December 8: 332005/12;

December 14: 315829/33;

December 15: 332002/03

Sims Metals, Peterborough:

Arrival dates: November 23-26:

332014

HAULED COACHING STOCK

Allocations

10401/05/014 HQ/SBXH-DE/

MNXX

10561 HQ/SBXH-DE/MNXX

11067/69/73/80/81/85 HQ/

SBXH-DE/MNXX

11100 HQ/SBXH-DE/MNXX

12030/32 HQ/SBXH-DE/MNXX

12129/30/32/47 HQ/SBXH-DE/

MNXX

40115/17 off registration –

scrapped

40730/41 NL/EMHQ-HQ/ICXH

41057/67 NL/EMHQ-HQ/ICXH

42111/19 NL/EMHQ-HQ/ICXH

42151 HQ/SBXH-NL/EMHQ

44041 HQ/SBXH-NL/EMHQ

44060/68/69/70/91 off

registration - scrapped

Liveries

Blue and grey: 5378

GWR green: 48140/41/42,

49114

Lorom branding removed:

5810, 5919, 6046, 9525

ROG blue: 6344

ScotRail InterCity: 40620,

42129, 42200, 42575

Renumbered

41158-40620

42005-48140

42015-48141

42016-48142

44005-49114

Sold

ScotRail: 41126, 42069, 42118,

42261, 42344, 44023/30, 46010

Formations

GW13: 48135+48106+49113

GW14: 48142+48141+

48140+49114

HA20: 40620+42200+

42575+42129

Stored/stopped locations

Barrow Hill: 40204, 41206/07,

42401/04, 42584

Castle Donington: 5810, 5919,

6046, 9525

Derby RTC: 10249, 11093,

11101, 12176

Gascoigne Wood: 40700/53,

41063/69/71/72/79,

42139/40/41/52/55/56/57,

42359, 44041/48

MoD Bicester: 10406,

12125/54/83/84/85, 82107

Nemesis Rail, Burton-on-Trent:

11088

Polmadie: 96371

Weardale Railway: 10417,

12015/34/84, 12108/26

Disposals

Sims Metals, Hull Docks: Arrival

dates: November 30: 11277;

December 1: 12402; December

2: 11280; December 3: 12401;

December 4: 11402; December

7: 12445; December 8: 11410;

December 9: 12331; December

10: 12321; December 11: 12471

Sims Metals, Hull: Arrival dates:

December 14: 11330; December

15: 11283; December 16: 12227;

December 17: 82203

Sims Metals, Newport: Arrival

dates: November 25: 40756,

41075/76, 42148/49, 42328/41,

44071

■ STOCK CHANGES CORRECT AS OF DECEMBER 20, 2020.



A rake of Mk3 HST trailers on the approach to Ashchurch, hauled by GBRf No. 66731, on their way for scrapping at Sims Metals, Newport Docks, on November 25. JACK BOSKETT

Traction Portfolio Track Record



After 35 years of service Class 142 'Pacers' were withdrawn by Northern on November 27, and a week before on November 19, set No. 142065 arrives at New Mills Central with the 16.20 terminating service from Manchester Piccadilly. TOM McATEE

It has been suggested this could be the last season for DRS Class 37s on RHTT workings, and here No. 37401 *Mary Queen of Scots* is with No. 37424 *Avro Vulcan XH558* at Thurston, working a Saturday-only Stowmarket to Stowmarket train via Norwich, Thetford and Ely on November 21. CALLUM HAYES



DC Rail No. 56103 crosses the River Avon at Evesham on November 26 with a rake of Network Rail auto ballasters and other wagons bound for Humberstone Road, Leicester. JACK BOSKETT





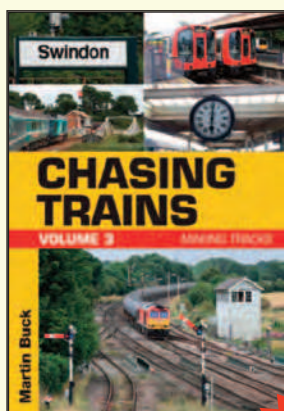
Two Class 20s – Nos. 20132 and 20118 – were the motive power to move a rake of engineers' wagons from York to Doncaster on December 17 and have just passed Colton Junction, south of York.
DAVID TILLOTSON

The DATS (Data Acquisition & Testing Service) test train was in action on December 19 working a number of trips between Bedford and Kettering. It was carrying out testing with three pantographs raised to simulate the operation of a 12-car Class 360 EMU, which will be introduced to Corby in the spring. The train is working on the Up fast line at Fourteen Arches viaduct, south of Wellingborough, led by HST power car No. 43066, followed by vehicle Nos. 91128, 82115, 10237, 11074, 90035, 12091, 12092, 11090, 91122 and 43054. JAMIE SQUIBBS



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Operations Track Record



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RHTT

CLASS 37 No. 37419 in InterCity livery was observed on October 12, top-and-tailing with No. 37402 in large BR logo livery on the 3514/11.16 Grimsby Town-Bridlington RHTT, past Addingford Lane, Horbury, en route to Huddersfield.

The pairing had changed on October 14 when Class 37 Nos. 37407 and 37419 were observed top-and-tailing past Healey Mills, towards Wakefield Kirkgate, after reversing at Huddersfield.

A further change on November 4 found Nos. 37407+37423 on the diagram past Broadcut Lock, Calder Grove, where the Horbury Junction to Sheffield via Barnsley line crosses the Calder and Hebble Navigation canal.

The train then travelled via Sheffield, back through Barnsley, Wakefield Kirkgate, Selby and Hull before reaching Bridlington.

The Horbury Junction to Sheffield line via Barnsley runs through lots of deep tree-lined cuttings and is used by many DMU services, between Leeds, Sheffield and Nottingham, so it is imperative the track is cleaned by the RHTT.

Class 37 Nos. 37423 and 37402 were on the Grimsby to Bridlington RHTT on the afternoon of November 16.

THE RHTT from Effingham Junction carriage holding sidings to Effingham Junction carriage holding sidings, which works the Windsor lines, was seen on Wednesday, November 4 between Barnes and Putney, formed of Nos. DR98974 and DR98924.

THE RHTT season along the southern section of the Midland Main Line continued with the locos used for the 3J92/23.19 Toton TMD-West Hampstead North Junction and 3J93/12.01 return being Class 66 Nos. 66116+66199 on November 4, 9 and 11.

On November 13 the pairing had changed to Nos. 66116+66060, but by November 16 and 20 it was back to Nos. 66116+66199.

A further change had occurred when next seen on November 23, 25, 27 and 30, when it was back to Nos. 66116+66060.

IN THE south, Class 66 Nos. 66722+66741 in filthy condition worked a Tonbridge

to Tonbridge via the Brighton Main Line on November 11. Seen passing Folkestone West on a Tonbridge to Tonbridge circuit at 12.02 on November 13 was 3W02, top-and-tailed by GBRF Class 66 Nos. 66736 and 66749.

CLASS 66 Nos. 66426+66428 was noted entering Harwich International station on November 12, a rare sight as normally the RHTT unit stops in Harwich Parkeston Quay yard.

RHTT on the East Grinstead line are now being operated by loco-hauled sets. Seen at East Croydon on November 18 was a set top-and-tailed by GBRF Class 73 Nos. 73141+73213. At East Grinstead station on the following day were GBRF Class 66 Nos. 66722 and 66741.

DB Cargo Class 66 No. 66098 in very grimy EWS livery was one of two Class 66s top-and-tailing a train of RHTT tanks passing through Tilehurst East Junction at 08.03 in the Down direction on November 21.



A CORRECTION is needed to our report last month regarding the use of Class 165s workings between Reading and Oxford/Banbury.

This is not at all an unusual working – in fact there are several Class 165 workings between Reading and Oxford/Banbury everyday (Monday to Friday), which have been virtually unchanged since local services between Paddington and Didcot Parkway were switched to electric operation, many months ago.

These workings were introduced to provide a through service in the peak hours for local stations between Reading and Oxford.

What would be slightly unusual would be use of a Class 166 'Turbo' as most of these have now been transferred to the West of England.

A NUMBER of late Saturday night and early Sunday morning workings have been withdrawn because of timetable changes on December 13.

Among the casualties is the Sunday 07.58 Oxford-Paddington IET, which had the distinction of being the only IET service to call at Goring & Streatley since the two former peak-hour workings to and from Paddington were withdrawn in December 2019.

This train regularly managed the 8.75 miles in Goring to Reading in around seven minutes, but unfortunately the last two workings of this service were both cancelled: on November 29, a victim of overrunning engineering works (which also caused the next stopping service to be 40 minutes late) and on December 6 because of a problem with the traction equipment, according



Above: Wheelset problems with Class 37s on Rail Head Treatment Trains led to Class 20s from Harry Needle being drafted in to work on South and North Yorkshire circuits. Nos. 20132 and 20118 pause at Filey station on December 11, returning to York. CHRIS GEE

Right: The 08.11 Leeds-Plymouth HST is booked via the freight-only line from Alrewas to Lichfield on Sundays in order to retain driver route knowledge. On a dismal December 6, No. 43357 (43285 at rear) passes through Lichfield Trent Valley High Level with this service. JOHN WHITEHOUSE



to Realtime Trains.

GWR first blamed 'crew shortage causing a delay' and dropped the stop at Goring to make up time, but subsequently cancelled the service altogether because of it 'being late from the depot'.

This is nothing new so far as this service was concerned – and on at least one occasion it was noted running on time but failing to stop at Goring.



FORMER Northern EMUs reported included No. 321902 on the 09.28 Harwich Town-Colchester on November 11. Another ex-Northern EMU appeared on the same service the following day, that being No. 322481 – possibly on its first official workings on the GE mainline since returning to the area.

DELIVERIES and movements of Class 720 units included No. 720554 top-and-tailed by Class 47 Nos. 47727+47749 from Derby to Wolverton on November 12, followed the next day by No. 720556 also from Derby to Wolverton.

On November 16, the Class 47s moved No. 720522 from Worksop to Crewe followed by No. 720547 the following day. The Class 47s were in action again on November 19 when they took No. 720521 from Derby to Worksop.

A change of power on November 23 found Class 66 Nos. 66716+66725 move No. 720549 from Worksop to Crewe.

Two moves on November 26 found Class 37 Nos. 37601+37800 take No. 720546 from Wembley to Old Dalby, while Class 47 Nos. 47739+47727 took No. 720527 from Derby to Worksop. The following day the pair of Class 37s moved No. 720545 from Old Dalby to Crewe.

Class 47 Nos. 47749+47739 were in use on November 30 moving No. 720542 from Old Dalby to Worksop. It was back to Class 66s on December 2 when Nos. 66703+66709 moved No. 720546 from Old Dalby to Crewe.

Two days later Class 47 Nos. 47727+47739 took No. 720542 to Crewe.

The units at Crewe are gradually being tested on the WCML in preparation for entering traffic.

The class entered traffic on November 26 when Nos. 720515+720517 worked between Liverpool Street and Southend Victoria.

CLASS 317 units are leaving the region for scrapping, with Nos. 317665+317661 being towed from Ilford to Raxstar at Eastleigh Works by Class 66 No. 66709 on November 13. These were followed on December 4, when Class 57 No. 57303

moved Nos. 317503+317666 to Eastleigh.

THE first test run of two five-car Class 720s in daylight hours into Harwich International station took place on November 16.

The test run started earlier in Liverpool Street as 5Q24 to Ipswich, then 5Q25 to Harwich International, and after an hour long stay at platform 1 became the 13.11 5Q27 back to Liverpool Street.

November 23 saw another Class 720/5 driver-training trip into Harwich International station in the hands of Nos. 720511+720536.

The diagrammed trip started at Ipswich as 5Q23, but 30 minutes late, which turned into 75 minutes late at London Liverpool Street.

The return trip to Ipswich under 5Q24 was aborted at Manningtree and became 5Q25 (intended from Ipswich) down the Harwich branch, arriving on the scheduled time. It later left as 5Q26 at 13.11 bound for Liverpool Street again.

DRS Class 57 No. 57303 pulled Greater Anglia EMU Class 317 Nos. 317503+317512 from Kilmarnock to Ilford on December 1 following works attention at Brodies. No. 317503 was subsequently withdrawn and scrapped (see above).

THE final Class 745 to enter traffic – No. 745008 – was working off Norwich on the morning of December 11.



DELIVERIES of refurbished HST sets saw No. HA06, formed of Nos. 40606+42206+42581+42208, moved north from Doncaster Wabtec to Slateford by power cars Nos. 43124+43164 on November 13. This was followed on November 28 when set HA20 – formed of 40620+42200+42575+42129 – was also moved north by power cars Nos. 43179+43143.

THE first real snowfall of this winter hit Scotland on the morning of December 4. About three inches accumulated in two hours in Lanarkshire, which resulted in snow clogged points at Carstairs Junction, Law Junction and Lanark Junction, which saw ScotRail's Lanark to Glasgow services only being able to operate between Motherwell and Glasgow Central.

Some heavy delays occurred to services operating over the northern section of the West Coast Main Line, with the 1M06/05.40 Glasgow Central-London Euston observed passing Thankerton slower than normal and about 30 minutes late.

The 1M91/06.13 Edinburgh-Manchester Airport suffered from a double dose of points issues, as the train is formed by an e.c.s. move from Polmadie to Edinburgh before forming 1M91.

This train was observed

passing Thankerton in heavy snow running about 45 minutes late.

The 4M25/07.07 Mossend Euroterminal-Daventry IRFT was observed passing Thankerton about 30 minutes down being hauled by Class 90 No. 90024 and an unidentified snow-covered sister.

TRAIN services between Aberdeen and Inverness were disrupted on December 5 because of a landslip near Huntly. The alarm was raised at around 06.30 and the line was closed. ScotRail engineers were quickly on site and initial observations revealed several tons of material had landed on the track. Services from Inverness were terminated and started back from Elgin while services from Aberdeen terminated and started back from Huntly.



A CLASS 73 appeared on route familiarisation/training runs during the first two weeks of November, much to the delight of the far north enthusiasts. On November 11 it was the turn of No. 73968, running as 0Z74, departing Georgemas Jct at 11.25 following the departure to Thurso of the service train from Inverness.

CALEDONIAN Sleepers may have been short of serviceable

locomotives in the London area on Thursday, November 12, as a long-distance light locomotive move took place. Class 92 No. 92023 was noted passing Thankerton while working the 0Z92/10.00 Polmadie Carriage Maintenance Depot-Wembley InterCity depot. No. 92023 ran light southbound from Craigenynty to Crewe on November 30. On the same day, No. 92010 ran light northbound from Crewe to Polmadie.

THE Caledonian Sleeper's arrival in Euston on the morning of Friday December 4 ran into serious trouble following hold-ups arising from an early morning fatality at Wembley. The combined portions from Inverness-Fort William-Edinburgh were held at Cheddington, Buckinghamshire, for 35 minutes, before drawing forward slowly to Watford. Here, passengers were detrained at 09.18 and directed by Caledonian Sleeper and Watford staff to a connecting local train departing at 09.26 to Euston. Delay to sleeper passengers on arrival in London amounted to 100 minutes.



CLASS 195 No. 195018 was observed on October 22 passing Woodburn Junction, Sheffield, with the 09.30 Lincoln Central-Sheffield service.

CLASS 150/2 No. 150205 was observed on November

2 heading the 13.32 Leeds-Sheffield service onto the Barnsley line at Horbury Junction.

SEVERAL Class 195 trains were diverted through Mirfield station between 13.30 and 14.30 on November 16. These were No. 195126 to Blackpool; No. 195106 towards Chester; No. 195015 heading west; and No. 195103 to Leeds. The diversion was because of a large fire outside Bradford Interchange.

USE of the Class 142 'Pacers' with Northern ended on Friday, November 27, when No. 142004, coupled with Class 150 No. 150225, worked the 16.36 Kirkby (Liverpool) to Manchester Victoria.

'PACERS' began to leave Newton Heath on December 3 when Nos. 142018+142090+142004+142070 departed to Heaton, followed the next day by Nos. 142068+142078+142065+142087, also to Heaton. The final three units – Nos. 142094+142071+142058 – left Newton Heath on December 8, also going to Heaton.

CLASS 150 No. 150269 was noted on the irregular working 13.56 Monk Bretton Loop-Holbeck Loco Sidings e.c.s. as it made a one-minute stop at Woodlesford station on November 30. The following day there was the rare sight of queuing traffic passing through the station: Class 158 No. 158789 on the 13.16

Knottingley-Leeds service at 14.05 running late because of trespassers on the line earlier in the day; No. 158791 12.17 Nottingham-Leeds service at 14.09; and No. 158849 on the 13.02 Sheffield-Leeds service at 14.13.



NEW Class 230 No. 230009 made a test run from Long Marston to Worcester and back on November 16.



CLASS 323 No. 323216 was moved from Soho to Doncaster Wabtec on November 21 by Class 66 No. 66791. This is the first of the class to go to Wabtec for overhaul.



CLASS 222 'Meridian' unit No. 222013, which had worked the 08.31 St Pancras-Sheffield service, was observed on October 22 passing Woodburn Junction, on the 5C42 11.08 Sheffield-Woodburn Junction-Sheffield e.c.s. move. After returning to the station, it worked the 12.00 Sheffield-St Pancras service.

'MERIDIAN' Class 222 No. 222023 replaced the booked HST on the

A great drone view of Earles Sidings in the Hope Valley, where GBRf No. 66772 Maria is passing with a Peak Forest to Selby working of aggregates on November 19. TOM McATEE



Operations Track Record

1B53/14.45 Nottingham-London St Pancras on November 9. Going in the opposite direction the 1D43/14.34 London St Pancras-Nottingham, with Class 43 Nos. 43047 and 43309, was terminated at East Midlands Parkway because of a staff member being taken ill.

THE freight train derailment at Sheffield on November 11 (see Freightliner notes) caused problems for East Midlands Railway services, with access to the station restricted. Only one train per hour was able to reach the station, the others being turned back at Chesterfield or Derby, a situation that lasted until November 16.

A MASSIVE signal failure at Harpenden on November 14 caused havoc to EMR London services. Only around half the normal timetable was able to run because of this.

FURTHER Class 360s to arrive at Cricklewood from Ilford are No. 360113 on November 16 and Nos. 360104 and 360116 on November 17, both top-and-tailed by Class 50 Nos. 50007 and 50049.

On November 26, Nos. 360113+360104+360116 headed north to the new stabling point at Kettering.

On December 7, Nos. 360106+360107 were hauled from Clacton to Cricklewood by Class 37 No. 37510.



BR-liveried Class 313 No. 313201 awaits departure time at Littlehampton with 2524, the 14.55-Portsmouth & Southsea, on November 4. DR IAIN C SCOTCHMAN



The Grangemouth to Aberdeen intermodal was diverted between Stirling and Hilton Junction, Perth, because of engineering work north of Stirling. It ran via Alloa, Longannet, Dunfermline, Thornton North, Ladybank and Newburgh. Heading that working on December 6 is DRS No. 68004 *Rapid*, which is approaching Kincardine. Vegetation clearance work is starting between Alloa and Longannet for upgrade work, and this working may well have been the first of the class on the route. IAN LOTHIAN



The DATS (Data and Acquisition Testing Services) train, led by HSR power car No. 43066, passes Barrow-upon-Soar on November 24 with working 5Q61, the 12.40 Rectory Total sidings-Wellingborough Down Goods loop move, ahead of electrical tests on the Midland Main Line. In the consist are Nos. 91128, 82115, 10237, 11074, 90035, 12091, 12092, 11090, and 91122 with 43076 at the rear. PAUL A BIGGS



The reduction in passenger numbers means no work currently for SWR's refurbished Class 442s. On November 27, set No. 442414 was moved from Wolverton to Bournemouth depot, top-and-tailed by ROG's locos Nos. 47813 leading and 57312. It is seen at Chertsey. JAMIE SQUIBBS



THAMESLINK unit No. 700034 broke new ground on November 23 working a special move from Three Bridges to Littlehampton and return via the Arun Valley, making this the first unit of its kind on this route.



CLASS 313 No. 313220 was in trouble on November 19. Having worked the 21.46 e.c.s. to Worthing and the 22.12 Worthing-Brighton it went on to work the 23.05 Brighton-West Worthing.

Prior to going to the siding at West Worthing for turn round, a fire broke out under one of the motor coaches, which the fire service attended.

Train services were disrupted, with No. 313220 being damaged. The next day it was parked in the loop platform at Worthing waiting to be hauled to Brighton Depot for repairs: could this lead to a first withdrawal of a Southern 313?

SOUTHERN Class 377 No. 377405 was noted working a Brighton to Littlehampton to Three Bridges, returning to Littlehampton before ending up back at Brighton Depot on a special duty diagram on November 23.



CLASS 57 No. 57303 *Pride of Carlisle*, in Direct Rail Services' compass livery, was seen passing Kew East Junction on Thursday, November 12, at the head of train 5Q86 from Wolverton Centre Sidings to Bournemouth Traction & Rolling Stock Maintenance Depot.

The train, which was formed of South Western Railway 442415, was running around one hour early. The barrier vehicles are reported to have been 977087, 975875, 6330, 6338, 6346 and 6340.

The next day, the Class 57 took unit No. 2403 north from Eastleigh to Wolverton Works.

The next returnee to Bournemouth was No. 2422, which was hauled by Class 37 No. 37884 on November 20. This was followed on November 27 when No. 2414 was top-and-tailed south by Class 47 No. 47813 and Class 57 No. 57312.

THE first of five Class 484 electric multiple-units for the Isle of Wight – No. 484001 – was delivered to the island on a Wightlink ferry from Portsmouth to Fishbourne on Thursday November 19.

It successfully travelled from Sandown to Ryde St John's for the first time during the early hours of Saturday, November 21,

with night time testing planned from Monday November 30.

The new trains will be introduced into full-time service in May 2021.

On Monday, November 23, the London Transport Traction Group announced it had successfully secured a Class 483 unit for preservation from South Western Railway.

NEW Class 701 No. 701009 was delivered from Derby to Worksop by Class 66 Nos. 66725+66716 on November 27. A further move on December 4 saw No. 701014 taken south from Derby to Eastleigh by Class 66 Nos. 66703+66709.

THE Class 707 units are stepping down in preparation for a move to South Eastern Trains, with Nos. 707003+707004 reported at Wimbledon in early December.



A NUMBER of scrap metal trains have been reported, all hauled by Class 66 locomotives, including on November 13 No. 66063 on a Liverpool Alexandra Docks-Swindon-Liverpool Alexandra Docks diagram.

A Liverpool Alexandra Docks-Saltley-Liverpool Alexandra Docks diagram was handled by No. 66119 on November 20, while the following day

No. 66076 worked a Liverpool Alexandra Docks-Saltley-Cardiff Tidal diagram.

Observed leaving Cardiff Tidal on November 24 was No. 66041 heading to Saltley and Aldwarke, while on the same day No. 66076 had charge of a Cardiff Tidal-Beeston-Cardiff Tidal working.

The following day, No. 66129 was on a Cardiff Tidal-EMR Kingsbury-Cardiff Tidal diagram. The same loco was again used on November 30 on a Cardiff Tidal-Swindon-Cardiff Tidal diagram, while again on the same day, No. 66061 was on a Liverpool Alexandra Docks-Saltley-Aldwarke diagram.

Unusually, Nos. 66139+66156 worked a Beeston-Cardiff Tidal train on December 1.

DB original-liveried Class 66 No. 66170 ferried three yellow engineering wagons from Carlisle to Crewe on November 17, seen passing through Lancaster at 16.09.

CLASS 60 No. 60011 was noted on the 08.35 Lindsey Oil Terminal-Neville Hill Depot loaded tanks through Woodlesford on November 18. When observed again on December 9, Class 66 No. 66019 was in charge.

DB Class 66 No. 66120 pulled a train of 60ft-track lengths of rails and sleepers together with low-sided mineral wagons from Carlisle to Crewe on November 23.

CLASS 66 No. 66112 was observed working the Neville Hill-Lindsey Oil Terminal empty tanks on December 2.

THE 6X77/13.58 (Friday) Dagenham Dock to Mossend Down Yard was seen passing Thankerton behind Class 90 Nos. 90036+90024 running a massive 351 minutes late on Saturday, December 5.



THE stone train from Acton Terminal Complex to Tolworth Day Aggregates was seen on November 4 leaving Raynes Park behind Class 66 No. 66558. One week on and Class 66 No. 66504 was at the helm.

The following week, the service was observed between Raynes Park and Motspur Park headed by Class 59 No. 59206 *John F. Yeoman Rail Pioneer*.

It was back to Class 66 power on November 25 with No. 66568 in charge.

THE 02.13/6E91 Earles-Dewsbury cement train, headed by Class 66 No. 66603, derailed on the northern approaches of Sheffield station at around 02.45 on November 11. The incident disrupted train services through Sheffield for the rest of the week, closing access to four of the

station's eight platforms. Sixteen wagons derailed but no injuries were reported.

A PAIR of Class 66s – Nos. 66502+66562 – ran light engine from Carlisle (dep 09.20) to Crewe on November 16, being observed through Lancaster at 10.50.

CLASS 66 No. 66512 was noted in Harwich Parkeston Quay yard on November 16 with a consist of concrete sleepers, having arrived from Whitemoor in the early hours of the morning.

CLASS 70 No. 70017 worked a train of mineral wagons from Springs Branch Wigan to Carlisle on November 17, being observed passing through Lancaster at 10.33.

THE daily Shap to Tunstead stone train, usually hauled by a Freightliner 66/6 loco, was hauled by Class 70 No. 70002 on November 19.

POWERHAUL-liveried Class 66/4 No. 66416 was noted in Harwich Parkeston Quay yard with NR Hoppers and wagons on November 20.

The yard also received two other engineering equipment deliveries from Whitemoor during the week, which included a concrete sleeper consist as well as track-laying equipment.

Also noted in the yard that day, a further unidentified

Class 66, which was shunting a consist of NR open ballast wagons down one of the free sidings.

These arrivals were reported to be in preparation for engineering works on the Harwich branch and Manningtree to Ipswich line over the weekend of November 21-22.

CLASS 90 Nos. 90043+90048 were observed passing Thankerton on the late running 4550/03.58 Crewe-Coatbridge FLT intermodal working on Tuesday, November 24.

On the same day, the 6562/00.54 Tunstead Sidings-Uddington Viewpark Sidings was seen passing Thankerton hauled by Class 66 No. 66617

ONLY four Powerhaul Class 70 locomotives were stored in mid-November. No. 70004 was at Crewe Basford Hall and Nos. 70009, 70013 and 70018 at Leeds Midland Road.

ACTIVITY in Harwich Parkeston Quay yard heightened during w/c November 30 with overnight trips noted for Brentwood and Shenfield with NR sleeper and sleeper-laying consists.

On December 5, Class 66 Nos. 66956 and 66511 were noted in the yard top-and-tailing an engineering consist. They worked out of the yard to the Felixstowe branch over December 5 and 6.



A PAIR of Class 66s – Nos. 66301 and 66305 – top-and-tailed two snow ploughs on a run from Motherwell to Motherwell on November 16 in preparation for possible upcoming winter usage.

DURING the week commencing November 9, the northbound Daventry to Mossend Tesco train that passes Euxton at 09.00 on weekdays had double-headed Class 88s in charge as opposed to the usual single 88. On November 17, Nos. 88007 and 88008 were in charge of this working.

CLASS 66 No. 66302 *Endeavour* pulled the lightly loaded Saturdays-only Tesco container train from Grangemouth to Daventry on November 21, running 55 minutes early,

DRS Class 68s Nos. 68005 and 68006 double headed a Saturday-only Sellafield to Crewe train, comprising of two flasks on December 5.

SERIOUS disruption struck the West Coast Main Line on Sunday, December 6, when Class 88 No. 88006, working the 4M82/16.11 Mossend Down Yard-Daventry IRFT, expired near Carlisle.

The following 1M17/16.38

from Glasgow Central to London Euston, operated by 'Pendolino' No. 390114, was detained in Shieldmuir station for just shy of two hours.

1Z99, comprising of Class 68 No. 68007, was scrambled from Motherwell and arrived on the rear of the failed 4M82, which was taken back to Law Junction via Holytown and Motherwell so the Class 68 was then leading the train as it headed southbound again. Arrival at Daventry was reportedly 499 minutes late.

The 1M18/17.38 Glasgow Central-London Euston, operated by No. 390103, was held in Glasgow Central pending clearance of the line, and eventually departed 80 minutes late.

ScotRail services between Glasgow Central and Lanark were amended with the 16.20 from Glasgow terminating at Wishaw, which then formed the 17.20 from Lanark starting from Wishaw. Subsequent services only operated between Glasgow and Motherwell.

The first service to operate from Lanark was the 20.19 service to Glasgow.

CLASS 68 Nos. 68005 *Defiant* and 68006 *Daring* visited the Dungeness EDF Energy Nuclear flask train terminal on Monday, December 7, with two flask wagons. Our correspondent reports No. 68006 is a rare visitor and one which he has not seen on a Dungeness flask working before.

GB Railfreight

CLASS 66 No. 66749 *Christopher Hopcroft MBE 60 Years Railway Service* was observed on October 22, hauling the 6M83/10.51 Tinsley Yard empty stone hoppers past Woodburn Junction.

CLASS 60 No. 60087, still in Colas Rail livery, was observed on November 4, passing Dudfleet Lane, Horbury, heading the 6E09/07.25 Liverpool-Drax, biomass hoppers.

THE 6O60 from Bow Depot to Tonbridge West Yard was seen between Barnes and Putney behind Class 66 No. 66713 *Forest City* on Wednesday November 4. The 6Y48 from Eastleigh East Yard to Hoo Junction Up yard was also seen between Barnes and Putney behind Class 66 No. 66763 *Severn Valley Railway* on the same day.

GBRf Class 66 Nos. 66717 *Good Old Boy*+66778 *Cambois Depot 25 Years* top-and-tailed a rake of Rail Adventure cargo-wagons south through Market Harborough on November 9, running as the 6Z24/08.00 Chaddesden-Eastleigh Depot.

After running more-or-less on time for the first part of its journey, the train ran into trouble in the Dudding Hill Junction area, from where it eventually proceeded 255 minutes late.

NOTED at Woodlesford on November 11, Class 66 No. 66785 was on the occasional working of the 09.29 Doncaster Down Yard-Arcow Quarry empty wagons.

TWO light engine movement passed through Market Harborough within 20 minutes of each other on November 11. First was GBRf Class 47 Nos. 47727+47749, forming an 0247/13.30 Wolverton-Leicester movement. This was followed by DRS Class 57 No. 57310, forming a 14.02 Wembley-Leicester move.

IT WAS the turn of Class 66 No. 66711 *Sence* to be allocated the North Walsham empty tank run from the Harwich Refinery on November 16.

In the event, it turned out to be an unusual week for No. 66711 on the Harwich Refinery to North Walsham diagram as it was utilised every day of the week.

Instead of the usual one or two (at most) return trips it was noted at the Harwich Refinery gates on Friday, November 20, getting another empty tanks consist ready for the North Walsham diagram.

It is possible this rare Friday run has been brought about by the closure of the Harwich branch and the mainline between Ipswich and Manningtree (where the Harwich branch diverges) on the weekend of November 21-22 for engineering works. This early movement of the tanks would negate any access issues that might have existed on the Ipswich to Harwich route on the following Monday (November 23), the allocation from Peterborough MPD for the diagram being made in the early hours of that day, with arrival at Harwich being normally around 07.30.

The week commencing November 30 saw no workings out or back to the Harwich Refinery.

On December 5, Class 66 No. 66776 *Joanne* brought 4L43 from Doncaster iPort into Harwich Parkeston Quay yard at 12.35 for a weekend intermodal stopover.

The traction uncoupled within minutes of its arrival, coming into Harwich International station to run round its consist in the yard and break its length into two available sidings.

A NUMBER of MoD trains reported include Class 66 No. 66791 on a Kineton-Bicester-Longtown-Carlisle Kingmoor diagram on November 17. A further move on November 30 found No. 66749 on a regular Marchwood-Kineton-Marchwood diagram, followed the next day by a Marchwood-Kineton-Bicester working.

CLASS 66 No. 66766 moved a rake of empty flat wagons from Peterborough to the East Midlands Gateway on November 18, leaving the following morning with a loaded rake to Seaforth – the



Colas Rail Class 70 No. 70802 failed near Washwood Heath on December 1, with No. 70811 sent to recover the loco and wagons and complete the 6V14 Stud Farm to Westbury aggregate works, which is passing Crofton. At this point, the working was 460 minutes late. JAMIE SQUIBBES



The daily Daventry to Mossend 'Tesco' train has been worked by double-headed Class 88s for some weeks now, mainly as a precaution against poor railhead conditions. No. 88005 *Minerva* leads No. 88009 *Diana* at Craighill on November 19 with the 06.24 Daventry-Mossend working. IAN LOTHIAN

Operations Track Record

first such working by GBRf.

THE Wednesday's only Wembley to Irvine Caledonian Paper GB clay train was hauled north on December 2 by GBRf Class 66 No. 66792.



COLAS Rail Tamper No. DR 73942 ran from Wigan Canal Sidings to Carnforth on November 16.

A PAIR of Colas Rail Class 70s – Nos. 70810 and 70812 – ran light from Carlisle to Crewe on November 21. Two days later, Nos. 70806 and 70807 headed north, double headed on a Crewe to Carlisle, passing Euxton at 08.33. Again, two days later, No. 70801 ran light from Nottingham Eastcroft to Carlisle.

CLASS 56 No. 56078 headed south on a November 23 Carlisle to Crewe move, light engine.



WCR Class 37 No. 37518 ran light on November 25 from Carnforth on the 09.15/0237 to Crewe. Later, the locomotive returned on the 0299 to Carnforth, pulling WCR Class 37 No. 37706, seen passing through Lancaster at 13.26.

DATS

THE DATS train was out and about again on November 10 making further tests of the new OHLE between Bedford and Corby.

The train included Class 43 Nos. 43066+43054, Class 91 Nos. 91122+91128, Class 90 No. 90035 and Mk3 DVT No. 82115.

The diagram started as a positioning move as the 18.27 Rectory Junction-Kettering, and then testing as the 20.37 Kettering-Wellingborough, 21.07 Wellingborough-Kettering, 21.35 Kettering-Luton, 22.33 Luton-Kettering, and finished with a positioning move back to base as the 23.23 Kettering-Rectory Junction.

A further DATS diagram operated on November 27 when Nos. 43076+91122+11090+12092+12091+90035+11074+10237+82115+91128+43066 worked 11.32 Rectory-Kettering ECS, 13.28 Kettering-Bedford test, 14.01 Bedford-Kettering test, and 14.35 Kettering-Rectory e.c.s. The diagram ran 90-120 minutes late throughout.



CLASS 60 No. 60055 failed while escorting Class 50 No. 50008 from Leicester to Eastleigh Works on November 11. It had to be rescued by No. 60029, which took the consist to



Class 325 Postal set Nos. 325011/012/007 climbs past Docker through snow-capped fells with a Shieldmuir to Warrington mail train on December 5. JOHN LONGDEN



GBRf Class 66 No. 66747 Made in Sheffield passes Bessacarr with working 6E86, the 08.20 Middletonton Towers-Monk Bretton sand train on December 1. GEOFF GRIFFITHS

Willesden. The following day, No. 60029 took the Class 50 through to Eastleigh.



A CREWE to Millerhill Network Rail engineers' train on Friday, December 4, was hauled by DC Rail Class 60 No. 60046. The loco headed back south the following day light engine.

Sims Metals, Newport

SIMS Metals continues to take the majority of disposals, with Class 315 Nos. 315815+315801 being delivered behind Class 57 No. 57303 on November 23.

Two days later the yard took in Mk3 Nos. 41075+41076+40756+42328+42341+42148+42149+44071, which arrived from Neville Hill behind Class 66

No. 66731.

A move on December 8 saw Class 332 Nos. 332005+332012 taken from Old Oak Common to Newport by Class 66 Nos. 66748+66758.

Derby RTC & Network Rail

CLASS 73 Nos. 73961+73964 paid a visit to Littlehampton on October 16 working the Tonbridge to Tonbridge Network Rail Train. The formation was Nos. 6264+5981+977983+977868.

COLAS Class 67 Nos. 67023 Stella+67027 Charlotte top-and-tailed the 18.18 Crewe-Reading triangle depot test train e.c.s. through Market Harborough on November 5.

GBRf Class 73 Nos. 73964



Nice to see the bi-mode Class 88 on a working other than an intermodal. On December 8, No. 88004 Pandora passes Cathiron, Rugby, with the 09.26 Dagenham Dock-Garston car terminal Ford car train. The service has recently been taken over by DRS from GB Railfreight. ANDY FLOWERS

Jeanette+73962 Dick Mabbutt worked the monthly 1Q69/12.22 South Croydon-Derby RTC on November 7, this time diverted to Toton North Yard.

BR BLUE Class 37 No. 37025 Inverness TMD was seen on November 12 working 3Q99 Longsight Depot to Crewe CS overnight Network Rail test train, running via Manchester, Rose Hill, Marple and other Manchester branches.

GBRf Class 73 No. 73964 Jeanette powered a 08.50 Derby RTC-Dollands Moor four-coach test train on November 13.

AN 11.00 Hither Green-Derby RTC test train on November 16 was powered by BR large logo blue-liveried Class 37 No. 37025, with Mk2 DBSO

No. 9702 on the rear.

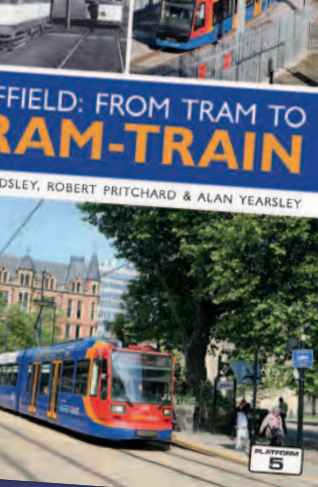
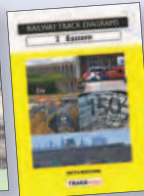
THE Network Rail Track Measurement Train ran its normal Tyseley-Weymouth-Bristol route on Wednesday, December 2. However, instead of the usual Class 67s, it was hauled by Class 37 Nos. 37610+37612, and was seen passing Bradford Junction four times.

Our thanks

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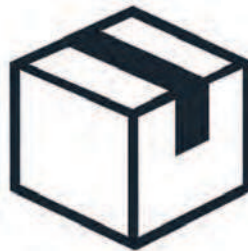
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- Drain cocks
- Approx Dimensions:
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- Silver soldered copper boiler
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Lockdown boom sees Hornby return to profit

MODEL railway company Hornby has returned to profit for the first time in almost a decade thanks to the lockdown boom in the model railway industry.

Hornby has reported a 33% increase in revenue to £21.1million in the first half of the year, an increase of £5.2m over the same period in 2019, with an operating profit of £200,000. During the first half of the year pre-tax profits stand at £17,000.

Christmas sales are included in the second half of the year, where traditionally 55-60% of its sales are achieved.

Online sales benefited many companies in the industry during the spring lockdown, and at the half-year

point Hornby have already exceeded sales achieved through this channel for the financial year 2019/20.

It isn't just railways that have helped Hornby achieve this. New marketing tie-ups such as Scalextric versions of Batman and Joker cars have brought new audiences. The latest technology has started to be adapted to its products such as Bluetooth.

The company have restructured over the past three years under chief executive Lyndon Davies, who has called his strategy the "new normal".

As Christmas was approaching he spoke about 'a real energy within the company for the key trading period'.

Heljan 2021 UK catalogue out now!

HELJAN'S 2021 UK catalogue range includes many new products, including a new 'O' gauge Class 26, Class 27 and Class 73/1, which will all feature a plug-and-play DCC interface, new lighting features and a range of authentic detail variations covering locomotives from the 1960s through to the 1990s.

Also added are a Class 104 DMU and Class 02 shunter for 'OO' gauge, plus re-runs of several popular items that have been out of the range

for some years.

Highlights include the announcement of an LMS Inspection Saloon in 'O' gauge and re-runs of the popular 'OO' gauge Cargowaggon bogie vans and flats, plus additional versions of the LNER 'O2' 2-8-0.

This high-quality 40-page publication costs £3, and provides a complete guide to all current HELJAN UK products in 'OO9', 'OO' and 'O' gauge.

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and for a long time were a cornerstone of the Hornby empire. Bachmann took over the license from Hornby in 2019.

The first models are now due for release. They are the first set of Thomas models to have moving eyes, as they do in the classic 1980s TV show which used real models and have a more 'cartoon' feel.

The full cast of Thomas and Friends is not available, but they have a good range, including classic rolling stock such as Toad the brakevan, and Annie and Clarabel. The company is hoping they will be very popular, and feel it will add another dimension to the Bachmann catalogue. They will mostly be available in 'OO' and 'HO' scales.

Prices for railway stock will start at £24.95 with locomotives starting at £74.95.

Some of the characters won't be available until the New Year, but will be available via the Bachmann website to pre-order or at many local Bachmann stockists across the country.

The new range has received excellent reviews



in the model railway industry, with the overall feeling these models are closer to the original dimensions than were created by Rev Awdry.

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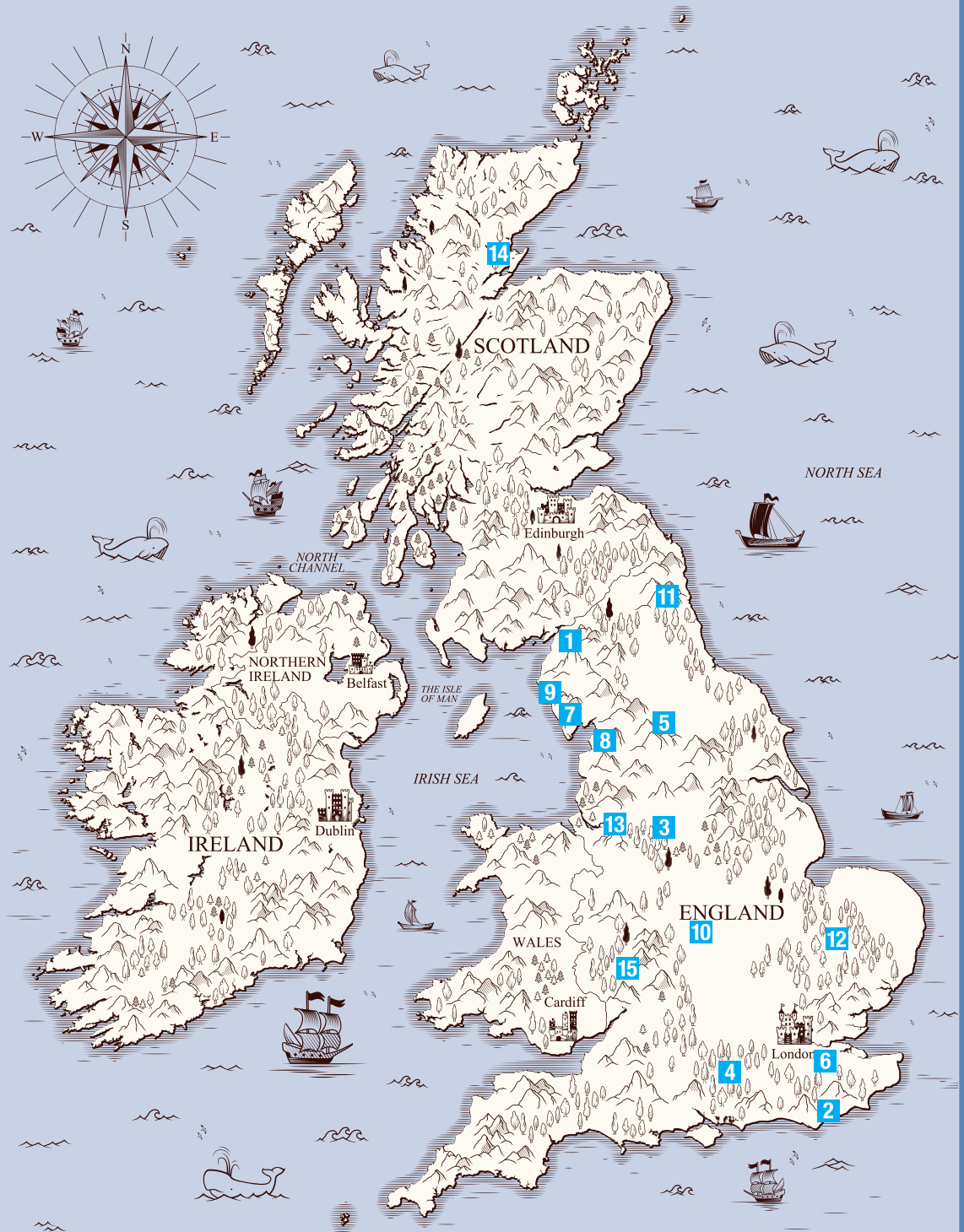
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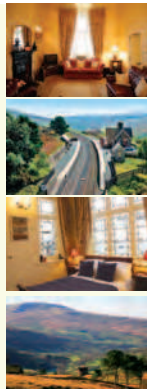
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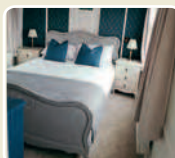
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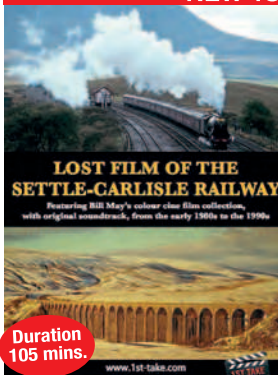


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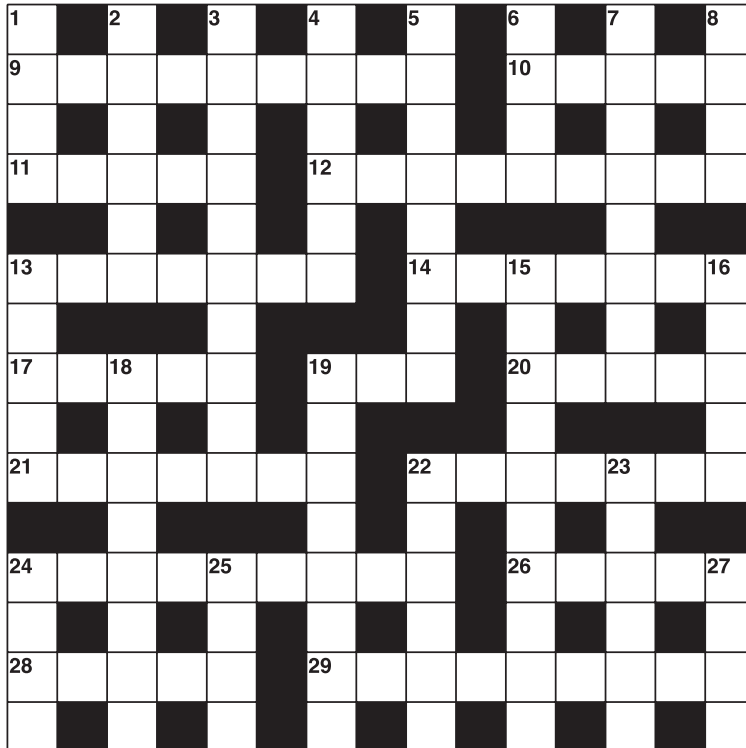
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Across

- 9 Class 50 No. 50013 (9)
- 10 Station east of Barrow-in-Furness (5)
- 11 'Jubilee' No. 45672 or Class 50 No. 50022 (5)
- 12 'Peak' No. D2 (9)
- 13 London, ___ & Dover Railway (7)
- 14 Summit of the Settle & Carlisle line (3,4)
- 17 Epping ___ Railway, heritage line (5)
- 19 'Biggest of the 'Big Four' (initials) (3)
- 20 Location of Birchington, Leigh and Sheerness (2-3)
- 21 Seven ___, Victoria Line station (7)
- 22 'A3' No. 60069 (7)
- 24 Pre-1982 name of Alexandra Palace, north of King's Cross (4,5)
- 26 William ___, Locomotive Superintendent of the North London, GER and LSWR (5)
- 28 ___ Street, GWR station between Gloucester and Lydney (5)
- 29 Station near Newark, formerly junction for Southwell (9)



Down

- 1 ___ Lake Railway, narrow-gauge line in Wales (4)
- 2 Station between Basildon and Southend (6)
- 3 Town whose steelworks is the home of the Appleby Frodingham Railway (10)
- 4 Station between Didcot and Oxford with a listed Brunel-designed building (6)
- 5 Midland Main Line station where the South signalbox has been preserved (2,6)
- 6 Great ___ Tramway, Llandudno (4)
- 7 Edinburgh & Glasgow/NBR Works (8)
- 8 William ___, Chief Locomotive Engineer of the GWR, 1877-1902 (4)
- 13 Word preceding Gates, Green and Keys in station names (5)
- 15 Scottish station near which there was a recent landslip derailment (10)
- 16 East ___, closed station on the heritage Great Central Railway – Nottingham (5)
- 18 ___ Tunnels, outside King's Cross (8)
- 19 Junction for the Looe branch (8)
- 22 Descriptive of Stirling's 4-2-2 No. 1 (6)
- 23 ___ Heath, station between Liverpool and St Helens (6)
- 24 Station between Wareham and Dorchester (4)
- 25 NBR class of 4-4-0, from their names (4)
- 27 Substance used to aid adhesion on a slippery rail (4)

January crossword entry form

Name

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Send completed form (photocopies are accepted) to: January 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 March 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office.

You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down. DATA: Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the November issue.

Across: 1 Worcester 6 Baird 9 Logie 10 Llandudno 11 Sale 12 Ducie 13 Taff 16 Rothley 17 Golspie 19 Corour 21 Custard 22 Abba 24 Swell 25 EMUs 29 Terminate 30 Corfe 31 Neath 32 Tattenham

Down: 1 Wells 2 Regulator 3 Eden 4 Tilbury 5 Reading 6 Bude 7 India 8 Dronfield 14 Blood 15 Clyst 16 Riccarton 18 Peasmars 20 Rowfant 21 Collett 23 Burma 26 Steam 27 High 28 Ace

November winner: Tony Hogarth, Galashiels

Runners-up: John Kinghorn, Brockenhurst and Roger Bunn, Torrisholme.

The closing date for this month's crossword is Friday, February 5, 2021.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only



THE mystery picture last month (right) was of '14XX' No. 1442 arriving at the village of Cadeleigh on November 6, 1962.

Cadeleigh was a station on the Exe Valley line, between Stoke Canon and Tiverton. It opened as Cadeleigh and Bickleigh in 1885, but was shortened to Cadeleigh station in 1906.

Passenger services between Exeter and Dulverton over the Exe Valley ceased on October 7, 1963.

Today, the site still retains railway interest as it is the location of the Devon Railway Centre, which operates a 2ft narrow gauge and 7¼in-gauge miniature line.

Some of the original buildings and a number



of Mk1 carriages stand on the track bed, and are used as play coaches.

For this month, can you identify the station (left) this DEMU is calling at? Answer next month.

Next month

The February issue will be on sale on February 3, 2021. Thank you for choosing *The Railway Magazine*

OO Gauge (1:76 Scale)

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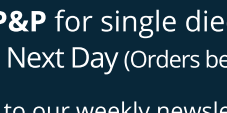
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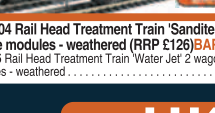
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Train sets - analogue

N Gauge

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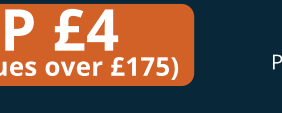
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O Gauge (1:43 Scale)

Dapol - Steam locos



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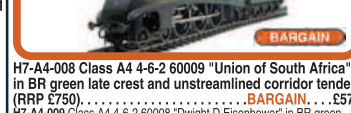


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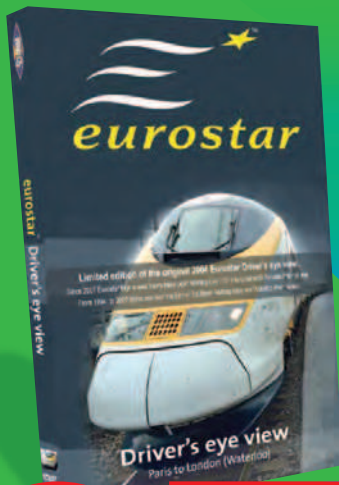
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PARIS to LONDON



Eurostar Paris to London Waterloo

Originally filmed in 2004, we travel the main line through the Parisien suburbs before traversing the LGV high speed line all the way to the Channel Tunnel. We then encounter the first section of HS1 (then called CTRL1) before branching off onto the former Southern region and seeing the change over from 25KV AC overhead line to 750v DC third rail.

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OUT AGAIN ON DVD!

Limited edition DVD of Eurostar

Driver's eye view from Paris Gare du Nord to London Waterloo filmed in 2004*.

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St.Pancras

Waterloo

Brussels

Lille

Eurostar Brussels to London St Pancras **

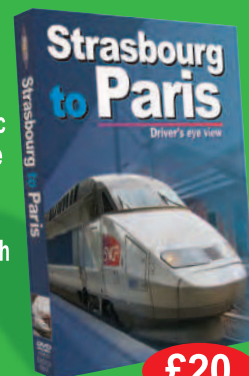
Filed in the cab of a class 373 Eurostar showing the classic line's departure from Brussels Midi and the high speed line to the Channel Tunnel via Lille. We then see the whole of HS1. All five signalling centres controlling our train are featured.

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Gare de Lyon
Gare de l'est

Saverne

Strasbourg

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Marseille to Paris

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