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February 2021

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- Pandemic further restricts services

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Eurostar service must not be sacrificed

AT A time when international travel is so heavily restricted, it seems utterly bizarre that the UK Government, which has supported the airline industry through loans, tax deferrals and £1.8 billion of Covid corporate financing, has ignored Eurostar.

The 55% French-owned operation is said to be close to financial failure.

Since 1994 Eurostar has provided the perfect city centre to city centre alternative to flying – more so as travellers have realigned their travel habits from the unsustainable high level of emissions from aircraft. The St Pancras terminal is far more user-friendly than any airport too.

Furthermore, Eurostar services to Paris, Brussels and Amsterdam offer a genuine alternative for passengers wanting to reduce their carbon footprint.

With news of new sleeper train connections to other European cities poised to begin over the next few years, rail has re-emerged as a desirable eco-friendly form of travel – yet both the UK and French governments bicker about supporting the service which provides the key stepping stone!

The RM first highlighted the situation in our December issue, yet two months on and there's still no support for Eurostar.

House of Commons Transport Select Committee chairman Huw Merriman summed the situation up perfectly when he said: "We simply cannot afford to lose Eurostar to this pandemic. The company contributes £800 million each year to the UK economy. It is unique in offering an environmentally-friendly direct connection to mainland Europe."

Given the time between writing this comment and the publication date of the magazine, steps may well have been taken by both governments

At risk, the Eurostar service to Europe - and beyond.

to financially support Eurostar. However, yet again, key decisions which affect millions of people are being taken far too late, which has been a characteristic throughout the pandemic.

Eurostar simply cannot be consigned to the scrap heap because those holding the purse strings are too short-sighted to see the importance and value of the service.

TRAIN OF THOUGHT
Editor's Comment

Supporting heritage in the pandemic remains crucial

AS WE enter 2021, with no sign of the coronavirus subsiding and with movement and travel restricted due to further lockdowns, the future of heritage railways and museums is a growing concern.

In this third and more stringent lockdown than before, all heritage lines are closed – and many would have been over the winter, even without the pandemic. But that doesn't lessen the bills they face – council tax, utilities, insurance, infrastructure maintenance and loan repayments – all of which need to be paid.

Grants to railways, and not all railways qualify, have been unequal depending whether that railway is in Wales or England. Welsh grants were a maximum of £150,000 but some English lines have received more that 10 times that.

With so many interruptions to heritage operations, and would-be visitors heeding advice to stay at home, the big unknown is when these attractions might reopen. One railway general manager told me they were planning for a May reopening, but because of online training and mentoring could reopen sooner – if it is permitted.

While vaccines are being rolled out at an accelerated rate, there will come a tipping point when sufficient people have been inoculated, lockdowns can start to be eased and degrees of normality begin to return.

However, questions arise:

- Will people feel sufficiently confident to travel on heritage lines along with a reduction in the social distancing as the risk of the virus subsides?
- Will the pandemic leave such a financial impact, it forces some railways to close or sell or mortgage assets merely to survive?
- What will be the longer term impact on the heritage sector?

Many railways still have appeals running, lots of them can be helped by online purchases too. As readers and enthusiast, I hope you will continue to support them financially where you can – as I know nearly everyone has come under financial pressure in the past 12 months.

Our railway heritage is important and we can't afford to lose it.

CHRIS MILNER, Editor

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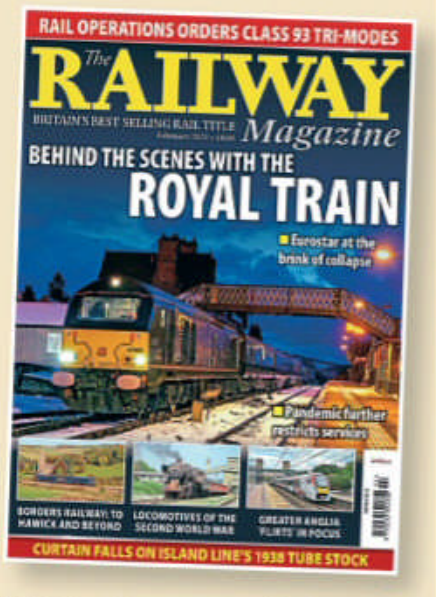
INSET 2: A study of the German and Allied steam locomotives of the Second World War.

INSET 3: Greater Anglia 'FLIRT' performance analysis.



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Class 71 No. 71002 awaits departure from London Victoria on September 17, 1974, heading the 02.55 newspaper train to Maidstone. BRIAN MORRISON

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The Severn Valley Railway's Ivatt '4MT' Mogul No. 43106, commonly known as the 'Flying Pig', departs from Bewdley with the last train of the day for Kidderminster on December 28 as '57XX' 0-6-0PT No. 7714 simmers alongside. JACK BOSKETT

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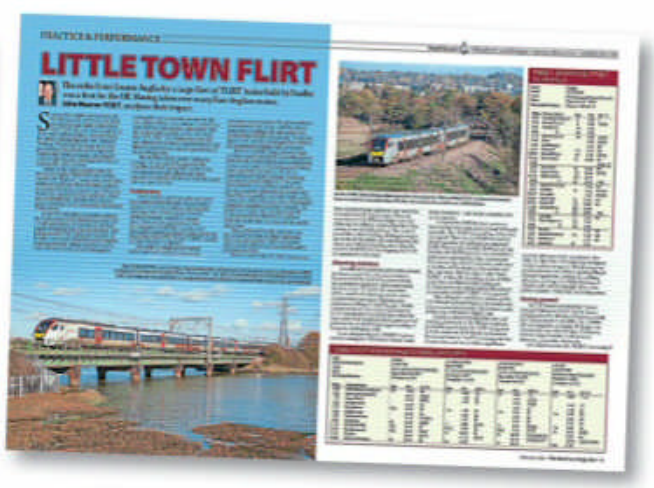

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SIDELINES

Freightliner in rail trials with Kraft Heinz

FOOD conglomerate Kraft Heinz has run a trial train with Freightliner to move foodstuffs from Elst in the Netherlands to the Kraft Heinz National Distribution Centre at Wigan.

The project has also involved the Innovate UK-sponsored Liverpool-Humber Optimisation of Freight Transport (LHOFT) project, the University of Hull, Oxford Rail Strategies and Network Rail, who worked together to develop an intermodal rail freight solution to move food products. This led to the test train to evaluate the feasibility of delivering Kraft Heinz products by rail.

The trial, operated overnight, was considered a complete success and Kraft Heinz will now be considering whether to build on its findings.

Emma Dempsey, chief commercial officer for G&W's UK/Europe Region companies said: "As the largest operator of carbon neutral traction, we are continually developing solutions to deliver decarbonisation targets and we were delighted to be part of the team to trial this potential modal shift to rail."

Police investigate as tractor driver dumps waste water at station

BRITISH Transport Police are investigating an incident at Hartford station on the night of January 20 when a tractor driver was filmed by a member of the public apparently dumping thousands of litres of filthy liquid from a slurry trailer into the station car park.

The film shows the trailer being reversed into the station entrance, the driver then gets out to release the liquid which cascades down the station access road and onto the West Coast Main Line below.

Storm Christoph had already forced the closure of several key rail links in the North West, but this act added Crewe to Warrington to the list, making life tougher still for Network Rail frontline teams battling against the elements to clear sections of flooded railway.

Phil James, Network Rail's North West route director, said the incident had made his blood boil, calling the driver a 'cynical opportunist'.

Hull Trains and Grand Central pause services for third time

OPEN access operators Hull Trains and Grand Central suspended services until an easing of the lockdown is announced, following the introduction of the latest national lockdown due to coronavirus.

It is the third time the operators have been forced to halt services and furlough staff.

Both companies ceased running from 00.01 on January 9. Grand Central indicated a return to service was being planned for March 1, but Hull Trains said it had made no decision on when its services would restart.

Consultation into improving Manchester rail performance

By Tony Miles

A SERIES of reports has highlighted a lack of resilience through the 'Castlefield Corridor'.

It follows a significant fall in the punctuality and performance of services through Manchester from May 2018, after an ambitious new timetable was introduced to make full use of the new Ordsall Chord.

As a result, the Department for Transport has launched a new consultation providing three options on how performance on the rail network in and around Manchester can be improved.

It was noticeable during the first Covid-19 lockdown, when fewer trains ran, that the reduction in services through the corridor resulted in a marked improvement in service performance, underlining the issues raised by the reports and making a strong case to change the May 2018 train service plan.

The decision to opt for a public consultation follows extensive work between DfT, the rail industry and Transport for the North as part of the Manchester Recovery Taskforce, which was launched by the transport secretary and specifically tasked with finding a solution.

Airport service

Passengers are being presented with three options which allow for increasing levels of change from the pre-Covid service patterns. The options affect routes which have direct services to Manchester Oxford Road and Piccadilly stations, and also Manchester Airport. The latter is of particular interest as the number of through services to the airport has grown over several years.

One industry insider said after the May 2018 timetable chaos: "We perhaps have to accept not everyone in the north of England needs a direct train to Manchester Airport."

Now timetable experts have suggested that through services should be reduced in favour of a return to dedicated shuttle services to the airport from both Manchester Victoria and Piccadilly stations.

The three options are:

■ **Option A**

Most existing origins and destinations are retained, particularly for Newcastle to Piccadilly and Sheffield to Airport journeys.

■ **Option B**

This is a variant that maintains airport connectivity for Liverpool and North Wales. The Cleethorpes/Nottingham service via Sheffield to Liverpool is increased to a standard two trains per hour but would mean there is no longer a through service from Sheffield to Manchester Airport as this creates a movement which is operationally very challenging at Manchester Piccadilly. Passengers from Warrington Central would also need to change at Piccadilly to access the airport.

■ **Option C**

This makes the most interventions and moves closest to 30 minute frequencies on most of the corridors into Manchester, including services on the Blackburn, Calder Valley, Chorley, Wigan, Buxton, Chester via Warrington Bank Quay, Airport (stopping) and Crewe lines. In timetable Option C, a number of stations gain an improvement in frequency, helping contribute to overall benefits.

Some of the more significant proposals of the three optional packages include the splitting of the Liverpool-Manchester Oxford Road stopping service via the CLC line at Warrington Central, routing of all stopping trains between Manchester and Crewe via Manchester Airport and Styal thus avoiding Stockport and the diversion of many TfW rail services between Chester and Manchester to run via Middlewich and Altrincham.

Proposals follow recent discussions that performance would be improved by running "fewer but longer" trains which would ensure that capacity is retained even if services are removed from the timetables.

The Ordsall Chord, where a Class 185 passes, was built at a cost of £100m and provided a connection for services from Manchester Victoria as well as Blackburn, Preston and Liverpool to access Manchester Piccadilly and Manchester Airport. Opening in December 2017, punctuality problems in the area have been exacerbated, and are summed up by Network Rail CEO Andrew Haines: "The Ordsall Chord is a classic example of a fantastic piece of infrastructure which has unlocked great new journey opportunities but where the new infrastructure was not supported by a sufficiently rigorous operating plan. Nobody really looked at how we would reliably operate 15 trains an hour, across six flat junctions in the space of a few miles." PICTURES: TONY MILES

A view along the Castlefield Corridor towards Manchester Piccadilly on a route where container trains to Trafford Park and passenger services vie for paths.

Calls for two more platforms at Piccadilly would, industry experts believe, deliver very little benefit for the high cost and disruption it would cause, as there is also congestion at Salford and between Manchester Piccadilly and the airport, rather than simply the lack of platform space at Piccadilly.

Reliability

The agreed option, hopefully to be introduced from May 2022, is expected to improve overall reliability significantly while maintaining the pre-Covid travel connections for the vast majority of passengers. DfT does note, however, that some changes may mean making different choices for travel.

The changes are seen as an interim measure, giving passengers a more reliable service with less risk of knock-on delays, while allowing longer term infrastructure changes are developed. Those should enable more services to be added in the future "in a sustainable way."

Rail Minister Chris Heaton-Harris said: "We are putting the power to improve Manchester's rail network in the hands of those that use it daily.

"I urge passengers to use this opportunity to comment on the future of your railway."

First Tube train trials begin on Northern Line extension

DECEMBER 19 saw the start of Tube train trials on the two-mile (3.2km) Northern Line extension from Kennington to Battersea Power Station.

The first test journeys followed other milestones earlier in 2020 that saw the power supply connected to the rails and the signalling software commissioned, while a battery-powered engineering train was the first to travel through the tunnels in summer 2019.

The extension is due to be completed this autumn, with work now concentrated on fitting out the two new stations at Nine Elms and Battersea. It will be the first addition to the Northern line since the extension to Morden in 1926, and London Underground's first major extension since the Jubilee Line in the late 1990s.

The new line is part of a wider regeneration of the area that is hoped to create 25,000 new jobs and see more than 20,000 new homes built.

Northern Line 1995 Stock on test at Nine Elms on December 19. TfL

Rail Operations orders 30 Class 93s from Stadler

RAIL Operations (UK) Limited and Swiss manufacturer Stadler have signed a framework agreement for the supply of 30 Class 93 tri-mode locomotives, which will support rail decarbonisation requirements in the UK.

An initial batch of 10 is due for delivery in early 2023.

As a tri-mode, the Class 93 will be able to run on 25kV overhead, diesel or battery power.

Rail Operations (UK) is the parent company of the Rail Operations Group (ROG), Traxion and Orion, and just two days before the announcement of the order, STAR Capital Partnership, a private equity company, confirmed that it had bought a majority stake in Rail Operations (UK).

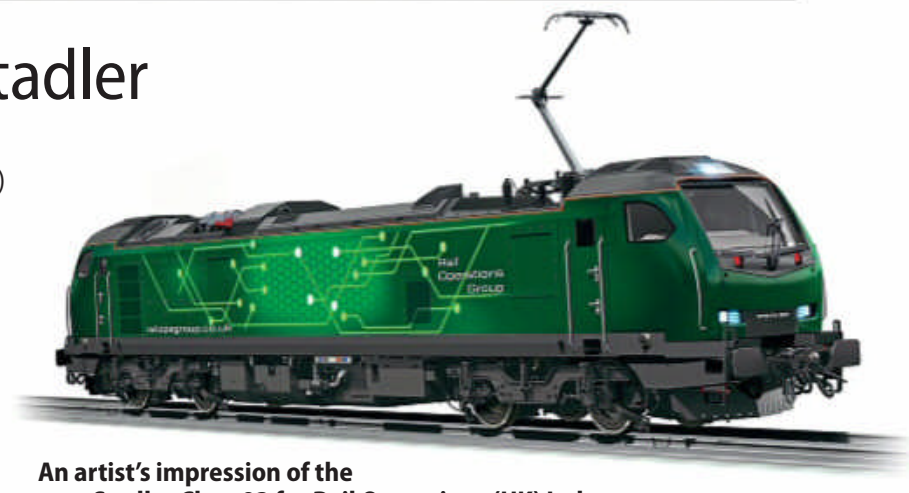
Mixed traffic

The new Class 93, the first tri-mode loco for the UK, will be based on the existing Class 68 and 88 designs, but have a top speed of 110mph and designated as a mixed traffic loco.

On 25kV power, the loco will be rated at 4,000hp (5,360hp). The other power modes will be from a Caterpillar C32 diesel power plant with a nominal power rating of 900kW (1,200hp) and meets EU 97/68 Stage V emission requirements.

Also on board will be two lithium titanate oxide (LTO) traction battery packs which will provide 400kW extra power to supplement the engine when the locomotive is running in diesel/battery hybrid mode as well as last mile carbon-free shunting operation.

Karl Watts, CEO of Rail Operations (UK) Limited, said: "The Class 93 fleet with its array of green credentials, will allow us to lead the way in supporting the rail industry deliver its decarbonisation targets. Furthermore, with its impressive state-of-the-art specification, the Class 93s also allow us to develop new markets and modernise many aspects of UK train operations."



An artist's impression of the new Stadler Class 93 for Rail Operations (UK) Ltd.

Concern grows over antics at crossings for social snaps

NETWORK Rail has voiced a growing concern over the dangerous activities which have been taking place at level crossings and found their way onto social media sites.

In one incident at The Oaks level crossing, Bromley Cross, Bolton – and shared on the site TikTok – a black Volkwagen car was parked across one line and foul of another, with someone having set up a camera on a tripod; the driving putting themselves and rail users at risk.

The second clip, captured by a Network Rail camera, shows two young women walking on to Tidemills level crossing near Seaford, Sussex, looking around before one lays on the boarded crossing as the other took several photographs her before the pair walked away.

Network Rail said the Tidemills incident is the 17th at this crossing since April 2020 with 15 recorded near misses, and a footbridge is to be installed.

Inspector Becky Warren from the British Transport Police (BTP) said: "No picture or video is worth risking your life for. There is simply no excuse for not following safety procedures at level crossings. The behaviour shown by the individuals is incredibly dangerous and reckless."

Both incidents have been widely condemned and BTP is investigating.

Actions that beggar belief. A woman lies on the crossing at Tidemills for a photograph. NETWORK RAIL

ORR simplifies level crossing safety guidance

NEW guidelines aimed at improving the design and safety of level crossings have been welcomed by the rail industry, traffic authorities and local authorities.

Published by the Office of Rail and Road (ORR) on January 20, the draft Principles for Managing Level Crossing Safety Proposals are designed to prioritise risk assessments at level crossings and provide practical advice on how to recognise and manage risks that affect the safety of users.

The ORR aims to give the industry greater confidence in putting forward ground-breaking designs to reduce risks by focusing guidance on the need to consider how level crossings are used by the railway, highway and pedestrians. The principles also highlight the importance of collaboration to remove and manage risk and how cost-benefit analysis can be used in decision making.

Ian Prosser, HM chief inspector of railways said: "With more than 7,000 level crossings in Britain, there is no 'one size fits all' approach. Every level crossing is different and risk assessments should take account of the circumstances of each one."

Network Rail operates around 5,800 level crossings on the national network and around 1,500 crossings exist on heritage and minor railways. Despite significant improvements to their management and design in recent years, crossings remain a major risk to railway safety.

Highways England demolition plans could 'take wrecking ball' to useful structures

A PROPOSAL by Highways England to demolish more than 100 structures on disused railways which could potentially hamper future railway reopenings has been condemned.

When the British Railways Board was wound up in 2013, responsibility for non-operational railway land was transferred to the Highways Agency, part of DfT.

Now renamed Highways England (HE), the plan is to demolish 134 structures to reduce or eliminate the risks they present. In addition, some cuttings are being infilled.

One campaigner likened the action as "finishing off what Beeching started".

Leading the fight against the agency is the HRE Group, an alliance of walking, cycling and heritage campaigners and greenway developers who see the Historical Railways Estate as a future transport asset.

A restored rail trail enjoyed by walkers at Heckmondwike, West Yorks.

Of the 134 structures under threat, their analysis was 40 had no realistic value. The remaining 90 had been proposed for reuse, had potential for reuse or there were no other obstructions should reuse be proposed.

The HRE says HE has plans to spend much of its quadrupled budget for managing its portfolio of 3,200 disused railways structures by demolishing or infilling hundreds of them. HRE claims no assessment is being made as to the value of each at-risk structure for future rail or active travel provision; most of them are in good condition and present low levels of risk.

HRE further claims attempts are being made to progress most of the schemes under inapplicable emergency powers to avoid the challenges that often accompany normal planning processes. So, not only is HE "taking a wrecking ball to potentially useful structures and community aspirations", it's also "acting disreputably to bypass local development plans and overcome objectors".

Following a letter to the DfT, a reply to the HRE said most structures were more than 100 years old and not designed for the weight of modern traffic. The letter also said local authorities were contacted to advise of the plans and whether they saw any use for the structures.

A petition started by HRE – bit.ly/3948r8f – had received more than 7,000 signatures as *The RM* closed for press.

Bridge parapet failure occurs just a mile from Aberdeenshire crash site

THE failure on January 15 of a section of bridge parapet around a mile north from the site of last August's fatal HST accident at Carmont is being investigated.

Part of the retaining wall at rail level of the bridge which spans Carron Water has collapsed, and it is known this bridge was inspected by Network Rail engineers in the weeks after the Carmont crash as part of a wider inspection of structures.

Network Rail says the failure of the parapet was related to the weather, but had not been caused by a landslip.

Remote site

Rail services were suspended and indications on the Scotrail website were repairs might not be completed until February 8 because of the remote location and type of damage to be repaired.

Rail replacement bus service operated between Aberdeen and Montrose and a rail shuttle between Stonehaven and Inverurie between 0700-1900.

Network Rail has identified five other bridges with similar characteristics between Montrose and Aberdeen, and inspected a further 21 bridges as a precaution.

Worries about the incident has been raised by Gordon Martin, the regional organiser of the RMT union who said: "I have raised concerns with Network Rail about the number of incidents on the railway infrastructure. We will be seeking a meeting with Network Rail once the facts have been established."

An aerial view showing the extent of the collapse of the sidewall and safety barrier. NETWORK RAIL

£794m funding for rail projects

FUNDING worth £794 million for two key rail projects has been announced by Transport Secretary Grant Shapps.

The major tranche of the funding, £760m, will be for the completion of phase 2 of the East West Rail link project and cover track and signalling upgrades between Bicester, Aylesbury, Milton Keynes and Bedford. The money will cover the cost of a new station at Winslow as well enhancements to existing stations.

Criticism

The project is tendering for diesel rolling stock and the start of a two trains per hour service from Oxford to Milton Keynes, which is now envisaged to start in 2025. The two would be connected for the first time since 1968.

In reconfirming the funding, it has led to criticism the project doesn't include electrification, knowing that retro-electrification will cost far more. However, Mr Shapps has alluded to hydrogen or battery trains to replace the DMUs, which has not been well received either.

Labour MP Daniel Zeichner, who represents Cambridge, said: "Every rail expert will tell you it will cost more later to electrify a line.

"In a time of climate emergency, we really shouldn't be building railway lines for diesel, it's got to be electric."

Simon Blanchflower, CEO of project promoter East West Railway Co, said: "This funding will enable us to get on with the construction work. We are committed to improving connectivity across the Oxford – Cambridge arc and fully recognise our responsibility to ensure that it is delivered in a way that minimises disruption, supports the regional economy, maximises benefits and supports jobs across the region."

The remaining £34m of the announced funding will be used towards the next steps towards the £166m cost of reinstating passenger services between Ashington in Northumberland and Newcastle. Passenger services ceased over this route in 1964 but it is still used for freight traffic.

Investment

Dubbed the Northumberland Line, the investment will fund preparatory works, including land acquisition, detailed design work and early site works.

Plans for the project include new stations at Ashington, Bedlington, Blyth Bebside, Newsham, Seaton Delaval and Northumberland Park; where there will be an interchange with the Tyne & Wear Metro before joining the East Coast Main Line at Benton Jct.

The project will need an upgrade to 18 miles of track, three new footbridges, signalling upgrades and changes to level crossings and could lead to bridges or underpasses being built.

Northumberland County Council leader Glen Sanderson said: "This is fantastic news and means we can finalise our plans to deliver this transformational project for both Northumberland and the wider region."

Last autumn, Northumberland County Council had hoped infrastructure design would have been completed by the summer, with construction contracts starting soon afterwards and the line opening by 2023/24, but it is not clear how the pandemic has affected this projected timescales.

The Department for Transport has confirmed a third and final round of proposals for the Restoring Your Railway Ideas Fund will close on March 5, with money allocated to successful bids to take projects forward will be announced in the summer.

A view of the work taking place at Claydon on January 17 where the East West Rail and HS2 alignments will cross. PHIL MARSH

A map of the route the reopened Northumberland Line will take.

RAIB launches new enquiry

THE Rail Accident Investigation Branch (RAIB) has launched an enquiry into a 'near miss' between a South Western Railway train and a Network Rail mobile operations manager (MOM) on December 19.

While retrieving a bag from the track at Rowlands Castle station in Hampshire, the MOM came one second from being struck by the train passing through the station at 60mph. Initial investigations suggest he was not aware of the train approaching as he had contacted the wrong signalbox to check.

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Bombardier Derby wins Egyptian monorail fleet contract

BOMBARDIER has been selected to build a monorail for two lines in Egypt after the Government approved a £1.7bn export finance guarantee. It is the largest amount of financing UK Export Finance (UKEF) has ever provided for an overseas infrastructure project.

The 70 four-car Innovia Monorail 300 trainsets for the monorail system will be built at Derby's Litchurch Lane factory, directly supporting 100 UK jobs at the company and many more in the supply chain.

Bombardier's consortium was named preferred bidder for the project at the 2020 UK-Africa Investment Summit and, with UKEF's guarantee, has secured the financing needed to fulfil the contract and start production. Bombardier can now invest in its manufacturing centre in Derby where the trains for the Egyptian monorails will be designed and built.

This is the first major UK export since Derby won the contract in 2008 to supply both new trains and kits of parts to be built locally for South Africa'a Gautrain project, the units based on the Electrostar. Specialist loco manufacturers have won smaller orders.

The deal was announced just before the Alstom takeover of Bombardier took place on January 29.

HS2 eastern leg safeguarded

SUGGESTIONS the Government may scrap the eastern leg of HS2 via Toton and Sheffield to Leeds appear to have been laid to rest after Andrew Stephenson, the HS2 minister at the Department for Transport, published new safeguarding directions for phase 2b on January 21.

Mr Stephenson said the final design of the HS2 Phase 2b Eastern Leg will be determined by the government's integrated rail plan, which it aims to publish early this year.

In addition, the latest safeguarding update includes a site east of Leeds required by the HS2 which would support the potential integration between HS2 and Northern Powerhouse Rail.

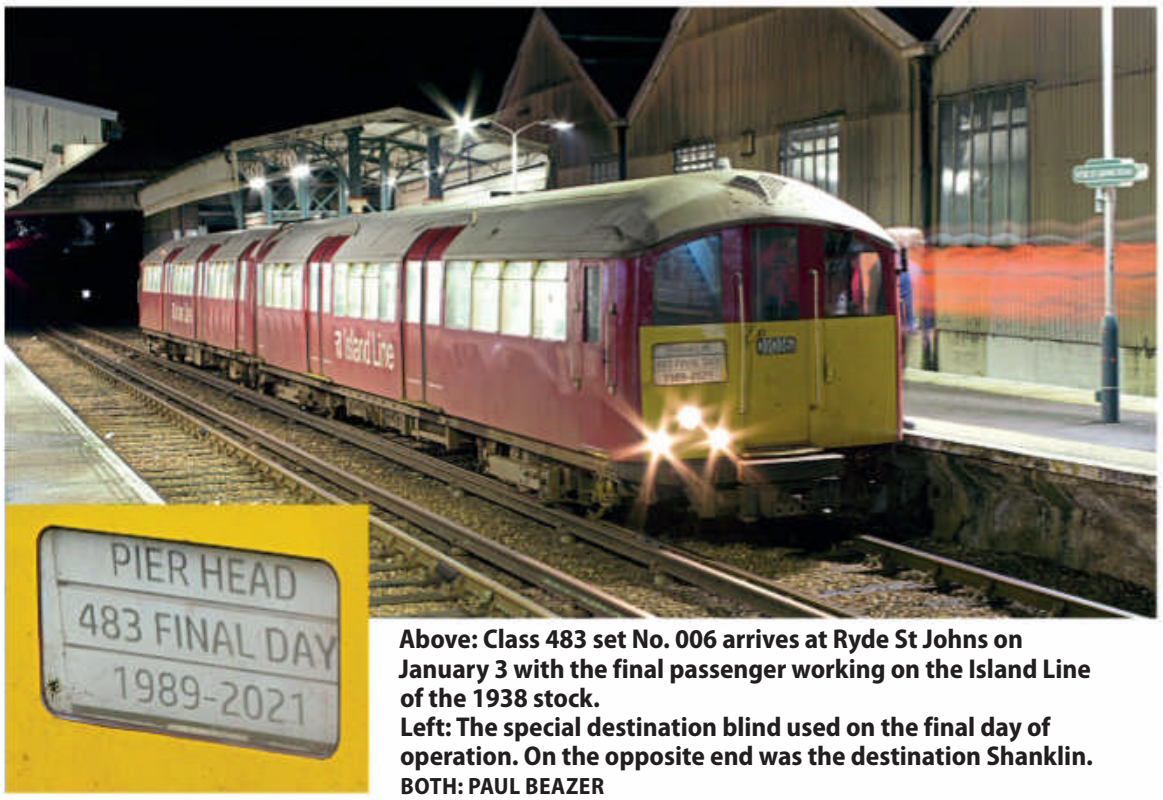
He added: "The developer of the site has been made aware of the safeguarding directions prior to their publication as has the local planning authority, Leeds City Council.

"By protecting the site now, the Government guards against potentially conflicting development, as well as the risk of increased costs of building the new railway.

"This protects the public's interest in spending taxpayer money in a proportionate fashion. The Government periodically reviews land requirements needed for the project and updates the extent of safeguarding accordingly.

"It's anticipated that the land requirements for Phase 2b of HS2 for the Crewe to Manchester section of the route will be updated prior to the deposit of the relevant hybrid bill."

The safeguarding move does not mean the eastern leg is completely safe from abandonment, but by not building it, HS2 would only release capacity on the West Coast Main Line for more local services and freight, creating a capacity imbalance. Cancelling the eastern leg would not provide any form of capacity release for the East Coast or Midland Main Lines which are equally choked.



Above: Class 483 set No. 006 arrives at Ryde St Johns on January 3 with the final passenger working on the Island Line of the 1938 stock.
Left: The special destination blind used on the final day of operation. On the opposite end was the destination Shanklin.
BOTH: PAUL BEAZER

1938 Stock finally bows out as Island Line prepares itself for new 'D Train' era

By Ben Jones

ISLAND Line's venerable Class 483 sets finally retired from passenger service on January 3, ending a remarkable career spanning 82 years.

Of the 10 former London Underground trains shipped to the Isle of Wight by Network SouthEast in 1989-92 (nine plus one acquired for spares), just two sets made it to the final day – No. 483006 and recently overhauled and repainted No. 483007. Both trains will avoid the scrapyard, with No. 483007 being donated to the Isle of Wight Steam Railway and No. 483006 expected to move to the Epping Ongar Railway in Essex with No. 438008 (withdrawn on December 4, 2020).

Without a third-rail supply the preserved trains cannot operate under their own power, although both the IoWSR and the London Transport Traction Group at the EOR have expressed an interest in converting the trains to battery operation.

Of the other surviving trains, Nos. 483002/004 are likely to be scrapped and the future of former Ryde depot shunter No. 483009 is currently uncertain. Nos. 483003/005 and 483001 were scrapped in April 2000 and June 2006 respectively.

Shortly before returning to his permanent job at GWR, South Western Railway interim managing director Mark Hopwood said: "When these trains first carried passengers, Neville Chamberlain was Prime Minister. They served London through the Second World War, from the 1950s to the 1980s and then crossed to the island.

'Icon of transport'

"They are an icon of transport but they have reached the point where we just can't maintain them any more. And, there are aspirations that we must rightly meet – people travelling in wheelchairs should be able to get on and off the train. This work has to be done if the island is to retain a rail service."

Having replaced ex-LT 1927 Stock trains in 1989, the '483s' will also be superseded by former London Underground electric trains. The island's third generation of electric traction comprises five Class 484 'D Trains' converted by Vivarail from 40-year-old former District Line vehicles. The first two-car '484' set arrived on the island by ferry on November 19 and undertook a number of test runs from Ryde St Johns Road depot before the line closed for upgrading on January 3.

Island Line's 8.5 mile route between Ryde Pier Head and Shanklin is closed until March for a £26 million infrastructure upgrade which will include the commissioning of new signalling, replacement of jointed track and shingle ballast with continuous welded rail and conventional ballast and the modification of every platform on the line to match the higher floors of the '484s'.

The passing loop at Brading is also being reinstated, 50 years after it was removed, to allow a half-hourly clockface timetable co-ordinated with high-speed ferries to and from Portsmouth. In a separate project valued at £20m, Network Rail is also working strengthen Ryde Pier, which carries both the railway and a road to the ferry terminal at the pier head.

Changes to coronavirus tiers placed the Isle of Wight in Tier 3 and much of the rest of the country in Tier 4 on the final day of operation.

As with the end of the 'Pacers' at Northern, the 'stay at home' request from the Government was widely heeded, denying many enthusiasts their final ride on the 1938 Stock.

Celebrations kept low-key as *Calbourn*e helps mark Island line anniversary

THE Isle of Wight Steam Railway (IoWSR) marked the 50th anniversary of the Wight Locomotive Society's move from Newport to Havenstreet on January 24, albeit in a much lower key than originally intended.

The transfer of the fledgling society's stock from the old Newport station on January 24, 1971 not only heralded the end of the railways in the town, but also signalled the start of the society's successful restoration of the line between Wootton and Smallbrook Junction.

The stock move was undertaken by 'O2' 0-4-4T No. W24 *Calbourne*, adorned with a special commemorative headboard.

Five decades later the IoWSR had intended to re-create the spirit of that historic journey with a special passenger service from Wootton to Havenstreet; the passengers beginning their journey on foot from Newport by following the route of the now-lifted line as far as Wootton.

Alas the latest Covid-19 lockdown resulted in the plans being cancelled, but the occasion was still marked by *Calbourne* making its first independent moves under its own steam since the completion of its overhaul.

The brief test was undertaken within the confines of the yard at Havenstreet, with No. W24 sporting its newly applied post-war malachite green with 'sunshine' lettering and complete with the original headboard from 50 years ago.

In addition the railway commemorated the anniversary online throughout the preceding week, presenting a series of archive images and recollections from the build-up to the move, and from the day itself.

Further tests of *Calbourne* are to be undertaken by IoWSR staff in the coming weeks. In the meantime preparations continue for a special 50th Anniversary Steam Gala on June 4-6 (see page 56).

Sole-surviving Adams 'O2' No. W24 *Calbourne* makes its first tentative moves at Havenstreet following overhaul, adorned with the original headboard carried by the loco during the Newport to Havenstreet stock move five decades earlier. JOHN FAULKNER

Storm Christoph makes its mark on the network

NETWORK Rail staff spent much of the weekend of January 22-24 clearing up after Storm Christoph brought havoc to Wales and the North West.

There was a landslip at Lydney, damage on the Cambrian line between Dovey Junction and Pwllheli, along with several washouts on the Conwy Valley Line, between Llandudno Junction and Blaenau Ffestiniog, only recently repaired.

A number of lines in Cheshire, Lancashire, Merseyside and Cumbria were flooded but suffered little or no lasting damage.

Network Rail Air Operations team carried inspections from one of its helicopters on the West Coast main line and produced pictures (above) of two flooded areas. One shows the tracks at Freightliner's Crewe maintenance depot underwater, while the other shows Colwich, some 30 miles to the south, where the River Trent has burst its banks. In the foreground is the WCML line to Stafford, curving away top right is the line to Stoke-on-Trent.

BOTH: NETWORK RAIL

Network Rail donates 8,000 laptops to schools

WITH home schooling becoming one of the key aspects of the coronavirus, Network Rail has donated 8,000 refurbished laptops to schools as part of a recycling initiative which is being run by a team of volunteers.

The idea to help pupils who are without a home laptop for remote learning during the national lockdown was proposed by Stephanie Hart who works in IT Services at Network Rail.

She said: "I've been working on this idea in my spare time, so it is just fantastic to see pupils collecting their device.

"We're asking colleagues across Network Rail to nominate schools in need of laptops and we hope to help as many as we can."

RM 2020 INDEX

THE index for the 2020 issues of *The RM* will be distributed free to subscribers with the March-dated issue. For information on how to subscribe and save money on *The RM*, turn to page 78. Details of how non-subscribers can obtain copies will appear next month.

Eurostar nears collapse as passengers 94% down

By Keith Fender

AS *The RM* went to press it was reported that Eurostar was on the verge of financial collapse and could declare bankruptcy.

Reports in both the British and French media indicate that without urgent government assistance, the company could cease trading as it could no longer afford its running costs.

With just one return train to Brussels and another to Paris per day, coupled with travel restrictions in the UK and Europe, revenue had fallen to almost nil. Eurostar has reduced its staff costs through furloughing, usually on a rotational basis to maintain competencies, but there is little more it can do.

Severe cuts

The coronavirus pandemic has meant severe cuts in Eurostar services from London to Paris, Brussels and Amsterdam from April 2020. Last year Eurostar passenger numbers were down 77% compared with 2019 but in the last three months of 2020 the figures were even worse, with passenger numbers 94% lower compared with 2019.

Eurostar's plans to increase services in the run up to Christmas were ruined by the discovery of a new more virulent strain of the coronavirus in the UK, with both France and Belgium briefly closing their borders completely in December. While the borders have since re-opened, passengers must present negative Covid tests to travel, but lockdowns in every country Eurostar serves have reduced demand substantially.

Less than a year ago on February 4, 2020 Transport Secretary Grant Shapps welcomed the first direct Eurostar from Amsterdam at St Pancras and spoke about the government's wish to see many more international services. A year later Mr Shapps' department is being asked to intervene to save Eurostar from bankruptcy. KEITH FENDER

In November 2020 the chief executives of Eurostar and the privately-owned UK high speed line concession HS1 made a public appeal for national help from the UK and French governments. However, politicians in both London and Paris think Eurostar is a problem for the other country: Eurostar is a British firm, majority owned by the French state and employing people in both countries.

Despite the French government being the largest shareholder in Eurostar, via French Railways (SNCF) which owns 55%, neither it or the British government (which sold its 40% stake in Eurostar in 2015) has offered any new financial help. Belgium holds the other 5%. Both the UK and French governments have, however, offered billions of pounds-worth of aid directly or indirectly to privately owned airlines.

As *The Railway Magazine* closed for press, it was reported that the UK Government was looking at loans from the Bank of England's coronavirus lending programme as a possible source of finance for Eurostar. The French government has confirmed it is talking to Transport Secretary Grant Shapps about a joint financial rescue. Eurostar's shareholders have provided €220 million in funding and the company has existing debt of over €450 million.

A further complication is the HS1 concession deal is partly guaranteed by the British government anyway through a minimum use payment contract covering the domestic 'Southeastern' high speed regional rail services which also use HS1, and the exposure could be around £80m.

More trouble ahead

Even if Eurostar survives the next few weeks, the next few years will prove to be difficult. Since January, thanks to the new Brexit arrangements, all British travellers on Eurostar must comply with new EU travel rules which require time-consuming passport checks and stamps – replacing automatic gates used previously – both entering and leaving the EU.

The procedure requires at least another 30 minutes for the check-in above the recommended 45min, thereby extending overall journey times, and it's feared the change could lead to passengers reverting to flying.

With leisure travel between the UK to Europe unlikely in the next few months due to Covid restrictions, it is impossible to predict if or when a full Eurostar service will operate again.

OBITUARY: VIC MITCHELL, MIDDLETON PRESS FOUNDER AND AUTHOR, DIES AT 86

VIC MITCHELL, the founder and driving force behind Middleton Press and a father figure of both the Ffestiniog and Talyllyn Railways, died peacefully at his Midhurst, West Sussex home on January 18 after a short illness. It was not Covid-19 related; he was 86.

With a total of 457 books to his credit (according to his family), Vic said it was the January 1951 issue of *The Railway Magazine* that changed his life.

He was a self-confessed eccentric who knew he would never complete his lifetime's ambition of authoring the definitive pictorial gazetteer of the UK's entire railway network. He had a brave attempt at it however, and avid collectors of all his works will tell you that they take up around 40 feet of shelf space.

Forever keen to plough his own furrow, Vic controversially funded a print version of the National Train Timetable after Network Rail ceased publication in 2007, ending a 160-year tradition.

As an inventor, he won awards for patented devices that included a self-composting lavatory that was commended by the Duke of Edinburgh.

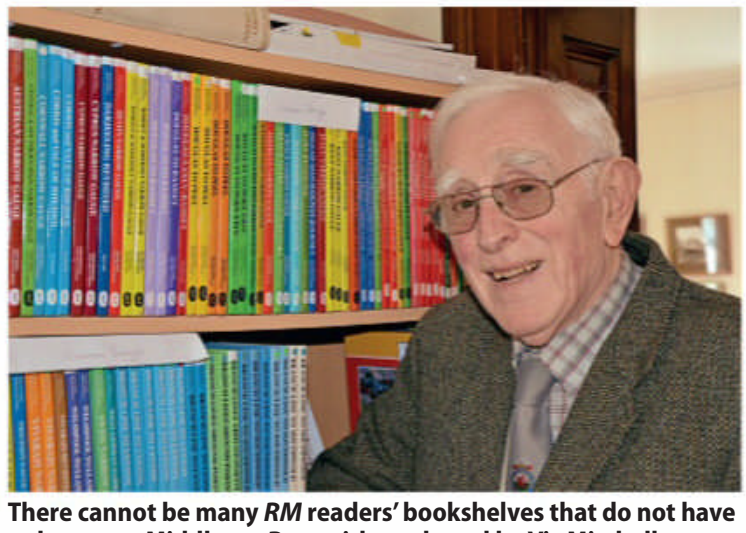
The Mitchell family says that it is too early to decide what the future is for the Middleton Press imprint, which was still turning out new volumes at the rate of 10 a year until Vic fell ill just before Christmas.

Following his father into dentistry, Joseph Charles Victor Mitchell's introduction to railways was helping out at his local Hampton (West London) station during wartime, and it was "love at first sight" when he was treated to a day out on the Lyme Regis branch at the age of nine when LSWR Adams 4-4-2Ts still held sway.

Vic's introduction to Welsh narrow gauge was reading a new item on the plight of the Talyllyn in the January 1951 issue of *The Railway Magazine* (he was a lifelong subscriber) and he became a working volunteer under the authoritarian Tom Rolt. The same year, he attended the first revival meeting of the Ffestiniog at Bristol University, and at the age of just 20 became a director, sales officer, fireman to Alan Garraway, assistant guard… and just about everything else.

The first foray into publishing in 1980 was a history of Midhurst station intended as a church fundraiser, and a writing partnership struck with former policemen Keith Smith continued until his death.

Vic's wife of over 50 years, Barbara, died in 2015, and he is survived by his daughters Deborah and Caroline and their husbands Ray and Andy, five grandchildren and six great-grandchildren. A quiet funeral was held at St Mark's Church, Easebourne on January 28, and a celebration of his life will be held when government restrictions are lifted.



There cannot be many *RM* readers' bookshelves that do not have at least one Middleton Press title authored by Vic Mitchell on them. Some have collected them all. HOWARD JOHNSTON

Howard Johnston

■ Vic Mitchell told the story of his life in a major feature in the June 2018 issue of *The Railway Magazine*.

TOCs reduce services as national lockdowns bite

By Ben Jones

SEVERAL Train Operating Companies (TOCs) introduced reduced timetables in late-January, as passenger numbers across the UK fell to less than 10% of pre-pandemic levels and also due to staff shortages due to Covid-19,

Although most aimed to offer around 75% of the normal service to ensure that a usable timetable was still available to key workers, frequencies on many key routes have been cut as TOCs attempt to tailor services to demand, reduce costs and cope with the loss of staff infected with Covid -19 or in self-isolation.

Many TOCs have asked clinically vulnerable staff to stay at home for their own protection.

Up to one-in-five Govia Thameslink Railway drivers were unavailable for work in January, although the situation varies between depots. However, the need for crews to social distance wherever possible has led to extended turnaround times at stations and less efficient diagramming, exacerbating an already difficult situation.

From January 18, West Midlands Railway, Northern, ScotRail, Thameslink Southern Great Northern (TSGN) and Avanti West Coast introduced revised timetables reducing both train frequencies and overall capacity across their networks.

One train per hour is currently the norm across the Avanti network, with Euston-Edinburgh via Birmingham reduced to two-hourly and just one train per day between London and Holyhead. Blackpool and Shrewsbury/Wrexham are reduced to 'occasional' status.

Northern is focusing on providing services to get people to and from work at peak times, reducing services at off-peak times when most trains run empty.

The empty gateline at London Paddington reflects the massive drop in passengers numbers. JACK BOSKETT

ScotRail reduced Edinburgh-Glasgow via Falkirk High, Airdrie-Balloch and Milngavie-Springburn services to hourly and is expected to make further alterations after completing a thorough review of passenger demand.

Reduction

Thameslink has reduced its Peterborough-Horsham route to an hourly frequency, with King's Cross-King's Lynn also down to one train per hour for most of the day.

Southern's London Bridge-Tattenham Corner service is reduced to an hourly shuttle between Purley and Tattenham Corner, while Caterham is now served by an hourly peak time shuttle and half-hourly off-peak through trains to London Bridge.

London Bridge-Beckenham Junction/Crystal Palace trains are cancelled on weekdays and fewer trains run on the London Bridge-East Croydon/Crystal Palace route.

WMR is now running fewer trains on routes from Birmingham Snow Hill on weekday afternoons, has cancelled all trains on the Nuneaton-Coventry-Leamington route and reduced the frequency of the Stourbridge Town shuttle.

Greater Anglia reduced services to just over 72% of the normal timetable from January 25, cutting many peak trains, reducing Liverpool Street-Norwich inter-city trains to hourly and cancelling many off-peak trains on branches across Essex, Suffolk and Norfolk.

Transport for Wales reintroduced its lockdown timetable on January 25, reducing Valley Lines services around Cardiff to a basic hourly frequency and other routes to two-hourly or even less. The Heart of Wales line and Carmarthen-Fishguard Harbour have just two return trips per day.

Chiltern Railways and South Western Railway also reduced services from January 25. Chiltern services were cut to just 51% of the pre-pandemic timetable. Marylebone to Birmingham and Oxford and Aylesbury via Amersham or High Wycombe are reduced to hourly with additional peak time trains to/from High Wycombe, Ruislip and Aylesbury via Amersham. Chiltern is also operating Leamington-Birmingham Moor Street and Leamington-Stratford-upon-Avon shuttles at peak times.

TransPennine Express revised its frequencies from February 1, running hourly on the Liverpool-Newcastle and Leeds-Manchester routes and two-hourly York-Scarborough, Hull-Leeds and Redcar-York shuttles. Just two TPE trains per day currently continue beyond Newcastle to Edinburgh.

Revisions

GWR continues to operate a revised timetable, introduced in December, providing around 80% of its normal service. Paddington- Bristol/South Wales/Plymouth inter-city trains run hourly, with connections at Plymouth for Cornwall and revised timetables on regional routes and branch lines.

CrossCountry has also been operating a revised timetable since December 13, with hourly trains on its Newcastle-Bristol via Leeds, Manchester-Reading, Birmingham-Leicester and Nottingham-Birmingham core routes and two-hourly extensions to Edinburgh/Plymouth, Bournemouth, Cambridge and Cardiff respectively, plus a small number of daily trains to Aberdeen, Glasgow, Stansted Airport, Paignton and Penzance.

First Hull Trains and Grand Central also suspended operations as these open access services do not qualify for the Government's emergency measures support funding – see separate story.

Khan confirms 2.6% rise for London fares

FARES on all modes of transport operated by Transport for London will rise by an average of 2.6% on March 1, London Mayor Sadiq Khan has confirmed. They are the first rises since his election to the position in 2016.

Mr Kahn's office has confirmed bus and tram single fares will increase by 5p to £1.55 with the daily bus and tram cap raised to £4.65. The Bus & Tram Pass season price is increased to £21.90 for a seven day ticket.

Tube fares in Zones 1-6 and other rail services in London where Tube fares apply, Pay As You Go (PAYG) fares will increase by 10p or 20p however, a number of fares, including PAYG fares for children, will remain unchanged.

The impact of the pandemic has hit TfL finances hard. It is facing a funding gap for 2020-21 which could be as high as £2bn, and is appealing for more Government support.

Great Northern Atlantics return 'home' to Doncaster as centrepiece of exhibition

THE National Railway Museum's two Doncaster-built Great Northern Railway 4-4-2s, Nos. 251 and 990 *Henry Oakley*, are to form the centrepiece of a new exhibition in the town's Danum Gallery, Library and Museum.

1902-built large boiler 'C1' No. 251 arrived at its new home on January 24, having journeyed by road from Locomotion at Shildon. It will be joined at a later date by small boilered No. 990, which is to be transferred from the NRM in York. The loan is thanks to a partnership between the NRM and Doncaster Council that will see both Atlantics stay for an initial period of three years.

They will be displayed on purpose-laid track in a new rail heritage centre, which will also include an array of railwayana and memorabilia from the Doncaster Grammar School Railway Collection.

The exhibition will tell the story of Doncaster's famous 'Plant' and its impact on the development and growth of the town. It will open virtually in March, prior to the building being opened for the public later in the year, subject to the ongoing Covid-19 pandemic.

GNR 'C1' Atlantic No. 251 arrives at its new home at Doncaster's Danum Gallery, Library and Museum on January 24. CHARLOTTE GRAHAM/SCIENCE MUSEUM GROUP

Andrew McLean, the NRM's assistant director and head curator, said: "We are thrilled to be working alongside Doncaster Council to share the stories of these fascinating locomotives. Although iconic in their own merits, for them to return to where they were built is special."

More information on the exhibition can be found at www.doncaster.gov.uk/newlibraryandmuseum

SIDELINES

Fitting farewell and tribute for *RM* stalwart

VETERAN *RM* feature writer Keith Farr was laid to rest in St Mary's churchyard Cholsey on December 21, to the skirl of bagpipes and with two red kites he had named Halloween and Cumbria wheeling above him.

The ceremony was completed by a salute from the horn of the passing 13.32 Paddington-Bristol Temple Meads IET, kindly arranged by family friend, First Group managing director Mark Hopwood. Keith is in good company, with the churchyard being the resting place of novelist Dame Agatha Christie.

Dame Margaret Weston dies

DAME Margaret Weston, who became the first woman in the UK to run a national museum, has died aged 94. Dame Margaret also laid the foundations for the Science Museum Group and was instrumental in establishing the National Railway Museum at York, which at the time was the first national museum to be located outside London.

Passing of IC225 project director David Rollin

DAVID Rollin, founding managing director of Interfleet Technology, died from Covid on January 20 aged 76.

A BR engineering apprentice at Horwich, Mr Rollin worked on the APT project between 1974 and 1979 before becoming new products engineer for BREL and then in 1985 project director for the InterCity 225 train, the Class 91 and Mk4s.

Greens' tunnel vision

THE Scottish Green Party has outlined a plan, costed at £4bn to £6bn, for a rail tunnel under the Forth Estuary from a point between Kirkcaldy and Seafield to Leith, before connecting to the former Abbeyhill loop line and running to Edinburgh Waverley.

As part of a £22bn investment plan, the Greens would reopen the Alloa-Dunfermline route, build another Glasgow rail terminal underground at Argyle Street station, reopen other routes across the Highlands and upgrade the Stranraer line.

First 321s off for scrap

THE first Class 321s, two Greater Anglia sets, were set to be hauled to Sims Metals, Newport, for scrap on January 26. The class was introduced by BR from 1988.

Stagecoach bids to stop bridge bashes

STAGECOACH, Britain's biggest bus operator, is to become the first operator in the country to invest in the national roll-out of new bridge alert technology across its fleet.

The £4m project, in partnership with Green Road, will strengthen existing measures in place to prevent bridge strikes.

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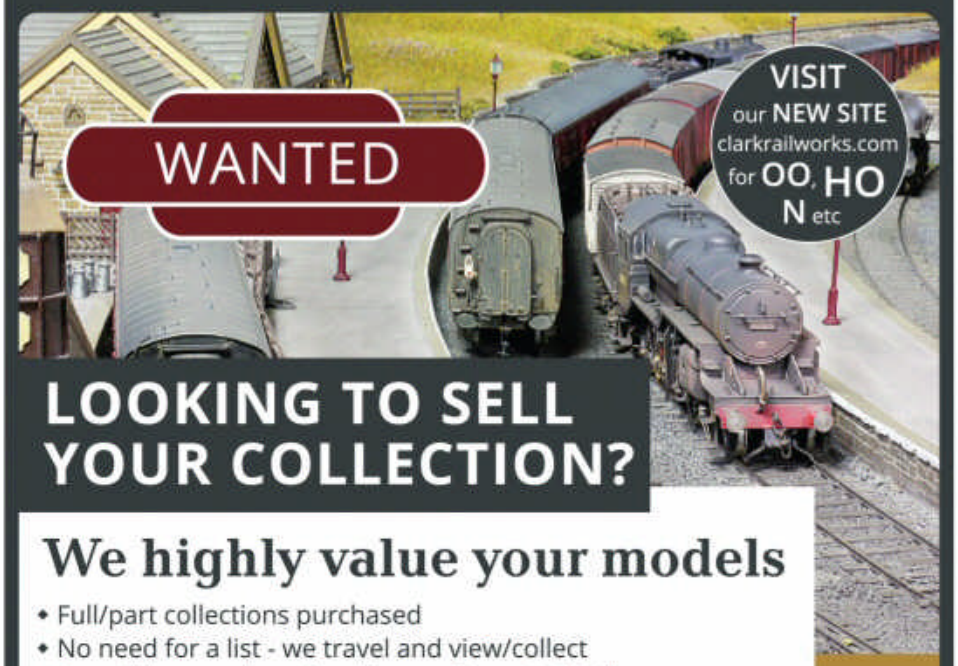

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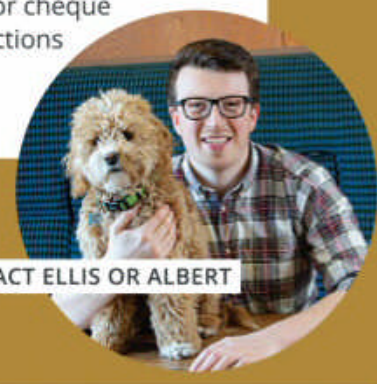

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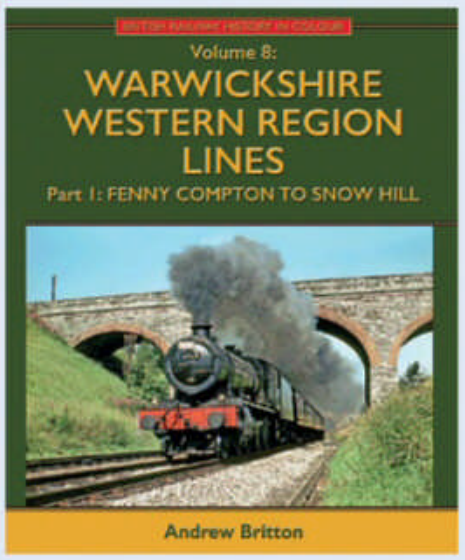


BRITISH RAILWAY HISTORY IN COLOUR

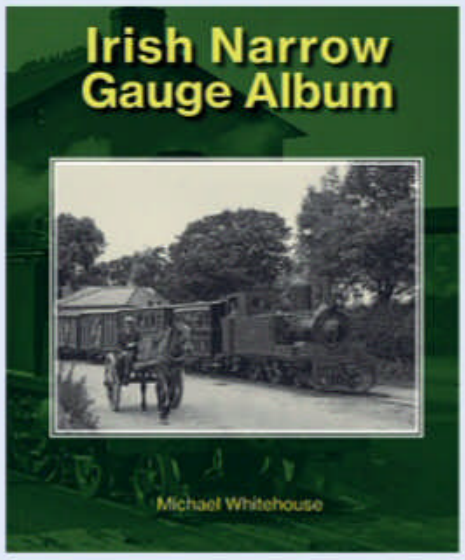
Vol. 8: WARWICKSHIRE WESTERN REGION LINES

Part 1: FENNY COMPTON TO SNOW HILL Andrew Britton

North from Oxford, the construction of the main line from London to Britain's second city was projected by the Birmingham & Oxford Junction Railway but by the time the first part of it opened, between Oxford and Banbury in 1850, the company had been absorbed by the Great Western Railway. The section covered by this book, north from Banbury to Birmingham, was opened by the GWR on 1st October 1852 and we begin our journey along this route just south of Fenny Compton, where the line crossed the county boundary between Oxfordshire and Warwickshire. This was a line built originally to the broad gauge that proved eminently suitable for fast running and which, in steam days from the late 1920s, became the preserve of 'Kings' and 'Castles' hauling crack expresses between London, the Midlands and the north-west. Between Banbury and Birmingham it also served the historic towns of Leamington Spa, Warwick and Solihull, as well as the important industrial and manufacturing region that had grown up on the approach to Birmingham city centre. There was also therefore a plethora of interesting freight to be photographed, with 'BR '9F' Class 2-10-0s to the fore in the period covered herein but with a varied selection of other types involved as well. Finally, north from Leamington, there were also the stopping services to and from Birmingham, plus some to and from Stratford-upon-Avon via the junction at Hatton. To add to all this interest, there was a medium sized steam shed at Leamington and a major locomotive depot at Tyseley, both of which we visit in detail, the fearsome 2½ mile climb of Hatton Bank (requiring a banker for most northbound freights), Rowington Troughs and the sadly now lost GWR city centre station at Snow Hill. Author Andrew Britton grew up in Leamington, trainspotted on the platforms and made regular visits to the shed courtesy of neighbour who was a driver, and now lives in Warwick so is intimately acquainted with the area. Whilst the line and most of the stations within are still open, much has changed, so this is a welcome chance to step back in time and enjoy the sights of a busy ex-GWR main line in the last decade of steam – with Blue Pullmans and a few early diesels – and all in glorious colour!

304 pages, 275mm x 215mm, gloss art paper, laminated printed board covers. ISBN 9781911038 84 9. £30.00 + £4 p&p

Irish Narrow Gauge Album Michael Whitehouse



Mysterious, quirky, obscure, obsolete, quaint, bizarre, fantastic, mad – all adjectives that could and have been applied to the myriad narrow gauge railways to be found in Ireland, both north and south. Indeed, most at one time or another have probably been applied to the Listowel & Ballybunion, an almost unique monorail system on the far west coast in County Kerry. A glance at a map of Ireland shows the areas that these lines generally served were rural, remote and sparsely populated. Thus whilst such lines could be cheaply built and maintained in comparison to standard gauge railways, it also meant that they quickly became an anachronism as the 20th century progressed and apart from the Guinness Brewery system, closed in 1965, all of them had gone by 1961, some in the 1950s but several much earlier than that. Fortunately a few hardy souls made regular trips over to Ireland to explore some of these lines, having discovered the delights that the country offered in terms of scenic settings and, in later years, a certain laissez-faire attitude to access and authority. Many, in the first quarter of the 20th century, also enjoyed the attentions of Ireland's pre-eminent photographer of that time, Walter Lawrence of Dublin, whose stunning collection of glass plate images now resides with the National Library of Ireland. So sit back and in the company of Michael Whitehouse, who has once again delved deep into the family archive established by his late father P.B. 'Pat' Whitehouse, which includes the work of many other well-known names such as W. 'Cam' Camwell, Henry Casserley, A.W. Croughton and Ron Jarvis, revel in the joys of a visit spanning the fifty year period from circa 1910 to around 1960 and mostly to the remoter parts of the country. We will reach such remote outposts as Kilkee and Kilrush on the West Clare Railway, Castlegregory and Dingle on the Tralee & Dingle, Schull and Skibbereen, Coachford and Donoughmore on the Cork & Muskerry, and Crosshaven on the Cork, Blackrock & Passage in the Republic of Ireland, along with the aforementioned Listowel & Ballybunion and Guinness Brewery systems. And in Northern Ireland, to Cardonagh and Burtonport (Londonderry & Lough Swilly), Glenties, Killybegs and Ballyshannon (County Donegal), Arigna, Dromod and Belturbet (Cavan & Leitrim) and Maguiresbridge and Tynan (Clogher Valley), as well as the Giant's Causeway Tram. Each pictorial chapter is accompanied by an historic essay from a well-known railway historian, in a style that harks back to the original narrow gauge albums compiled by Pat Whitehouse and others in the 1950s and '60s, and replicated in the two colour volumes son Michael has already produced for Lightmoor.

224 pages, laminated board covers. ISBN 9781911038 81 8. £25.00 + £4 p&p

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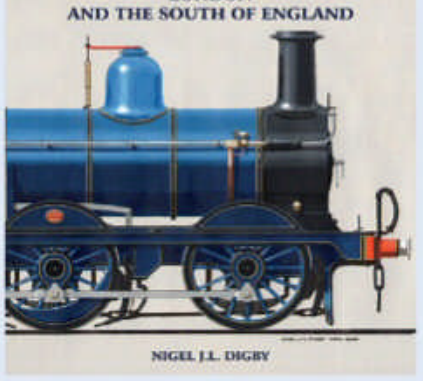
VOLUME FOUR: LONDON AND THE SOUTH OF ENGLAND NIGEL J.L. DIGBY



The fourth and final volume in this series concentrates on the standard gauge steam railways in the south of England, most of which became part of the Southern Railway in 1923. Originally published as a series of magazine articles between 1994 and 2006, this edition brings them together for the first time with revised text, new paintings, postcards and scrap views to provide as accurate a view as possible of this fascinating period.

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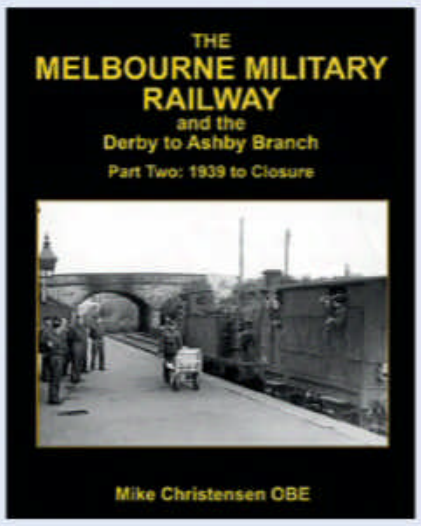
THE MELBOURNE MILITARY RAILWAY and the Derby to Ashby Branch

Part Two: 1939 to Closure

Mike Christensen OBE



From late 1939 to the end of 1944, the War Department leased most of the branch line from Derby to Ashby de la Zouch to provide for training Army Railwaymen. The first of this two part work covered the history of the Ashby Canal railway and the Midland Railway and LM&SR line, and the industries that they served, up to 1939. This second part recounts the operation of the line by the War Department for civilian traffic as well as training purposes, and the post-war years up to closure.

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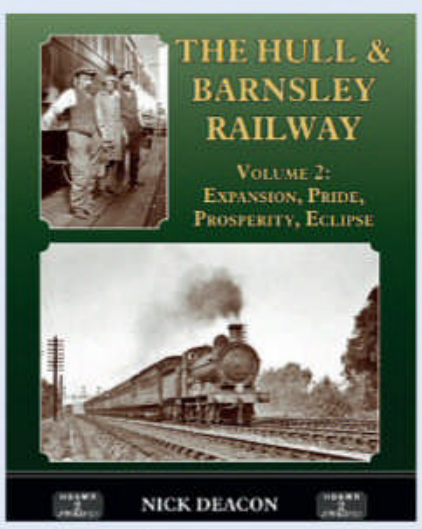

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OPERATING THE ROYAL TRAIN

PART 1

Geoff Griffiths is a former Royal Train manager who retired from DB Cargo 10 years ago. In the first part of an exclusive feature for *The Railway Magazine*, Geoff provides a fascinating insight into the operations and meticulous planning involved whenever the train goes out.

What is the role of the Royal Train manager?

The Royal Travel Office (RTO) based at Buckingham Palace requires one person to be the point of contact on all matters relating to rail travel, whether it be for the operation of the Royal Train or indeed members of the Royal family travelling on service trains. That person will then co-ordinate all of their requirements and disseminate information within the railway industry on a 'need to know' basis.

Joining British Rail straight from school and getting a clerical C01 grade at Derby Locomotive Works in 1975, Geoff soon realised that paying invoices was not what he had joined the railway for.

He moved to a job in the TOPS office in Nottingham yard. This was more like it. He could see and hear trains through the window.

Geoff started railway correspondence courses then passed the rules and regulations exams. Subsequent promotions took him to regional control at Crewe, yard supervisor roles at Toton and Coalville and later train crew supervisor at Leicester and Nottingham.

In late 1998 Geoff received a phone call from EWS. They were looking for people with experience within the railway industry to join them at new offices in Doncaster. The following month he was working for EWS as a Royal Mail controller.

All went well for five years, but then disaster struck. The Royal Mail decided it didn't need the railway any more and EWS lost more than 10% of its business, which led to a large scale re-organisation. Consequently EWS decided to concentrate its admin work in Doncaster and close its London Office.

David Brown, the then Royal Train manager (RTM), didn't fancy a job 'up north', took one look at his pension figures and a vacancy arose. Geoff takes up the story…

My first visit to the Palace

Early in 2004 a meeting was arranged by David Brown to introduce me to Group Captain Tim Hewlett, director of royal travel (DoRT). He was responsible for all royal travel whether it be abroad, use of air transport or railway. He was an ex-RAF fighter pilot so loved all things airborne but when it came down to the railway he relied entirely on the RTM.

A meeting with him entitled you to enter Buckingham Palace by the front door. I was told to report to the police at the front gate. On checking my details and passport I was instructed to walk to the right-hand-side front door of the Palace. As I walked across the forecourt, passing the guardsmen in their bearskins and red tunics, I thought to myself: "What the hell am I doing here? I just work on the railway!"

What was expected of the RTM?

I had three main duties: To make all arrangements for the operation of the Royal Train (RT), to oversee all travel arrangements on ordinary rail services and to compile a RT budget.

The budget consisted of the fixed costs of the train and then each individual train journey. These fixed costs included: The storage and security of the RT at Wolverton Works, the cost of maintenance of the coaches and maintenance

Left: Passing the familiar location of Dawlish, the Royal Train heads towards Exeter on September 11, 2009, with No. 67005 *Queen's Messenger* leading.
ALL PICTURES GEOFF GRIFFITHS, UNLESS STATED.

Right: No. 67006 *Royal Sovereign* arrives at Machynlleth on July 13, 2005, with the Royal Train after an overnight journey from Cardiff conveying HRH the Prince of Wales and HRH the Duchess of Cornwall. This was the first time the Duchess had travelled on the train.

staff, and my wages. So without a wheel even turning there was a substantial cost involved in the provision of the Royal Train.

A programme of potential journeys would be provided each year and each one would be carefully planned and costed as follows:

- Cost of two locomotives, including their time out of traffic for cleaning and exam
- Cost of fuel
- Cost of all the staff man hours, including drivers etc.
- Rail Gourmet costs for catering staff and food
- Network Rail planning charge and track access fee.

A spreadsheet detailing all the individual costs was sent to the RTO for their perusal. I only learnt in later years that irrespective of who was using the train, the Queen herself scrutinised the costs before giving approval for the journey. The contract between EWS and the Royal household was to run the train at cost plus 5% profit.

The Royal Train

In my time as manager, the train was used by four members of the Royal family – Her Majesty the Queen, the Duke of Edinburgh, the Prince of Wales and the Duchess of Cornwall.

The train runs in various formations of between seven and nine coaches depending on who will be travelling. The train is owned by Network Rail. As most journeys take place overnight, the Royal Train is seen as a moving hotel where members of the Royal household can sleep, work and relax in a secure environment.

The Queen loves it and claims it is one of the few places left in the world where she can relax and put her feet up. The Prince of Wales says he couldn't live without it and will be at work in his office until the early hours of the morning, while the Duchess of Cornwall is not so keen. She doesn't sleep well on it and requires the windows to be blacked out. I must admit, I have slept on it quite a few times and have never had a good night's sleep.

The history of the train

The first journey was made by Queen Victoria in 1842 from Slough to Paddington. There was no station at Windsor. The driver was Jim Hirst who received one extra sovereign for his trouble. That little nicety had been dispensed with by the time I took over 162 years later. I also believe the drivers of yesteryear were possibly a little more needy than those of today.

Also present on that inaugural day were Daniel Gooch and Isambard Kingdom Brunel.

The first train was rather basic and it wasn't until 1850 that the Royal Train became the first train to have the luxury of a lavatory.

Today's train

Surprisingly, the train is still a rather basic affair, dating mainly from 1977. There are no plush curtains or decorations. It is plain, bland but functional. The Queen's coach has a 3ft single bed with cotton sheets and woollen blankets. There are no double beds. She has a Roberts radio and her coach has a bath.

The Duke's coach doesn't have a bath but a shower. He also has a large magnified mirror at right angles to the lavatory so he can 'sit and shave' at the same time.

Planning the train

The planning can be as basic as when the Queen gave out Maundy money at Derby Cathedral on April 1, 2010.

It is given the Queen wants to depart London or Windsor the night before. Further information would be provided by the Queen's private secretary, who might say that as the service starts at 11am, an arrival time at Derby might be 10.45.

Now if you have been a rail enthusiast all your life and have spent a few weeks travelling the country on a All Line Rover ticket, you will have a knowledge of railway stations and their layouts, as well as where the nearest 'chippy' might be located! So you'd know for Derby the train ideally wants to arrive on platform 1, giving a flat exit to an awaiting car. No stairs, lifts or underpasses.

I would speak to my counterpart in the Network Rail planning office – in my day that was Bob Dewhurst. At Derby there is an option of arriving at platform one from the north or south (not via Trent any more), so Bob would look at the train graph and say which direction would give us the best option to hit the 10.45 arrival time. This would possibly dictate which way round the train would need to be, the Queen at the front or back.

A local Network Rail person would go out and measure where the loco would need to stop in order for the Queen's coach to stop in a suitable position near to the station exit, and of course, adjacent to the official welcoming party. There was one occasion, before my time, when for some reason the train had been reversed during the night. As the train glided into the platform the Queen peered through the door at the waiting Lord Lieutenant on the red carpet and waved as the train continued down the platform. There was much clanking of spurs and sword as he raced down the platform to greet her.

I once had a call from Clarence House saying that Prince Charles had decided to use the train on an additional journey on a particular date. I politely had to inform them that his mother had already booked it on that date.

Rail Gourmet look after the catering arrangements on the train. The same staff appear on all the journeys and are well known to the Royal family. The Rail Gourmet staff know all the members of the Royal household, what they liked to eat and how they like it cooked. It all ran like clockwork.

There have been occasions when running the train wasn't as smooth as it should be, and ▶

Author Geoff Griffiths in front of No. 67005 at Sheffield on November 18, 2010.

was a very rare occurrence. On one occasion the Queen and Duke joined the train for a leisurely afternoon run from Windsor to Cardiff where they had an evening engagement. When this happened it was usually a lavish banquet somewhere. After the banquet she would re-join the train for a light supper and then breakfast in the morning.

On this particular occasion, not long after the Queen had boarded the train, her private secretary enquired as to what time dinner was being served. Apparently the Queen was attending a performance at Cardiff Castle and dinner wasn't included. The Network Rail liaison on the train hastily contacted the power box and requested a five minute platform stop at Reading, where an emergency delivery was made courtesy of the local Tesco!

Ordinary service trains

Besides using the Royal Train, many journeys are taken using service trains. The Queen regularly travels to King's Lynn in early December for her Christmas break at Sandringham. One end of the First Class coach is reserved exclusively for the Royal party. The rest of the train operates as normal. Tickets are purchased in advance. The Duke uses his senior citizen railcard.

On one occasion I was contacted by the RTO to say the Queen had an engagement in Ipswich and wanted to travel on the 17.30 Liverpool Street to Ipswich, due to the fact she was suffering from a bad back. I contacted the relevant train operating company (at that time it was appropriately named ONE) and took delight in informing them that 'One' would like to use ONE's train service. Arrangements were made for the train to arrive on the Up side platform at Ipswich to allow an exit from the station without having to use the lift or stairs.

I travelled once with the Duchess of Cornwall on the 16.30 from King's Cross to York. She sat with her protection officer on a table for four. Myself and a member of the BTP sat on the adjacent table for two in the middle of a first class coach. As other members of the public joined the train, most did a double take as they walked past her. One passenger couldn't resist a long stare. She looked up at him, smiled and said: "Yes it is me." She took advantage of the First Class tea and biscuits and spent most of the journey doing the crossword.

On another occasion I was walking down a street in Rotherham when my phone rang. A voice said: "Is that Mr Griffiths? Prince Michael of Kent here." Initially it takes you by surprise. He said he wouldn't be travelling today as he was booked on a service train from Darlington to Peterborough, and I was able to inform the train operator. Another call which came as a surprise was when my son-in-law answered the house phone one evening, handed me the phone and said… "he says he's Rowan Atkinson"… and it was. I had met him at a meeting at Buckingham Palace a few weeks earlier and he wanted some information.

Steam for the Royal Train as Stanier '8P' Pacific No. 6233 *Duchess of Sutherland* stands at Hellifield on March 22, 2005 before an empty stock move to Settle where the Prince of Wales joined the train for a run over the famous scenic line to Carlisle.

My very first train

The first train I planned in its entirety for the Queen and Duke of Edinburgh was an overnight working from Euston to Halifax early in 2004. I didn't sleep a wink that night going through all the things that might go wrong, hoping I hadn't forgotten anything.

The overnight stabling point was not a million miles away and the train was due to pass through Doncaster at 08.35. It was a sunny day and I made my way to Greenfield Lane, which is on the approach to Doncaster. At 08.32, the train came into view and passed smoothly by at a sedate pace. Timing was a hugely important part of the operation. Everything was planned like a military exercise. A right time arrival for the Royal Train is plus or minus 15 seconds.

Royal visit to Bridgnorth over, No. 67005 *Queen's Messenger* descends Eardington Bank returning the Prince of Wales and Duchess of Cornwall back to London.

Steam trains

In January 2005 I met a lady called Elizabeth Faith Currer Buchanan. She was Prince Charles' private secretary.

The previous year, the owners of LMS Pacific No. 6233 *Duchess of Sutherland*, in conjunction with the Friends of the Settle & Carlisle Railway – who were about to celebrate their 25th anniversary – had written to Clarence House suggesting that HRH might like to use No. 6233 on a future Royal Train over the S&C.

In 2002, No. 6233 had been used to haul the train for the Queen in conjunction with her golden wedding celebrations, becoming the first steam loco to pull a Royal Train for over 35 years. Myself and Brell Ewart from the Princess Royal Class Locomotive Trust were summoned to Settle for a 'recce' meeting with Elizabeth.

She was a larger than life character, a bubbly lady, determined, brimming with enthusiasm and with great expectations – and very direct.

One enduring thing about Elizabeth was the fact that her favourite film of all time was The Railway Children. Whenever she got involved, there was sure to be a brass band on the station as well as children from the local schools, flags and bunting. It made the arrival of the train extra special.

All went well with the meeting until she uttered the immortal words…. "and of course at some stage in the journey HRH will want to travel on the steam engine…" It simply wasn't the done thing to say: "I'm afraid that's impossible."

On returning to work the following day, I went to see my boss Stuart Bonner and broke the news. After he had composed himself, he summoned the health and safety guys to our meeting. They were not amused. It got worse. When I added if the Prince of Wales was going to be on the footplate, so was his personal protection officer. After much consideration and with no one willing to be the one to tell them it wasn't possible, agreement was reached.

On the day, all went very smoothly. On arrival at Carlisle the staff lined up alongside the 'Duchess' (the steam loco). The Prince thanked us and shook hands with us all and remarked: "I hope I haven't put you to too much trouble arranging a steam engine on the Royal Train."

Less than three weeks later Charles and the Duchess (Camilla) were married. I subsequently

received a parcel at my home address. It was a presentation tin containing wedding cake with their best wishes.

Also early in 2005, Keith Heller the EWS chief executive paid a visit to the office in Doncaster. I hadn't met him on many previous occasions and walking through the office he came over for a word.

Keith was Canadian and a huge fan of the Royal family. Loco No. 67006 was soon to be painted in Royal Train colours and he thought it would be a good idea if I wrote to the palace and ask if the Queen would perform the naming ceremony. The name *Royal Sovereign* had already been chosen.

Within a few days I received a letter from the Queen's private secretary saying she would be happy to perform the ceremony on her next train journey, which happened to be to Bristol.

It was to be my lucky day. Because I had initiated the process, I was to be included in the official line up at the ceremony.

The Queen and Duke disembarked onto the platform at Bristol after the overnight journey from Euston. Keith Heller and his wife Dolores escorted them to the front of the train to perform the naming ceremony. They stopped and Keith said to the Queen: "This is Geoff Griffiths, he looks after the Royal Train for us." The Queen shook my hand and said: "Oh, that's very kind of you."

As Keith and the Queen took to the podium, he started to make his speech. As I listened intently to what was being said, the Duke of Edinburgh leaned over and said the paint still smells.

As he prodded his fingers onto the loco he said: "I suppose it will be on a bloody freight train next week." I did try to make him feel a little better by suggesting it could be on a passenger train, to which he retorted: "Your company doesn't run passenger trains." Although we ran a few (charters and VSOE), it goes to show – never underestimate your customer's knowledge of the business.

St James's Palace

My wife Pam and I received an invitation one December to attend a Christmas carol service at St James's Palace performed by the Bach choir. Afterwards it was drinks and canapés and a chance to mingle.

There were famous faces around, I recall Joanna Lumley, Jerry Hall and several film stars. I was talking to a member of the Bach choir when the Prince of Wales interjected. He was very keen to talk about the train. Again he re-iterated how he had enjoyed the day on the S&C with the steam engine. He departed with the words: "If the opportunity arises to use a steam engine in the future, please make it happen."

A rare occasion when the Royal Train is off the National network. GWR 4-6-0 No. 6024 *King Edward I* climbs Eardington Bank conveying the Prince of Wales and the Duchess of Cornwall to Bridgnorth on June 10, 2008.

Drivers

EWS has a select team of hand-picked drivers available for the Royal Train. Besides being exemplary drivers, they often had the best route cards. Whenever the train was out, the same names often appeared on the driver's roster.

I always wrote a letter to the drivers after the journey to thank them for their services and to let them know that the principal had enjoyed the journey. This was appreciated, as it was evidence to show their grandchildren one day they had driven the Queen's train. They also got a copy of the timetable, which was carried on the train.

I joined the train at Doncaster one morning at 07.00 on its journey up to Newcastle, with the Prince of Wales and Duchess of Cornwall on board.

It was always nice to have breakfast on the train. It presented an opportunity to meet up with all the other staff and discuss future trains and some of the problems they might pose. A smooth and right time arrival at Newcastle was duly recorded in the report. This information would be included in my letter of thanks to be sent out to the driver, which in this instance was Doncaster driver David Court.

CLARENCE HOUSE
LONDON SW1A 1BA

17th June 2007

The Prince of Wales has asked me to write and thank you once again for all your hard work in preparation for their journey aboard the Royal Train overnight on Tuesday. We are always delighted by the kindness and helpfulness of the on board staff and I particularly like the bi-lingual travel itineraries!

His Royal Highness realises how much work goes into the detailed planning of such a journey and is extremely grateful to you and the train staff for your trouble. Please extend my gratitude to all your staff and those who worked on board the train.

This comes with His Royal Highness's very best wishes.

Yours ever,
Manon.

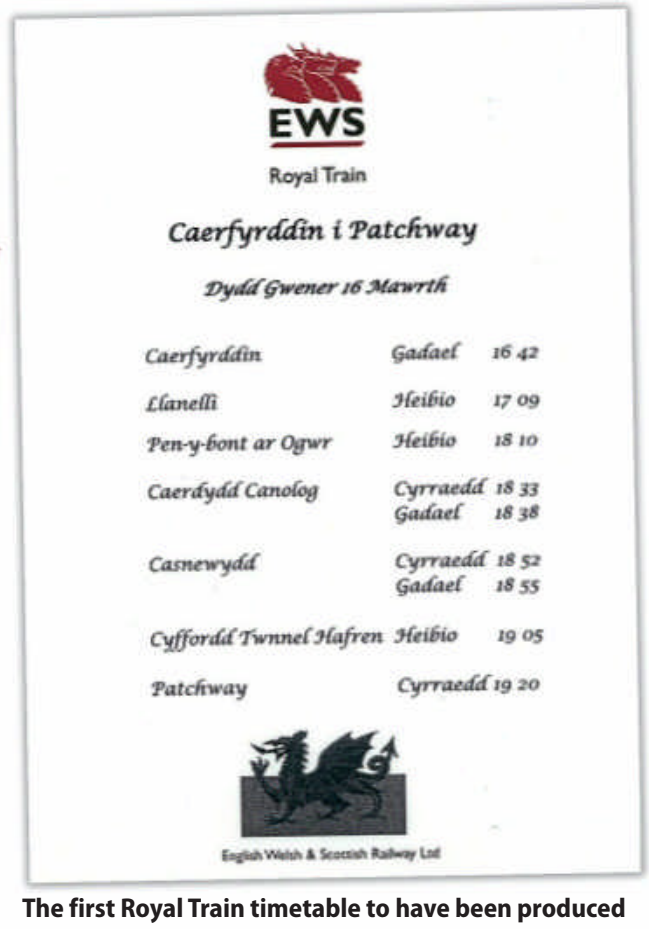
Manon Williams

Geoff Griffiths, Esq.

A letter of thanks from the Prince's deputy private secretary to the author.

After an overnight trip from Aberdeen on the Royal Train, the Prince of Wales is greeted at Lincoln by schoolchildren on May 3, 2006.

> "The first train I had planned in its entirety for the Queen and Duke of Edinburgh was an overnight working from Euston to Halifax early in 2004. I didn't sleep a wink that night going through all the things that might go wrong, hoping I hadn't forgotten anything."



EWS
Royal Train

Caerfyrddin i Patchway

Dydd Gwener 16 Mawrth

Caerfyrddin	Gadael	16 42
Llanelli	Heibio	17 09
Pen-y-bont ar Ogwr	Heibio	18 10
Caerdydd Canolog	Cyrraedd Gadael	18 33 18 38
Casnewydd	Cyrraedd Gadael	18 52 18 55
Cyffordd Twnnel Hafren	Heibio	19 05
Patchway	Cyrraedd	19 20

English Welsh & Scottish Railway Ltd

The first Royal Train timetable to have been produced in Welsh.

The Prince of Wales shares a joke with the Royal Train staff at Barton Hill depot Bristol on September 7, 2010.

The Prince of Wales and Duchess of Cornwall alight from the Royal Train at Edinburgh on May 29, 2007.

"I always wrote a letter to the drivers after the journey to thank them for their services and to let them know that the principal had enjoyed the journey."

The Queen is greeted on arrival at Whitehaven by the Lord Lieutenant of Cumbria James Cropper on June 5, 2008.

Rail Gourmet staff preparing the dining car on the Royal Train on February 18, 2010

The Royal Train approaches Garsdale behind No. 67005 *Queen's Messenger* on March 31, 2008. The train was returning e.c.s. to Wolverton after dropping off the Prince Of Wales and Secretary of State for Environment, Food and Rural Affairs Hilary Benn at Kirkby Stephen.

Brighton

Most of the overnight journeys were over considerable distances but in 2007 we had a strange request. The Queen wanted to go overnight from London to Brighton. On a good day and with the wind behind you this was a journey of just over an hour at best. The hardest part of this trip was where to stable overnight? Out with the atlas and the first thing I noticed was the little red freight line off to Ardingly quarry. What's more, EWS ran a freight service in there so we had customer contacts. The police did a recce and liked its security. The Queen didn't want to be in Brighton too early and I recall we stabled in the quarry until around 09.30 before we set off for the coast. You should have seen the faces on the quarry workforce as they arrived at work to find the place not only surrounded with police but also the sight of a big purple train standing under the loading bunker.

Manon Williams and the Welsh timetable

When in Cardiff with the Royal Train one day, Manon Williams – who was the Prince's deputy private secretary – arrived on the platform with her father. She had brought him to see the train. He too was a rail enthusiast.

We took great delight in taking him on the footplate and then into the dining car for tea and cake. It was at this stage I thought it might be good to mention the fact I went to school in Wales.

She said: "Oh, so you will have learnt to speak Welsh then." I smiled and nodded without being over committal. She went on, wouldn't it be nice if the next time the train comes to Wales, we could have the timetables printed in Welsh! I knew I should have kept my mouth shut. It was over 30 years since I left school with a CSE in Welsh and that was only a grade 2.

But she was right of course, and with the help of Gareth Jones, one of our Welsh-speaking traction inspectors, I produced the first timetable to be carried on the RT in the Welsh language. This went down very well with the Royal household, although I do recall some mutterings from the BTP, 'what the bloody hell is this all about, look you'.

Later we started adorning the locomotive with two Welsh flags on the trips to Wales. These were purchased by my sister from a shop in Aberystwyth and sent to me in the post, saving the Royal purse. ■

■ *In part two, Geoff will recall the rare occasions things didn't always go to plan, Prince Charles and his association with A1 Pacific Tornado plus his interest in bio-fuel.*

No. 67005 *Queen's Messenger* comes to a stand at the hand signalman's yellow flag at precisely 09.59 and 48 seconds on October 14, 2005. 12 seconds early which is 'right time'. The exact stopping point would have been carefully measured. The train had conveyed the Queen and the Duke of Edinburgh from London Euston to Newcastle.

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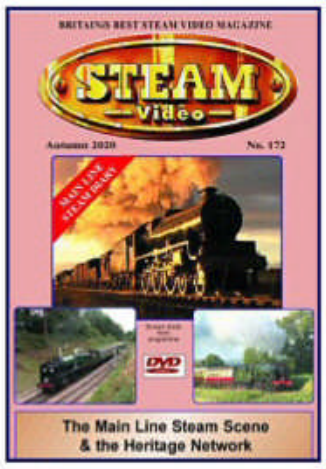

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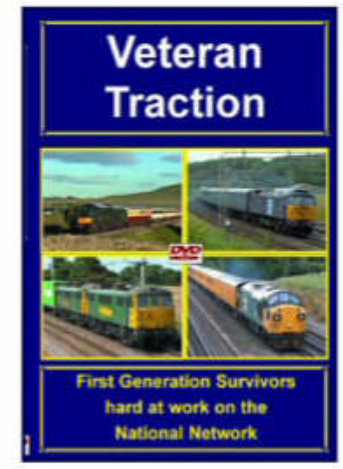

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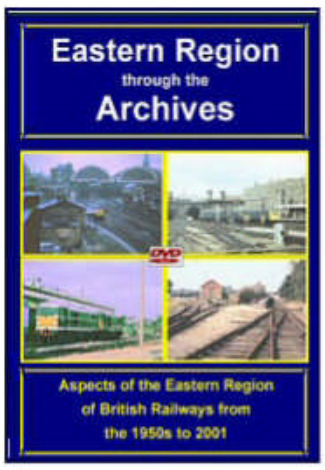

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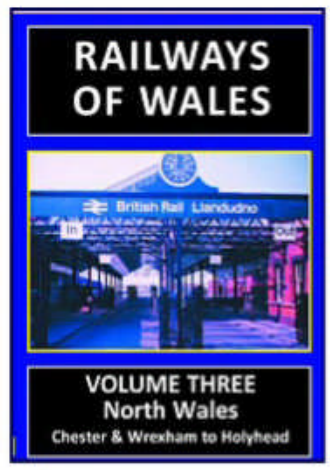

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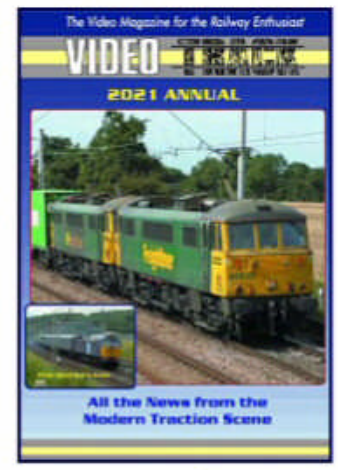

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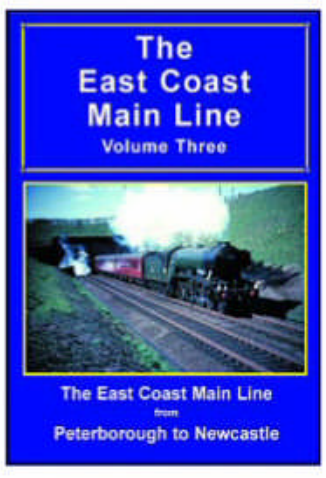

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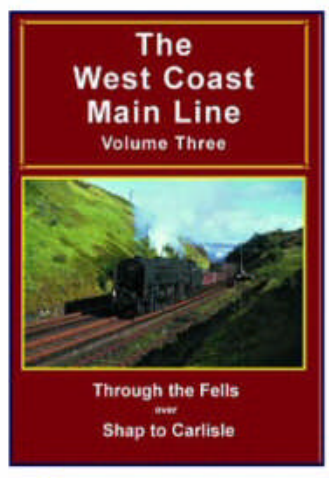

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To Hawick and beyond – the Borders Railway five years on

Since the Borders Railway re-opened in 2015, more than seven million passengers have used the line which connects to Scotland's capital. Ashley Butlin looks at the challenges and compromises to overcome if the remaining section of the former through route from Scotland to England is to ever re-open.

Even as Her Majesty the Queen officially opened the new Borders Railway on September 9, 2015, there were still those who said it would be a white elephant, a complete waste of money and could well be closed within a year. How wrong they were proved to be.

Taking just two years to build at a cost of £350 million, the 30 miles of relaid trackwork once again echoed to the sounds of trains, the Border communities it passed through connected once again by rail to Scotland's capital Edinburgh.

Just as the original Victorian railway opened-up the isolated towns and villages of southern Scotland, so the re-opened line has had the same effect. Tourist attractions and businesses all reported significant increased footfall. Passenger numbers have far exceeded expectations with 6.67 million journeys recorded to a pre-Covid September 2019. House building has seen new properties along the length of the line being proposed, started, or completed with developments underway near Shawfair, Gorebridge, Galashiels and Tweedbank. In many ways, the new line has been too successful!

Initially served by mainly two-car Class 158 units, doubling to four cars during the morning and evening peaks, overcrowding resulted in delays and cancellations. However, the introduction of former Great Western HST sets to InterCity routes north of the central belt has allowed the cascading of three-car Class 170 units either running singly or in pairs to now form the bulk of the services, giving increased reliability, capacity and passenger satisfaction.

Tweedbank limit

Sadly, budgetary limitations only allowed the line to be built as far as Tweedbank, a new development between Galashiels and Melrose that didn't even exist when the original Waverley Route closed in 1969. Space at Tweedbank permitted the construction of a large free park-and-ride car park and from the offset this proved incredibly popular with folk travelling in from as far away as Langholm to use the trains. In addition, the length of the three dynamic passing loops are less than that originally planned but they do allow for trains to run every 30 minutes to and from Edinburgh.

Immediately after opening the new line, questions were asked as to when the line might be extended to Hawick and Carlisle. The Campaign for Borders Rail, which had spearheaded and driven the push for re-opening, had campaigned fearlessly to get the line extended, sadly with only limited success. A little over five years on and a new feasibility study is underway in Scotland to evaluate the costs of extending to Hawick and Carlisle. However, as this is a cross-border project, the UK government is also involved for the section north of Carlisle as far as the border at Kershopefoot. Their work has yet to be started. Politicians of all parties either side of the border have expressed their support, but verbal support needs to be converted to practical action.

Looking south along the platform at Tweedbank, the former track bed continues through the trees in the direction of Melrose. ALL PICTURES IONA BUTLIN

The classic view of the former Melrose station. Where trains once ran, the track bed is now part of the Melrose bypass and cars have replaced locomotives. However, as was shown at Galashiels, threading a new line through a limited space is quite possible and a similar result could be achieved at Melrose.

Tracing the former Waverley Route is an easy exercise with only a few obstacles on the former trackbed. One location is at Standhill where a successful and popular tomato farm has spread over the route. Re-routing around the development is not difficult, should that be the easiest option.

Newtown St Boswells was once home to an extensive rail system. The former station has long gone and bringing the railway back will be challenging but not insurmountable. Parts of the former station platforms are still present alongside the old engine shed. Currently a car park, this location could yet become the site for a new station.

Long term, ScotRail has a decarbonisation programme to eradicate diesel traction and electrify lines including the Borders Railway by 2035. With that in mind, the railway was constructed to allow sufficient clearance for electrification to be added at a later date.

Sadly, not all the bridges were constructed with sufficient room to allow the addition of a second line should double track also be added later, essential if the route is to be used as a diversionary route for either the East or West Coast main lines. This was obvious when steam trains ran during summer Sundays when service trains had to be cancelled to allow paths for the specials – not always appreciated by the general fare-paying public!

Trackbed possibilities

Taking the route south from Tweedbank, much of the trackbed remains in place, although it has been breached in a number of places. Given the work that was needed to bring the line to Tweedbank, none of these should be impossible to overcome.

Leaving Tweedbank, Melrose is only a short distance on, and its picturesque station building remains extant and in use by a variety of small businesses. Its location near the town centre is ideally placed and seeing trains again arrive and depart from this iconic location would be wonderful. Unfortunately, heading east towards St Boswells the track bed has been partially covered by the A6091 Melrose bypass.

Driving east from Melrose along the A6091, keeping a close eye on the left-hand side of the road, the course of the former track bed can be seen along with a number of small bridges. However, after passing Newstead the track bed is now obliterated by the new road.

Before reaching the A68 a new line would need to climb and cross to the opposite side of the A6091 where the original embankment remains in place near the site of the former Ravenswood Junction. From here the A68 itself will need to be crossed with a further bridge being required. The next village is Newtown St Boswells. Since 1969 this village has also gained a bypass which will need to be crossed before the line can regain its solum.

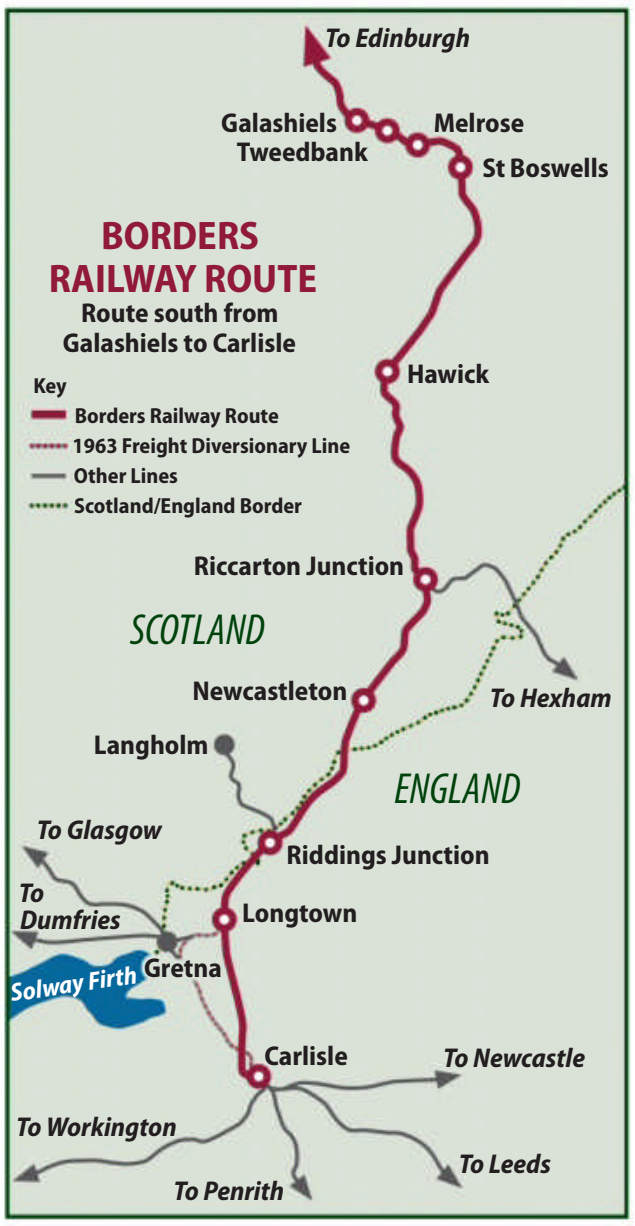
St Boswells station is actually located at Newtown St Boswells; St Boswells itself is a village about two miles further south. The station here was once an important point on the line and was equipped with an engine shed alongside the platform, both of which remain – the shed being used by a local vehicle hire company. Unfortunately, the route through Newtown St Boswells has been partially built-on and the once impressive station buildings removed to allow the road through the town to be improved. But, as was seen with the earlier reinstatement of the line, these difficulties are not insurmountable.

South from St Boswells the line is largely extant. The countryside is relatively flat heading towards Hawick, and in the past the

It is said more sheep live in the Borders than people! This flock is enjoying the grass in a cutting to the north of Hawick – but for how long, is the critical question.

The original Waverley Route required considerable earthworks with cuttings and embankments being essential to level out the terrain. The high standard of the engineering required can be observed in the quality build of this simple farm underpass. Thankfully, it is the quality of the original build that will allow the re-opening of the line to be a much easier proposition.

EXPANDING THE NETWORK



The original terminus of the Edinburgh & Hawick Railway reached Hawick in 1849. Its arrival allowed the town and surrounding area to expand and develop into a prosperous centre. While a new station would need to be relocated, land on the original approach to the former station (pictured) could prove to be the most cost effective option should the decision be the line does not go south beyond Hawick.

Just north of Stobs station is this magnificent structure crossing a minor country road. While it is not as long as some of the remaining bridges, the height is impressive, and a replacement would have been expensive.

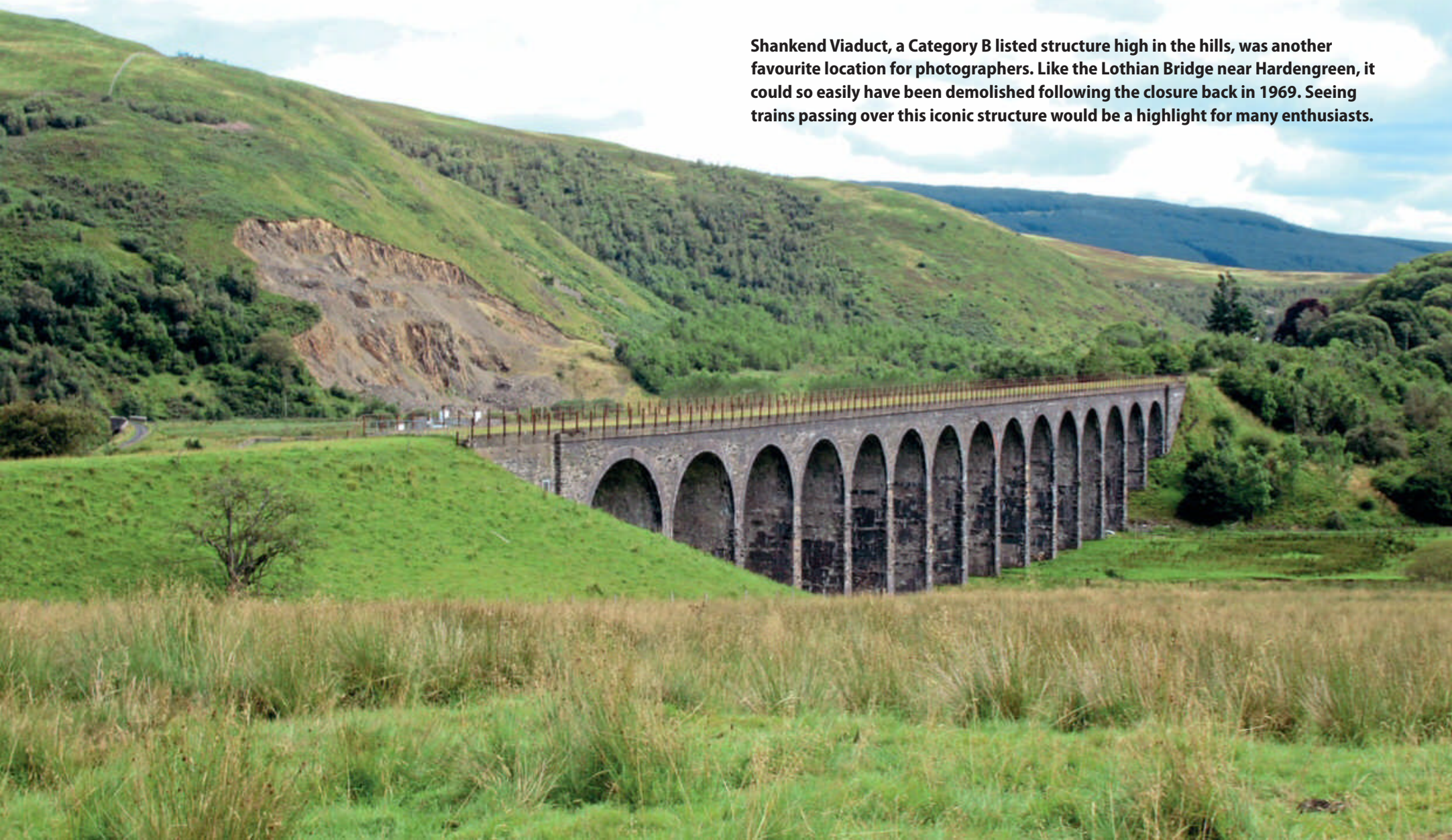
Left: This is Mart Street, a main road through Hawick. The Waverley Route originally ran along this route on a high embankment, the remains of which are behind the trees to the right of the terracotta coloured roof. Taking the line south to Carlisle would involve bridging this gap either by a replacement embankment or using a viaduct, if Mart Street as it exists is to be retained. Both options are costly propositions.

easy going gave the engine crews a rest before they had to tackle the challenging climb south of Hawick to the summit at Whitrope.

The once small stations at Belses and Hassendean both remain, the latter restored to its former glory by architect and railway supporter Tom Pyemont.

Hawick, the largest town in the Borders, was at one time the terminus of the line from Edinburgh. The Teviot Leisure Centre now stands on the site of the original station. In 1859 the Waverley Route was extended south to Carlisle, the line taking a sharp 90° angle across the River Teviot with the new station built on the viaduct as it crossed the river. However, a large embankment from the river to the present Morrisons supermarket roundabout was removed many years ago leaving a gap which may prove expensive to replace or bridge.

From here, it wended its way south through the eastern side of Hawick, where today much of the infrastructure remains in place and the track bed provides an easy



Shankend Viaduct, a Category B listed structure high in the hills, was another favourite location for photographers. Like the Lothian Bridge near Hardengreen, it could so easily have been demolished following the closure back in 1969. Seeing trains passing over this iconic structure would be a highlight for many enthusiasts.

Located at Whitrope Summit is the Waverley Route Heritage Association with its increasing collection of rolling stock. Should the line be reopened then the group would need to relocate, possibly to Riccarton.

walk. On the southern boundary of the town the railway crossed the B6399 and the Slitrig Water on a high six arch viaduct. While many of the original bridges remained intact following the closure of the line in 1969, the Slitrig viaduct was demolished, leaving the need for an expensive replacement if the line is to be returned.

Challenging construction

Further south the magnificent Category B-listed Shankend Viaduct does remain in place, and this is followed by the Whitrope Tunnel just prior to the summit being reached. The tunnel proved challenging to build back in the 1850s due to water ingress, and in recent years there has been a roof fall – the extent of which will need assessing.

Passing through the Whitrope Heritage site, the line heads south via what was once open, wild moorland, passing through the remote Riccarton Junction, a location once home to 35 families solely employed on the railway, and whose only way in or out until the early 1960s was by the railway. Since the closure of the former Waverley Route in 1969 much of these moorlands have been planted up for forestry, which has undoubtedly taken away several of the classic photographic opportunities for which the line gained much of its reputation.

The new Borders Railway passes through areas of relatively high levels of population hence the success of the line in terms of passenger numbers. Extending the line to Hawick takes in three further significant conurbations. However, south of Hawick the line travels 22 miles before it reaches the village of Newcastleton (population less than 800) and Longtown (population 3000). Just 10 miles from Carlisle, the latter would offer

Above: Approaching the summit at Whitrope, the line climbs through the 1208 yard Whitrope Tunnel. There has been a roof fall in the tunnel, but the extent is not known. The southern portal was a favourite location for photographers capturing steam trains as they emerged from the tunnel and about to breast the summit just behind the photographer.

Right: Virtually nothing remains of the settlement at Riccarton Junction, but a reproduction station sign is a reminder of this once remote location. At Riccarton a line ran through Kielder and connected to Morpeth and Hexham.

opportunities for commuter possibilities.

Interestingly, and well documented in the past, once the railway crossed the border into England at Kershopefoot, it later crossed back into Scotland for a very short distance north of Scotch Dyke station before returning to England. This was a result of slightly diverting the Liddel Water, the boundary between Scotland and England, nearer to Scotland in order to avoid the cost of building two bridges over a bend in the river within a very short distance of each other. While the river moved, the boundary remained as was, hence the line temporarily returning to Scotland for seven chains (141 metres).

In 1963 British Rail built a new link south of Gretna to allow freight on the Waverley direct access into the north end of the then new Kingmoor marshalling yard. This link still sees regular MoD traffic serving Longtown. With the route of the original line near Kingmoor now heavily disrupted by new development, a new line would undoubtedly follow the deviation which passes through MoD Longtown and gives direct access via the WCML to Carlisle station.

During the early hours of January 6, 1969, this was the location at Newcastleton of the infamous protest by villagers led by the Reverend Brydon Maben when they locked the level crossing, so stopping the final southbound service for St Pancras hauled by Class 45 No. D60. It was the late MP David Steele, who represented the Roxburgh, Selkirk and Peebles constituency and was travelling on the train, who mediated with the villagers to let the train continue south.

Timber options

Often touted is the idea of freight on the extended Borders line, particularly the movement of timber out of Kielder and other surrounding forests. Currently, much of this goes by road to Kingmoor sidings for onward movement to Chirk. The environmental benefits of taking these large loads off the border roads would be greatly appreciated by residents whose lives are often blighted by the noise and pollution generated by these lorries. Building a loading site, for example, at the former Riccarton Junction should not prove an impossible venture and could provide valuable revenue.

Will the line be built? Many never thought the line to Tweedbank would be reinstated but with much determination and effort by many people, not least the Campaign for Borders Rail, it was achieved. Given the tremendous success of the railway, the business plan for an extension initially to Hawick should be strong given that three communities: Melrose, St Boswells and Hawick all have significant populations that would benefit from a reopening.

South of Hawick through to Carlisle is much more dubious. When the original Waverley Route was built it initially ran from Edinburgh to a terminus at Hawick. It was another 10 years before the line was built through to Carlisle. Even then, the numbers using the line were so low that consideration was given to closing the line south of Hawick. It was the arrival of the Midland Railway at Carlisle from Leeds via Settle that gave the Waverley a lifeline as it allowed the Midland to run trains through to Edinburgh – a third route from London to reach the Scottish Capital. Friends of the Settle & Carlisle see a similar situation today where excursions could be run from Leeds to Edinburgh via the S&C and the Borders Railway, returning via the East or West Coast main lines.

Given the current feasibility study could take two or three years to complete and report back, followed by arguments and discussions, a further two or three years may well pass before final plans could be formulated and the construction put to tender.

Above: Considerable developments have taken place at the site of Longtown station over many years including these industrial units on the track bed.

Right: These are the final rails on the former Waverley Route where they enter MoD Longtown. It is over 14 years since trains last used this track to gain access to MoD Smalmstown north of the A6071 where rolling stock was stored prior to going for preservation or scrap.

At the very least it could well be 2030 before construction commences. Others feel that this is an optimistic time scale and 2040 a more likely date.

This is not good news and hopefully an overly pessimistic viewpoint. A further problem is the Covid-19 virus. Rail traffic during 2020 has crashed as many passengers are avoiding public transport by working from home. This is evident on the Borders Railway where the once packed car park at Tweedbank is now comparatively empty to what it was 12 months ago. Coupled to this, the vast sums of money being spent by both governments during the pandemic, financial restraints may well scupper plans of any extension south.

Towards the end of 2020 industry insiders were stating it might be between four and 10 years before the railways have recovered and returned to pre-Covid levels. New build projects, not yet approved, are not likely to feature high on the financial agenda.

All of this will not help the extension happening as early as hoped and it is fair to say that the only certainty is the uncertainty as to the future! ■

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Some 7,600 Class 52 'War Steam Locomotives' 2-10-0s (Kriegslok, 'KDL 1') were built from 1942. One of them, Polish-built No. 33.064 2-10-0 (ex-DR No. 52.1134, DWM/ Cegielski 548/1943) worked around Belgrade during the war and went to the Jugoslavian [sic] JDZ in 1945. Now at Tuzla in Bosnia, it shunts coal wagons under the coal hopper at the Sikuljie Mine on June 15, 2016. ALL PICTURES: PHILIP HORTON UNLESS STATED

THE STEAM ENGINES OF WWII IN EUROPE

As part of the preparations for the Second World War, Germany, Britain and America built thousands of steam locomotives in order to move troops and supplies. Many locos went on to have further careers with national railway operators before a number were preserved. Philip Horton tells their story.

BY the late 1930s a second war in Europe was becoming inevitable. Preparations for war in both Germany and Great Britain included the construction of new steam engines. Initially both countries adapted an existing heavy freight design for their chief war engines.

In Germany this was the Deutsche Reichsbahn-Gesellschaft (later Deutsche Reichsbahn or DR) Class 50 2-10-0 and in GB the LMS Stanier '8F' 2-8-0. Large numbers of them were soon being produced for military use in Europe. Both classes were to evolve into 'Austerity' engines, built from 1942 using the minimum amount of materials and labour.

The war did not, however, progress as expected by either side. Following the evacuation from Dunkirk of the British Expeditionary Force in May/June 1940, the Stanier '8Fs' were not needed in Europe and were instead lent to the 'Big Four' railway companies, numbered in the LMS '8F' sequence.

Although no '8Fs' went straight from Britain to Europe, several War Department (WD) engines did and were captured and used by the Nazis. These included eight LMS 'Jinty' tanks, five of which were returned to the LMS/BR after the war. The '8Fs' were later reclaimed by the WD, renumbered and sent to the Middle East. In all 258 '8Fs' were used by the WD during the war.

Two preserved engines originally built as Transitional War Locomotives in Poland, are seen working together at Tübingen during the 25th anniversary celebrations of the heritage Zollernbahn, Germany, on April 13, 1998. After the war, the first engine became East German DR Class 44 2-10-0 No. 44.1616 (Krenau/Chrzanow 1104/1943, and was withdrawn in 1991 to be preserved on the Zollernbahn. The second engine is West German DB No. 86.457 2-8-2T (DWM/ Cegielski 442/1942)). On withdrawal in July 1972 it went to the German Railway Museum at Nuremberg and was damaged by the fire there in October 2005. Both engines now reside at the South German Railway Museum at Heilbronn.

Cylinders, dia.	600 mm. (23⅝ in.)
,, stroke	660 mm. (26 in.)
Dia. of driving wheels ...	1,400 mm. (4 ft. 7⅛in.)
,, leading wheels ...	850 mm. (2 ft. 9½ in.)
Total wheelbase, including tender ...	18,890 mm. (62 ft.)
Boiler pressure	16 kg. per sq. cm. (227 lb. per sq. in.)
Grate area	3.9 sq. mm. (43 sq. ft.)
Total heating surface	177.6 sq. metres (1,910 sq. ft.)
Heating surface, superheater	63.6 metres (684 sq. ft.)
Weight in working order (engine only) ...	86,500 kg. (85 tons)
Adhesive weight	75,000 kg. (73¾ tons)
Maximum permissible speed	80 km.p.h. (50 m.p.h.)
Dia. of tender wheels ...	1,000 mm. (3 ft. 3⅜ in.)
Water capacity	26 cubic metres (5,720 gal.)
Coal capacity	8 *tonnes* (7 tons 17 cwt.)
Weight of tender in working order	60,000 kg. (59 tons)

Technical details of the German locos.

Thirty-three Class 42 'War Steam Locomotives' Kriegslok 2-10-0s ('KDL 3') went new to Bulgaria in 1948/49 including BDZ No. 16.01 (WLF 17647/1949). After retirement in the 1980s it became one of two engines restored to work trains for tourists and enthusiasts. Here it stands at a small wayside station with an LCGB special train from Gorna Orjahovitza to Ruse on May 4, 2011. No longer operational, the engine is now used to provide spares for the second engine BDZ No. 16.17. BRIAN MAY

The German Austerities

Following its defeat in the Battle of Britain in September 1940, the following June Nazi Germany instead invaded the USSR in Operation Barbarossa. A critical shortage of motive power soon became apparent leading to a direct command from Adolf Hitler to build 15,000 new steam locomotives within a year.

To achieve this a series of 'Austerity' engines using the minimum of materials and labour were designed.

Initially the DR's Class 86 2-8-2 tank, Class 44 and Class 50 2-10-0s were selected as 'Transitional War Locomotives' or 'Übergangskriegslokomotiven' (ÜK). Non-essential features such as pre-heaters, feed pumps and smoke deflectors were omitted, while the usual spoked leading wheels were replaced by disc ones. The next stage were the even more radically simplified 'War Steam Locomotives' 'Kriegsdampflokomotiven' (KDL). The Class 50s were further simplified to create the Class 52 'Kriegsloks', classified 'KDL1'. Despite the war this was reported in *The Railway Magazine* a year later in August 1943. The 'KDL1s' were soon followed by the Class 42 ('KDL 3'), a simplified version of the Class 44 2-10-0.

Although 3,000 engines were planned, only some 930 were built from 1943. The last of them, ordered from Floridsdorf in Vienna, were not built until 1949. These later engines were to work in Austria, Bulgaria and Luxembourg.

In all, 13 classes of KDL engines were planned although not all were built. Several narrow gauge designs were involved, including the 'KDL 11' 0-8-0 tanks which were built in Belgium for the German and Austrian 750mm and 760mm gauge networks. In the end some 13,000 KDL engines were built, although the last were not delivered until 1949.

The engines were built in factories throughout occupied Europe, from France in the west to Poland in the east, many using slave labour. In Germany the engines were operated as part of the DR and were numbered consecutively with their existing engines.

The Allied Austerities

Anticipating the arrival of the Americans and the invasion of Europe, the first British 'Austerities' were designed and delivered from 1943. The War Department chose a Hunslet 0-6-0 saddle tank design for its 'Austerity' shunter; 377 were built between 1943 and 1947 by a number of British manufacturers.

Next came 935 WD 'Austerity' 2-8-0s, built by North British (NB) and the Vulcan Foundry, which were simplified versions of the Stanier '8F'. These were followed from the end of the year by 150 enlarged versions all built by NB – the WD 2-10-0s.

Pending the invasion, which took place on June 6, 1944 (D-Day), these engines were used at home.

The 0-6-0STs were used at the Longmoor Military Railway and other WD facilities along with ports, coal mines and other industrial sites. Like the earlier Stanier '8Fs', both 2-8-0s and 2-10-0s were initially lent to the 'Big Four' companies, although the 2-10-0s, the first to be built in numbers for home use, were at first regarded with some suspicion.

During this period Crewe Works continued to produce Stanier '8Fs' for the LMS. An additional 388 more '8Fs' were ordered by the Ministry of Supply (MoS) for home use from workshops of the 'Big Four' across the country. The Southern Railway also built 40 'Austerity' 0-6-0 heavy freight engines ('Q1') for its own use, while the LNER introduced Thompson's 'B1' 4-6-0s from 1942. The GWR also continued to build its own engines during the war, including Hawksworth's 'Modified Halls'.

The USA entered the war in December 1941 and the United States Army Transport Corps (USATC) 'S100' 0-6-0 tank and 'S160' 2-8-0 freight engines were soon arriving on our shores in large numbers.

Both classes were built to the British loading gauge. The first of the 'S100' tanks were used and modified by the WD at Longmoor, and like the Hunslet tanks were used at both military and civilian facilities. The 'S160s' also went on loan to the 'Big Four' with many later concentrated on the Great Western. Later arrivals of both classes were put into store in South Wales. As D-Day approached all five classes were returned to the WD and USATC and were made ready for shipment to Europe. Once there, the first of the engines were quickly put to use, with some following the advancing Allied armies into Germany itself.

Later arrivals were either lent to the French (SNCF), the Belgians (SNCB), the Dutch (NS) or were put into store. As the war progressed and fewer engines were needed the numbers in store grew rapidly in size.

Meanwhile other Allied war engines were arriving in Southern Europe, either from the Middle East or direct from the USA. These included many USATC 'S100s' and 'S160s'. Some of these engines later went to Greece and Italy and remained there to be used on their respective national railways. Sixteen WD 2-10-0s also went to Greece while 15 Stanier ▶

A Class 52 Kriegslok heads a local train across the plains of Central Europe? Not quite! Ex-Polish PKP No. Ty2.7173 (ex-DR No. 52.7173, built by Floridsdorf, Vienna No. 16626 in 1943) crosses Castor Meadows on its return to Wansford from Peterborough on the Nene Valley Railway in March 1991. No. 52.7173 was initially taken to the USSR but was later returned to Poland for industrial use. It has been the only Kriegslok to work on a heritage railway in the UK but is now in Belgium. Another example is preserved at Bressingham.

One of the 'KDL 11' 0-8-0 tanks is preserved on the Welshpool & Llanfair Railway in Wales and named *Sir Drefaldwyn*. The engine, ex-Austrian Salzkammergut-Lokalbahn 760mm (2ft 6in) gauge No. 699.01 (Franco-Belge 2855/1944), is seen at Llanfair in June 2003. It is currently being overhauled and should be back in traffic in 2021.

WD '8F' 2-8-0 No. (70)438 (Beyer, Peacock 7018/1941) is seen at Crewe Works soon after arrival back from Iran on August 28, 1949. After conversion to oil firing, 155 of the class were sent to Iran in September 1941 although 12 were lost en route. The engine was transferred to Palestine in February 1946 but spent most of its time in store at Azzib and then at Suez in Egypt. In 1947 it was one of 39 engines selected by the LMS for use at home. Returned to the UK by June 1948, after rebuilding at Crewe during 1949, it became BR No. 48290. FRANK HORNBY

Twenty-two Stanier '8Fs' were sent to Turkey in 1941 although seven were lost at sea. One of five engines sent to replace them in 1943 became TCDD No. 45170 (Ex-WD No. 554 (NB 24755/1942)). No. 45170 is seen at rest between duties at Samsun docks on May 12, 1982. It became one of two Turkish engines to return to England and is being restored at Bo'ness, Scotland. The second engine, No. 45160 (ex-WD No. 348 (NBL 24648/1941)), is now on the GCR(N) at Ruddington. BRIAN MAY

LNER class 'J94' No. 68046 (WD No. (7)5331, Vulcan Foundry 5321/1945), one of the 75 WD 0-6-0 'Austerity' saddle tanks bought by the LNER, is seen out of use at Darlington Shed in August 1964. Built too late to be taken to the continent, it was one of dozens of new engines put into store at Longmoor from August 1945. The engine was withdrawn in September 1964 and broken up later that month.

'8Fs' became Italian Railways (FS) Class 737. Many other engines remained in the Middle East. At the end of 1959, 25 of the 348 'S160s' in Italy went to Greece where they joined those already working there.

Full details of these five classes of Allied war engine, along with Bulleid's 'Q1' 0-6-0s, were published in contemporary editions of *The Railway Magazine*.

Postwar distribution

In Europe only the Dutch NS retained all three classes of British war engine after 1945 while all other engines in north-west Europe returned to Britain. Of these 75 saddle tanks, 733 WD 2-8-0s and 25 WD 2-10-0s were added to BR's books, along with 42 Stanier '8Fs' which returned from the Middle East.

The last of these, Nos. 48773-48775, did not arrive back until 1957. All three were allocated to Polmadie shed in Glasgow but, in July 1968 Nos. 48773 and 48775 went south to Rose Grove and Lostock Hall sheds respectively. Here they worked to the end of BR steam a month later. The last 2-10-0 had been withdrawn in January 1962 while the last of 2-8-0s were not withdrawn until end of 1967.

After the war a handful of USATC 'S100' tanks remained in France, Holland and Belgium but from December 1945 most of the stored USATC engines were distributed to countries in Eastern Europe under the auspices of the United Nations Relief and Rehabilitation Administration (UNRRA). Countries included Austria, Poland, Hungary, Czechoslovakia and Jugoslavia [sic]. Apart from Austria all these countries were soon under the control of the USSR behind an 'Iron Curtain'.

At the end of the war 42 'S100' 0-6-0Ts which had remained in England for use by the WD were stored at Newbury. Thirteen

Towards the end of its career with BR '8F' No. 48290 is seen passing Cardiff General with a freight on November 4, 1964. By 1961 it was at Northampton shed and was withdrawn in August 1965. COLOUR-RAIL

Many of the WD's saddle tanks were sold to the National Coal Board. One of them, Littleton Colliery No. 7 (ex-WD No. (7)5091 (HC 1752/1943), is seen heading for the exchange sidings at Penkridge with a train of loaded coal wagons from the colliery on February 22, 1970. In 1978 the engine was transferred to NCB Bold Colliery, Liverpool and while there, named *Robert*, took part in the Grand Parade of engines at Rainhill in May 1980. It was subsequently preserved and in 2007 went to the Great Central Railway, Loughborough and after restoration as No. 68067, is now based at Ruddington. BARRY PAYNE

The last of the 935 'Austerity' 2-8-0s built for the WD, No. 9312 (VF 5255/1945), was named *Vulcan*. It went to France during 1945 but was immediately put into store at Calais. The engine returned home during 1947 and, in November, was loaned to the LNER and later purchased by BR, becoming No. 90732 in May 1950. The engine is seen at Doncaster shed (36A) during the early 1960s. It was withdrawn from Frodingham shed in September 1962. COLOUR-RAIL

WD No. 9257 was later rebuilt and provided with a new full-length tender. The engine is seen at Loughborough, during a visit to the heritage Great Central Railway on October 11, 2009, carrying its new identity as BR 90733.

In the early 1950s the WD found itself short of shunting engines and ordered 14 more saddle tanks from Hunslet. One of these, WD No. 196 *Errol Lonsdale* (HE No. 3796) was among the last active examples when photographed on Longmoor Military Railway (LMR) with a passenger train in October 1969. The engine was subsequently preserved and is now at the Steam Centre at Maldegem, Belgium.
E J DEANE COLLECTION, COURTESY IAN BENNETT

of these were subsequently purchased by the Southern Railway for use in Southampton Docks, becoming 'USA' class Nos. 30061 to 30073. At the docks they joined what became BR No. 30074 which was already there on loan. Others were selected by UNRRA for distribution in Eastern Europe, mainly Jugoslavia.

The USATC engines sent to eastern Europe found themselves in the company of thousands of German 'Kriegsloks'. Although many of these had been either damaged during the war or were taken to the USSR via its Ministry of Transportation (MPS) as 'war trophies', many remained in East and West Germany, Austria and elsewhere in Eastern Europe. Once the USSR had established its Warsaw Pact group of nations it started to return some of the engines, particularly the Class 52 'Kriegsloks'. Thus by the early 1950s the 'war engines' of both sides were forming a significant part of the motive power of Europe and the UK's state railways and industries. Numbers included BRs Stanier and WD 2-8-0s along with the WD 2-10-0s, and both Hunslet and 'S100' tanks. In addition Hunslet 0-6-0 saddle tanks were widely used in industry, especially by the National Coal Board, and continued to be built until 1964. They also continued in use by the Ministry of Defence as a successor to the WD (MoD) locos at Longmoor and elsewhere.

The ex-WD and USATC engines in north-west Europe were soon withdrawn although a handful of Hunslet and 'S100' tanks remained

None of the 'Austerity' 2-8-0s which worked for BR survived into preservation. WD No. 9257 (VF 5200/1945) was one of 75 engines purchased by Dutch Railways, becoming NS No. 4464. In June 1953 it was sold to Sweden as SJ Class G11 No. 1931 and later became part of their Strategic Reserve. Purchased for preservation at the KWVR in 1975, it is seen still coupled to its Swedish tender with a train from Keighley to Oxenhope in April 1976, double heading with ex-WD 0-6-0ST No. 1505 (later No. 118) *Brussels* (Hudswell, Clarke 1782/1945). On the continent it was one of 50 0-6-0STs loaned to the SNCB before returning to the UK. STEVE FROST

No. 3755 (NB 25601/1945) became the 1,000th engine to go to the continent and was named *Longmoor*. It worked in both Belgium and the Netherlands and later became NS No. 5085. The engine was withdrawn in the early 1950s and is now preserved at the Dutch National Railway Museum, Utrecht. Another of the class, No. 3651, later No. 600 *Gordon* (NB 25437/1943), is now preserved in the Engine House at Highley on the Severn Valley Railway. DUTCH NATIONAL RAILWAY MUSEUM

Left: WD 2-10-0 No. 3652 (NB 25438/1943) was one of its class sent to the Middle East and was later one of 16 engines sent to Greece becoming HSR Lb No. 951. It was withdrawn in January 1974 and, after a period in store, was purchased for preservation on the Mid-Hants Railway at Ropley. Now based at the North Norfolk Railway, it is disguised as BR No. 90775 and named *Royal Norfolk Regiment*, is seen arriving at Weybourne with a train from Sheringham to Holt on May 8, 2018.

The first of Bulleid's 'Austerity' class 'Q1' 0-6-0s for the Southern Railway, BR No. 33001, is now preserved as part of the National Collection. It was built at Brighton in 1942 to meet the SR's wartime requirement for powerful freight engines and withdrawn from Guildford shed in May 1964. The engine is pictured in September 1980 near Freshfield with a train from Sheffield Park to Horsted Keynes, soon after its return to steam at the Bluebell Railway. It is now at the NRM, York.

At the end of the war 42 USATC/WD 'S100' 0-6-0 tanks were stored at Newbury. Thirteen were purchased by the Southern Railway, later becoming 'USA' Nos. 30061 to 30073 for use at Southampton Docks. No. 30073 (No. 1974 Vulcan, USA, 1943) is seen at Eastleigh on September 2, 1966. The engines were largely displaced from Southampton Docks by diesel-shunters during 1962. However, many were retained as departmental engines or shed pilots and, painted in malachite green livery, surviving until 1967. Four of the class are preserved in the UK. JOHN PRICE

Delivered too late to go to the continent, WD No. 3780 (NB 25658/1945) was loaned to the LNER, but later returned to store at Longmoor. In December 1948 it was one of 25 WD 2-10-0s purchased by BR, the last of which were withdrawn in December 1962. Now numbered BR No. 90756, the engine was stored at its home depot at Motherwell on April 14, 1963. It was still there when the author visited the shed in September and was not scrapped until that November. JOHN PRICE

USATC No. 6046 (Baldwin 72080/1945) arrived in France from the USA in mid-1945 and also worked for the SNCB. It was put into store at the end of hostilities and became one of 484 engines to work for the Hungarian MAV numbered 411.144. Following its restoration at Cheddleton on the Churnet Valley Railway, No. 6046 visited the Nene Valley Railway. Here it is seen crossing the River Nene as it approaches Wansford station with a train from Peterborough on May 25, 2014.

in industrial use. For a time SNCF used both ex-DR Class 52s and 44s, many of which had been built in the country. The Class 52s were soon withdrawn and the 44s sold to Turkey.

Turkey had been neutral during the war and received engines from both sides: Stanier '8Fs', 'S160s' and Class 52s, all of which were used into the 1980s, with the WD 2-10-0s and USATC 'S100s' and 'S160s' also lasting into the 1980s.

Overall the most widespread engines were the Class 52 'Kriegsloks' which in the 1950s could be found in use in Belgium, Luxemburg, Norway and Austria plus all the countries of the Warsaw Pact including the USSR. Although much smaller in number the ex-USATC 'S160s' were also widely distributed through Eastern Europe where they could be found working alongside the Class 52s. With the exception of Austria, where they lasted into the 1970s, the railways of the West rid themselves of 'Kriegsloks' during the 1960s. In the East they lasted up to three decades longer.

In East Germany 200 were totally rebuilt and equipped with new welded boilers, becoming Class 52.80. Two hundred and eight Class 50s were similarly treated becoming Class 50.35. Both classes remained at work until the late 1980s after which many were retained in working order until the East German Deutsche Reichsbahn was absorbed by the West German ▶

Both WD 2-10-0s and USATC Class 'S160' 2-8-0s were among the Allied war engines which ended up in Greece. Withdrawn in the 1980s, several remain in store at Thessalonika shed today. Two examples are seen here in August 1974. On the left is No. 3653 (NB 25439/1943), one of 20 engines sent to the Middle East in March 1944 which later became Greek Railways (HSR) Class Lb No. 952. On the right is USATC 'S160' No. 3428 (Baldwin 70375/1944), later HSR Class THg 2-8-0 No. 587. The 'S160' is one of 25 which came to Greece from Italy in 1959. COLOUR-RAIL

Recalling the days when a Departmental 'USA' class 0-6-0 tank No. DS 234 (formerly No. 30062) was based at Meldon Quarry, Devon, one of the class, No. 30075, arrives at Okehampton station with a Dartmoor Railway train from the quarry to Sampford Peverell on August 28, 2010. The engine was built new in Jugoslavia for industrial use as No. 62.669 in 1960. It is normally based at the Shillingstone Station Project in Dorset along with sister engine No. 62.521.

How the German 'Austerity' locomotive was revealed to *The Railway Magazine* readers in the September/ October 1943 issue.

Ex-USATC/WD No. 1412 (Porter 7526/1943) was also one of the 42 engines stored at Newbury in 1945. It later went to Jugoslavia under the auspices of UNRRA, becoming JDZ No. 62.088. The engine survived in industrial use at the Zelvoz wagon works into the 21st century and is seen here while working a special train chartered by the LGCB/WRS during their Serbian Tour on September 16, 2001. The ramparts of the 15th century Smederevo Castle can be seen behind the train.

German "Austerity" Locomotive

German "Series 52" austerity locomotive

CONSIDERABLE publicity was given in the German Press on October 13, 1942, to the new German war locomotive (*Kriegslokomotive*) which has been produced as a result of an Order made by Hitler in March of the same year. He placed the production of locomotives and rolling stock under the control of the Minister for Armaments and Munitions, and an immediate step was the development of a "transition" locomotive for production until the end of 1942. This was a simplified version of the "Series 50" goods locomotive, arranged to be specially suitable for use in the low temperatures encountered in winter on the Russian Front. An illustration of the "transition" locomotive is not available but the new *Kriegslokomotive* is shown in the picture. The new locomotive is being mass-produced throughout Germany and German controlled countries, and is classed as "Series 52."

The "Series 52" engines were in the first place designed for use in the severe climates of occupied Eastern Europe; the driver's cab is entirely closed and the gangway to the tender is provided with a concertina passage. Crews were expected to have to work the engine in long shifts, and consequently armchairs have been provided for both driver and fireman. A hammock is provided in the driver's cab for one man to rest while the other attends the fire.

The first of the completed locomotives

Deutsche Bundesbahn to became Deutsche Bahn. In Poland the unrebuilt class could be seen working service trains well into the 1990s while a handful were still at work around coal mines in Bosnia until at least 2019.

Preservation

A large number of preserved examples of the war engines can be found working on the heritage railways of Britain and Europe. The fact that examples of all five classes of engine built for the WD/USATC are preserved in Britain is only possible because they were retained longer by other state railways. All BR's WD 2-8-0s and 2-10-0s were scrapped on withdrawal.

The only surviving 2-8-0, WD No. 9257, worked in the Netherlands and was then sold to Sweden where later it was retained as part of its strategic reserve. It was brought back to the Keighley & Worth Valley Railway where it ran for a time in its Swedish guise. After receiving a new cab and tender it returned to steam in July 2007 as BR No. 90733.

Two WD 2-10-0s which were in store in Greece have also returned home.

One, No. 3652, has been restored as BR No. 90775 and resides on the North Norfolk Railway, named the *Royal Norfolk Regiment*, the other as WD No. 3672 on the North Yorkshire Moors Railway named *Dame Vera Lynn*.

Three ex-KDL engines have also been preserved in the UK. Two Class 52s: Ex-Norwegian Railways No. 5865 (ex-DR No. 52.5865) at Bressingham and ex-Polish Ty2.7173 (ex-DR No. 52.7173) on the Nene Valley Railway. The latter engine was initially taken to the USSR but was later returned to Poland for industrial use. It was the only Kriegslok to work on a heritage railway in Great Britain but is now in Belgium. Finally the Welshpool & Llanfair's 760mm gauge ex-Austrian Salzkammergut-Lokalbahn No. 699.01, now named *Sir Drefaldwyn*, is an example of a 'KDL11', which were built by Franco-Belge for the German Army in 1944. In all, nine of these locos have been preserved

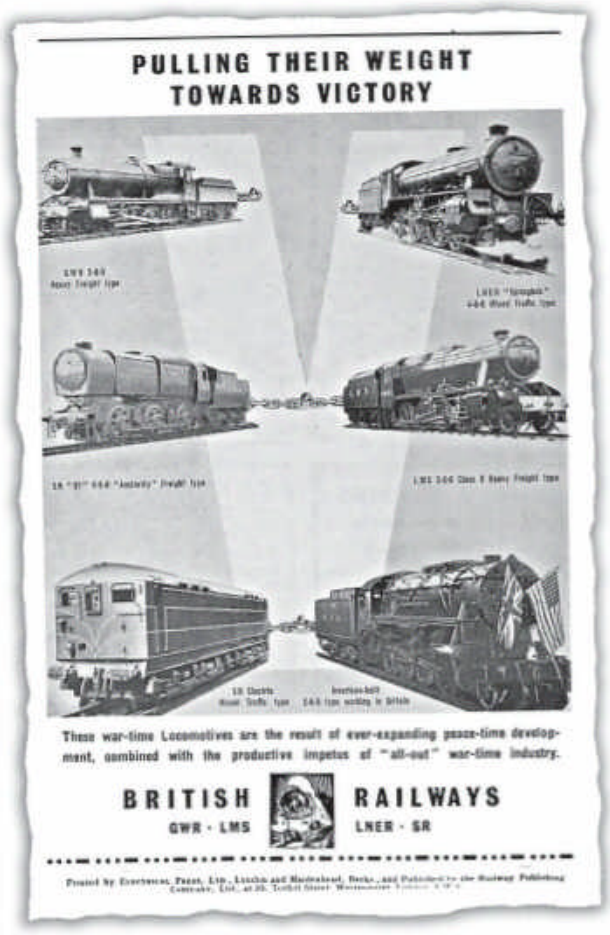
As previously mentioned most countries in north-west Europe disposed of their Kriegsloks during the 1960s, before their heritage railways had become established. Eastern Europe has in effect provided a giant 'Barry Scrapyard' for the heritage railways of the West. Purchase of these engines for preservation started before the end of communism and increased substantially afterwards.

The communist countries themselves are responsible for the preservation of many engines. Although most were plinthed as static exhibits, others were returned to steam and used on special workings.

The museum depot at Wolsztyn, Poland is probably the best known example but others exist in Romania, Bulgaria and states of the former USSR, Jugoslavia and Czechoslovakia.

Sadly even before coronavirus, the economic situation in these countries had resulted in some of these museum initiatives being abandoned, yet despite this the number of war engines preserved in Europe remains enormous. ■

PKP No. Tr203-296 (ex-USATC No. 2438, Alco 70787/1943) is seen at the Jaworzyna Railway Museum on August 1, 1993. It was one of the engines which came to the Poland's PKP direct from the USATC. Arriving in the UK in 1942, the loco initially worked on the GWR. It went to France in October 1944 and worked for a time for the SNCB at Antwerp before going into store. The engine is standing next to one of the last surviving examples of a British-built 'Liberation' Class 2-8-0, No. Tr202-28 (ex-UNRRA 1D-92, (VF 5448/1946)).



Three of the Allied 'War Engines' mentioned in this article were pictured on the back cover of this July/August 1943 *The Railway Magazine* featuring a Stanier '8F', Bulleid 'Q1', USATC 'S160', GWR '28XX', LNER 'B1' and a Bulleid CC electric.

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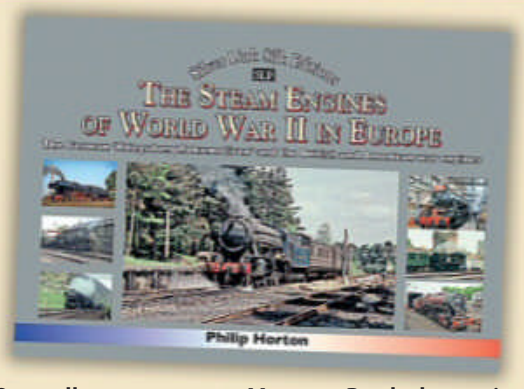

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USATC 'S160' 2-8-0 No. 2443 (Alco 70792/1943) was one of 27 locos sent direct from the USA to Greece in 1947 where it became HSR Class Thg No. 527. It is seen reversing the empty stock of a local passenger train out of the terminus at Thessalonika on August 11, 1972. Greece also received 25 engines from the Italian FS in 1959. JOHN PRICE

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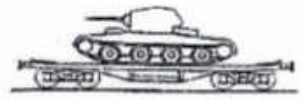

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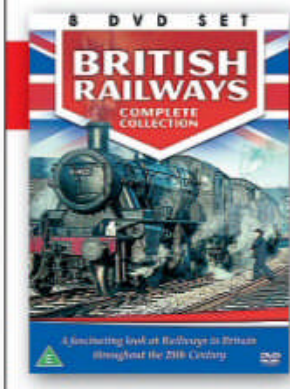

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LITTLE TOWN FLIRT

The order from Greater Anglia for a large fleet of 'FLIRT' trains built by Stadler was a first for the UK. Having taken over many East Anglian routes, John Heaton FCILT, analyses their impact.

Some readers might just remember the Del Shannon No. 4 'hit' of early 1963 carrying the same name as this article, but 'FLIRT' has now been hi-jacked by Swiss train builder Stadler as an abbreviation for Flinker Leichter Intercity-und Regional-Treibzug. Presumably by design more than good fortune this already much-anglicised German title further translates into English as Fast Light Intercity and Regional Train, so retaining the same acronym.

Surely a train which is both 'InterCity' (to use the original British Rail intermediate capital) and 'Regional' cannot truly satisfy either market perfectly and therefore barely qualifies as a concept let alone a class of train. However, Stadler has adapted the basic notion to achieve sales in 20 different countries from Russian-gauge Azerbaijan to the automobile-dominated United States.

As the UK authorities eventually rumbled the inadequacies of the franchising system after a whole generation of wastefulness, the final rounds of bidding were won by operators who had grasped how the umpteenth iteration of franchise assessment criteria favoured complete replacement of the rolling stock fleet even if some of it was less than a third through its working life. Let us set aside concern that the new regime is likely, even without Covid-19, to result in fewer train services, and consider how this context influenced the arrival of a whole fleet of 'FLIRTs'. The British ones show just how difficult it is to marry standardisation to the different requirements, indeed expectations, of the travelling public.

The problem facing Greater Anglia was complex. At one end of the spectrum the Class 90s and their ageing Mk3 coaches were becoming increasingly difficult and more expensive to maintain. Both were basically sound but were past their best.

Satisfactory

At the bottom end of the scale were noisy and relatively uncomfortable first generation sprinters. It was not a difficult task to justify replacing either of these groups in terms of either passenger comfort or journey times. However, the gap between these two categories was filled by a meaty set of thoroughly satisfactory modern units such as the Bombardier Class 379s. Would 'FLIRTs' actually be either 'leichter' or 'flinker'?

New units by definition have inbuilt carbon emissions and their construction consumes scarce resources. By global pollution measurements, how long would the claimed reduction in running costs take to pay back Mother Father Earth's investment? Perhaps the figures were indeed convincing? If the bid beat the competition perhaps it did not matter?

In terms of public image, Greater Anglia certainly scored points from its travelling public when it came to investment and modernisation as two recent visits to Norwich proved. Sitting at the top of the inventory is the 12-car semi-articulated Stadler Intercity 'Treibzug'. Ensconced near the buffers of a Liverpool Street platform it would have looked every inch an acceptable alternative to a moth-eaten Class 90 on its grubby end-of-life Mk3s had its exterior not shared the same state of bedraggled bodywork and grime-encrusted windows. My initial visit was just after the first Covid-19 lockdown had been lifted but I could not make the deadly virus an excuse for the scruffy appearance.

Once on board I readily admit that this was an InterCity train in British Rail terms. There was also a proper buffet bar and first class accommodation that exceeded the paltry provisions on IETs.

Much is made of the 'FLIRTs'' level access

Class 745 No.745103 crosses the River Stour at Cattawade and approaches Manningtree station on November 4, 2020 working the 12.00 Norwich-Liverpool Street. The Class 745/1 sub-class is intended for use on Stansted Airport services but, with a vast reduction of airport traffic as a result of coronavirus, have been used on GE Main Line services. KEITH PARTLOW

Set No. 755413 climbs Belstead Bank, Ipswich on November 10, 2020, working 1P33 11.30 Norwich-Liverpool Street instead of an unavailable Class 745. The unit worked as far as Colchester. KEITH PARTLOW

from standard-height platforms, but much less is heard about the interior steps. These are necessary to reach different height seats and tables and, in addition, much of the First Class seating is on a six-inch pedestal. The result is yet another safety warning, advising passengers not to fall off the plinth. All well and good, but when one is lifting something down from the rack it is doubtful that 'not stepping back' will be uppermost in the mind.

Alarming statistics

It is difficult to understand how this obstacle has been accepted by a risk averse industry. It seems to be the result of accommodating the underfloor equipment while maintaining the level access. No doubt the authorities will be armed with alarming statistics about accidents from passengers alighting onto platforms or failing to 'mind the gap'. Similar considerations do not seem to have featured in IET specification or construction where the extra coach body length plonked against curved platforms has resulted in passengers needing to leap some challenging voids.

It was disappointing the 'FLIRTs' had not started working the 'Norwich in Ninety' trains before lockdown – and the fast schedules have yet to reappear.

In September 2020 the basic service to Norwich had been reduced to a Covid-19 hourly timetable. The 10.30 Liverpool Street Norwich was typical. There was no 11.00 'Norwich in Ninety' let alone the duplicate pre-pandemic 11.02. Whereas the erstwhile 11.00 served only Ipswich, this 10.30 departure was scheduled to make seven intermediate stops. London and Norwich are big cities of course but, with stops at the likes of Manningtree, Stowmarket and Diss, the Class 745 was truly a 'Little Town FLIRT'. A Class 90 propelling a train of Mk3s would have had little trouble making the 117min end-to-end timing which allowed even an unusually slothful 'FLIRT' to be punctual.

After taking the usual three minutes up the 1-in-70 bank to Bethnal Green, the Stadler unit was no sooner into its stride than it had to make its first stop at Stratford, slightly early.

Making a characteristically brisk start and running consistently at the 90mph maximum permissible speed (mps) the EMU had gained a whole minute in the 8.41miles to Romford. Brentwood bank at 1-in-85 is no longer the fun it used to be, even less so with a superfluous recovery allowance to be squandered. (See Table 1.) The Class 745 coasted up to Ingrave summit and an emergency 20mph temporary speed restriction (tsr) before regaining 90mph through Ingatestone, picking up a pathing allowance, arriving at its Chelmsford stop 3 minutes early and leaving right time to the public schedule, ½min early on working times.

Racing ground

The 10.75miles from Hatfield Peverel through Witham to Mark's Tey has been a racing ground for all forms of traction, notably the Clacton electric Class 309s. No. 745006 did not disappoint, averaging 99.2mph with consummate ease and arriving at Colchester, with the help of another 1min recovery allowance, yet another 3min early.

Just when it seemed the 'FLIRT' was teasing ▶

TABLE 1: LIVERPOOL STREET TO IPSWICH

Loco	745006
Load	12/375/385
Train	10.30 Liverpool Street-Norwich
Date	September 21, 2020
Recorder/Position	J Heaton 11th of 12

Miles	Timing Point	Sch	M S	M P H
0.00	Liverpool Street d.	0	0 00	T
1.06	Bethnal Green	3	3 06	37/59
3.91	Stratford a	7½	6 56	
0.00	d	8½	8 28	
1.76	*Forest Gate Jct*	2½	2 00	76/90
3.40	Ilford		3 08	89/90
5.28	Goodmayes		4 23	89
8.41	Romford	7½	6 31	89
10.95	Harold Wood	[1]	8 15	87/90
14.20	Brentwood	13	10 26	84
0.00				20 tsr 19
2.00	Shenfield	15	13 35	60
5.41	Ingatestone	(1)	16 14	87/90
11.55	Chelmsford a	24½	21 41	
0.00	d	26	25 11	-/101
6.13	Hatfield Peverel		4 43	99
8.85	Witham	8	6 23	97/102
12.50	Kelvedon		8 33	97/101
16.88	Mark's Tey	13	11 13	99
19.76	*Chitts Hill*	[1]	13 04	85
21.88	Colchester a	18½	15 49	
0.00	d	20½	20 03	-/101
4.43	*Ardleigh*	4	3 52	99
7.79	Manningtree a	6½	7 04	
0.00	d	8½	8 49	
3.68	*Bentley*		3 32	101
5.59	*Belstead Summit*	[1]	4 40	101
8.55	*Halifax Jct*		6 37	50
9.33	Ipswich a	10	8 44	

TABLE 2: TOTTENHAM HALE TO HARLOW TOWN

Unit		379015			317502/317669			379019/379001			745103		
Vehicles/tare/gross		4/186/190			8/274/300			8/324/335			12/375/380		
Train		10.51 spl Liv Street-Cambridge			12.25 Liv Street-Stansted A			12.55 Liv Street-Stansted A			09.40 Liv Street-Stansted A		
Date		September 30, 2011			January 5, 2011			November 11, 2014			October 5. 2020		
Recorder/Position		J Heaton 1st of 4			I Umpleby 1st of 8			J Heaton 4th of 8			J Heaton 1st of 12		
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**
0.00	TOTTENHAM HALE p/d	10*	9 50	69	0	0 00	½L	0	0 00	1L	0	0 00	1½L
0.86	Northumberland Pk.		10 31	85/89		1 28	64		1 10	74/79			
1.74	Angel Road		11 07	88/95		2 13	70		1 48	76/86		1 43	77
3.85	Ponders End		12 29	94					3 25	78		3 19	85
4.75	Brimsdown	13½	13 04	94	4½	4 32	85	4½	4 04	81	4½	3 57	85
5.80	Enfield Lock		13 44	94		5 15	88		4 55	83		4 41	85
6.80	Waltham Cross		14 22	94/50tsr		5 57	86		5 39	80		5 24	84
8.04	Cheshunt	16	15 34	49/80	7	6 50	82/78	7	6 36	81/sigs	7½	6 21	76
11.19	BROXBOURNE	18½	18 04	87	10[1]	9 10	80	10[2]	9 28	37/75	[1]	8 43	80/85
12.44	*Broxbourne Jct*	19½	18 54	95/97	12	10 03	85	13	10 59	74/sigs5012½		9 37	84
14.10	Roydon		20 05	80/79		11 22	69/78		12 42	55/sigs52/79		10 58	sigs63/54/80
16.69	Harlow Town p/a	23	22 01	84	16	13 55		17	15 25		16½	13 51	

Three-car Class 755/3 No.755327 passes a damp Brundall with 2P22 the 13.36 Norwich-Great Yarmouth on October 23, 2020. KEITH PARTLOW

For a number of years, top-and-tailed Class 37s and Mk2 stock hired from DRS worked Norwich-Yarmouth or Lowestoft trains because of a DMU shortage, a practice which has now ended. On August 18, 2016, No. 37419 *Carl Haviland 1954-2012* draws to a stand at Oulton Broad North with the 14.55 from Norwich, two passengers waiting to board for the short 1½ mile trip to Lowestoft. At the rear of the train is No. 37405. CHRIS MILNER

TABLE 3: IPSWICH TO NORWICH

Loco		745006			7451xx		755338		
Load		12/375/385			12/375/380		3/133/140		
Train		10.30 Liv St-Norwich			14.30 Liv St-Norwich		11.08 spl Ipswich-Norwich		
Date		September 21, 2020			October 5, 2020		August 14, 2020		
Recorder/Position		J Heaton 11th of 12			J Heaton lst of 12		L Allsopp 3rd of 3		
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**M S**	**M P H**	**Sch**	**M S**	**M P H**
0.00	IPSWICH d.	0	0 00		0 00	T	0	0 00	
0.76	*East Suffolk Jct*	1½	1 42	66/50tsr 44			2	1 25	74
4.86	*Claydon*	5	5 10	96	3 42	100		3 56	100
6.48	*Baylham*		6 15	86/95	4 40	100		4 54	100
8.38	Needham Market		7 36	59	5 53	73		6 09	65
			50 mph tsr	46/69	50 mph tsr	45/85		50mph tsr	49/78
32.00	Stowmarket a	10	11 44		9 44		8½	10 24	
0.00	d	11	15 27		10 48		9½	11 05	
14.25	*Haughley Jct*		2 16	99/101	2 00	96	2	2 00	100/96
22.69	*Mellis*		7 22	97	7 08	100		7 05	99
26.21	Diss a	11½	10 38		10 17		10½	10 34	
0.00	d	12½	11 43	-/101	13 15	-/101	11½	12 39	
5.39	*Hales Street*	[2]	3 57	100	3 48	99/102	[2]	-	100
11.78	*Flordon*		7 47	100	7 39	100		7 43	96
13.28	*Newton Flotman*		8 41	100	8 33	100		9 37	100
14.73	*Swainsthorpe*		9 34	97	9 25	100		9 30	94/sigs 27
19.35	*Trowse Swing Br.*	17	14 43	24	13 37	38	17	14 21	31
19.65	*Thorpe Jct*	17½	15 36	w	14 18	22	17½	15 02	23
19.95	NORWICH a.	19	16 53		15 49		19	16 30	

Stadler 'FLIRT' No. 755415 crosses the River Yare at Reedham on September 19, 2019 with a Norwich to Lowestoft as part of unit shakedown trials. STEPHEN ARTHUR

the timetable it dropped 34sec to Manningtree where the normal timetable demands punctual running for tight Harwich connections. Belstead Summit (what summit?) was taken at 101mph and another 1min recovery time enabled an early Ipswich arrival, booked 73min from London compared with a typical 'Ninety Minute' train's 55min. 73minutes? Yes, the schedule of the 1952 'Broadsman'.

Two 50mph tsrs intervened before Stowmarket where two dispirited looking Class 37s, Nos. 37059 and 37218, were sitting in the yard with the rail head treatment train. Why cannot external cleaning of this stock be arranged? Unattributed station overtime increased the lateness to 4min leaving much to be done before Norwich. (See Table 3.) Fifty-two seconds were regained to Diss but 2mins recovery was insufficient to regain absolute right time. No. 745006 swung over the river bridge and through Thorpe Jct to arrive at Norwich a disappointing 1min late.

After alighting from the rear of the 12-car 'FLIRT', the 250-yard walk to the forecourt afforded plenty of time to appreciate how the scene had changed since my last visit, made with the intention of travelling to Yarmouth behind the noisy, smelly, fuming, glorious, top-and tail, stop-gap Class 37s. Imagine how pleasantly I regarded the Class 153 that had displaced the loco-hauled combination for the day.

Moving quickly on from such chagrin, the scene was now transformed. Bi-mode 'FLIRTs' were coming, going and, yes, sitting, almost simmering in steam-like fashion against the buffers, their body-mounted diesel engines noticeably different from the modern British convention of underfloor engines. Sitting amid this landscape was a gaudy but unkempt Class 158 'Sprinter' – destination Liverpool Lime Street, some excruciating 5½hrs distant – looking every inch the anachronism it had become.

On this trip I returned to Liverpool Street on the same set, with the same stops but an

entirely different driving technique, arriving precisely on time at both Diss, Stowmarket and Manningtree but a judicious 1min early at the other four intermediate stops and 1½min early into Liverpool Street, all aided by four 1min recovery allowances. Events had precluded a longer stay to sample the Class 755s but I vowed to get back for an overnight stay in Norwich before another travel ban could be announced.

On the second outing, I chose to start with one of the Class 745/1 'FLIRTs' which had been ordered for the Stansted Express trains. These 12-car formations ply the route regardless of the airport traffic peaks and troughs compared with 2xClass 379 formations that could have been reduced to four cars for the off peak and, on this occasion, the Covid-19 hiatus.

Restrictions

The timing from Liverpool Street to the first stop at Tottenham Hale did not need a racehorse Class 745 to nudge its way through the speed restrictions of East London – a Manx horse-tram, fuelled by a bale of bio-fuel, could almost have kept the schedule. In fact the longer the train, the slower the run as it is so much later before it can accelerate from one speed limit to the next.

Surely the Swiss thoroughbred could put its Bombardier predecessor to shame on the Lea (locally Lee) Valley section past the redundant sites of power stations and gas works now in the equally ugly process of suburbanisation? Table 2 shows comparable runs with a Class 379 and British Rail Class 317s. It also contains a high-speed excerpt from a special Class 379 run that reached Cambridge in 48min 13sec from Liverpool Street. There seems little justification for having removed the Class 379s on timetabling grounds and it seems unlikely the Class 745/1s will be cheaper to maintain and run, even compared with double-set Class 379s.

A last minute change to the Greater Anglia order for Bombardier Class 720s to cover suburban work has resulted in the replacement of many 10-car formations for the equivalent number of vehicles formed as five-car sets. If the clock could be turned back I wonder if there would be quite so many 12-car 'FLIRTs'?

Some regular observers of Anglian train running believe the Stansted Class 745/1s are slightly quicker on starting than the Class 745/0s. Table 3 shows a Class 745/1 on a Norwich express achieving a fast time from Diss to Norwich after which the driver professed he was convinced this was the case.

These Class 745/1 derivatives have to make their way to Crown Point depot at Norwich for maintenance but it appeared they were also being used extensively during the autumn of 2020 to cover for unavailable Class 745/0s. It was frustrating to watch first class ticket holders searching for unavailable accommodation and expressing annoyance at nowhere to rest their panoply of papers and gadgets. Might as well take the car next time? I am not sure Class 745/0 interiors manage even Regional standard.

Back at Stansted Airport, as a retired railwayman I admit to having experienced a degree of schadenfreude before returning to my Treibzug as I surveyed the 1½hr gap between Covid-19 timetabled flights being shown on the airport information screens. However, the chill crosswinds blowing through the aircraft industry might prove to be a mere breeze compared with the tempest approaching the rail industry.

My next journey leg involved one of the hourly through trains to Norwich which provide the perfect opportunity to sample how useful bi-modes can be in appropriate circumstances.

The journey measures 93 miles, only six miles and an AA-calculation of 19min longer than by road, so more competitive than I had feared. But, as is so often the case nowadays, the matrix of intermediate journeys is just as important, such as Cambridge-Norwich or, say, Ely to Stansted. Almost 40 miles of the route uses electric power, the remaining 53 miles employing diesel traction. Traffic density is

TABLE 4:AUDLEY END TO NORWICH

Unit	755419
Vehicles/tare/gross	4/163/168
Train	10.48 Stansted A -Norwich
Date	October 5, 2020
Recorder/Position	J Heaton 1st of 4

Miles	Timing Point	Sch	M S	M P H
0.00	AUDLEY END	0	0 00	2L ELECTRIC
1.43	*Audley End TNP*		1 36	70
1.89	*Littlebury TNP*		2 00	69/80
4.03	Gt. Chesterford	4	3 38	80/79
5.10	*Ickleton Mill Rd.*		4 25	90/91
7.33	Whittlesford P a	7	6 39	
0.00	d	7½	7 09	
8.89	*Sawston*	[1]	1 38	88/90
10.75	Shelford		2 53	87
11.40	*Shepreth Br. Jct*	4½	3 20	85
13.98	CAMBRIDGE a	9	6 30	
0.00	d	10½	9 00	
0.95	*Coldham Lane Jct*	2	1 25	70/20tsr /17/23
2.24	Cambridge N a	3½	3 50	
0.00	d	4	4 25	
1.20	*Milton Fen*		1 26	74/75
3.09	Waterbeach	3½	2 57	74/90
8.38	*Dimmock's Cote*		6 55	75
12.08	*Ely Dock Jct*	10½	10 06	49
12.45	ELY a	11½	11 08	
0.00	d	12	12 03	DIESEL -/55
1.43	*Ely N Jct*	3	2 18	49/76
6.90	Shippea Hill		6 57	75/76
12.21	Lakenheath		11 11	75/80
16.08	Brandon a	15½	14 53	
0.00	d	16½	15 33	-/91
4.75	*Two Mile Bottom*		4 05	89
7.18	Thetford a	7½	6 53	
0.00	d	8½	8 45	-/91
7.83	Harling Road		7 13	89
10.86	Eccles Road		9 31	74/sigs
14.55	Attleborough a	14	13 44	
0.00	d	15	14 43	
3.14	Spooner Row		3 35	75/76
5.71	Wymondham a	6½	6 34	
0.00	d	7½	7 29	-/76
6.48	*Eaton*	[1](4½)	5 59	73/76/ sig stop163s
9.56	*Swing Bridge Jct*	17½	14 00	21/ sig stop160s
9.86	*Thorpe Jct*	18	18 10	-
10.18	NORWICH a	19½	20 13	

insufficient to justify electrification of Ely North Jct to Norwich using British criteria and the route would be well down the priority list even if a programme of electrification were miraculously to emerge from the Department for Transport.

This was my first assignation with a Class 755 bi-mode 'FLIRT' and one that I found intriguing. I had not fully appreciated just how the so-called 'power pack' was accommodated. The 643hp engines are body-mounted in much the same way as a Hastings or Hampshire diesel-electric multiple unit, but 'FLIRTs' have them in the middle of the train and passengers are required to walk through a narrow tunnel between the engines to reach the opposite end of the train.

For the majority of travellers there is a huge advantage in having no underfloor engines. Although the seats near the power pack are noisy, they are ideal for those now unfashionable enthusiasts for diesel power who might have stood at open drop lights in former times.

On the first day of Greater Anglia's new Stadler Class 745/1s entering service between Stansted Airport and London Liverpool Street, No. 745103 arrives into Harlow Town on July 28, 2020 with the 14.40 service from London Liverpool Street. KEITH PARTLOW

Impressive

The 163.4 tonne four-car Class 755/4s are rated at 3,487hp on electric power giving a power weight ratio of 21.3hp/tonne and their four diesel engines produce an impressive ratio of 15.8. The figures for the 135.4 tonne three car units provide a paradox. They have only two diesel engines so the power weight ratio drops to 9.5 but on electric… watch out! The same power is provided for three cars as four giving a massive 25.75hp/tonne which beats even the 23.6 of a Eurostar Class 374.

The three-car units are mainly confined to the lower speed branch lines, replacing Sprinters with a power/weight ratio of only 7.7hp/tonne so they still represent a major improvement. Their booked diagrams rarely show what they can do on electric power but Table 3 shows a run by RPS archivist Lee Allsopp who encountered one such unit filling a gap between missing Class 745s with a special from Ipswich to Norwich, a regrettably all-too-frequent event in the autumn of 2020.

Table 4 shows the run of the Stansted Airport to Norwich train from Audley End, after some initial delay joining the main line. The arrears had been recouped by Cambridge. After calling at the palatial new park-and-ride Cambridge North, the unit was constrained by the 75mph mps for a while but was able to make the transitions to 90mph with alacrity on the relatively brief stretches where this is authorised. There was no difficulty keeping time but there was no convenient path available into Norwich and a frustrating 4½min pathing allowance was provided.

My intention was to re-acquaint myself with the Lowestoft line and then have my first throughout run for many decades over the 'East Suffolk' through to Ipswich. No. 755406 ran conservatively through the Broadland countryside crossing the swing bridges at Reedham and Somerleyton before cruising alongside Oulton Broad, never quite keeping time until recovery time brought us into the still-bustling port of Lowestoft slightly early.

It was a surprise to find that the same unit was booked to sit for 37min before forming the 14.07 to Ipswich. A schedule of 89min is provided for the 49-mile run which includes nine intermediate stops. If I had done my homework properly I would have realised the subduing effect of the 55mph top speed for the line as the train wends its way from one bucolic parish to another. As the train pulled into Halesworth and the public address once again exhorted us to report 'anything that does not seem right' so law enforcement can 'sort it', a teenage girl across the aisle gave the source of the announcement a piercing stare and remarked to her friend, "Don't they know nothing *ever* happens in Halesworth!"

I felt guilty at being nonplussed by the trip but when I looked at my records I saw my last run over the route had been with a Class 37 on a London through train, so that perhaps explains it. After an encounter with the busy container traffic from Westerfield Jct on the track shared with the Felixstowe branch, No. 755409 arrived at Ipswich 1min early after 3min in performance and recovery allowances in from Melton.

Disruption

We were informed that the set would next be forming a train to Cambridge, which seemed to break all the modern tenets of train planning, with the risk of spreading disruption through the system, but I guess there are good reasons; one being that such diagramming could well save a unit overall.

Back in Norwich later that afternoon I found a Class 755/3, as expected, working a Great Yarmouth train. The diesel acceleration seemed anaemic compared with the four-car, four-engine, version and a 2min dead stand was not fully recovered before reaching the coastal resort. Nevertheless, one cannot but praise these well-finished, comfortable units that represent a

TABLE 5: GREAT YARMOUTH TO NORWICH

Unit/Loco/Power Cars		755325			150255			37425(front)/37405(rear)			79024/036/034 **		
Vehicles/tare/gross tonnes		3/135/138			2/74/-			3/100/106			6/168/-		
Train		17.17 Gt Yarmouth-Norwich			15.23 Yarmouth V-Norwich			12.55 Gt Yarmouth-Norwich			2.45pm Yarmouth V-Norwich		
Date		October 5, 2020			February 21, 1997			June 27, 2015			23/7/22		
Recorder/Position		J Heaton 2/9			B Harrison			J Heaton 3rd of 5			B Harrison		
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**
0.00	Great Yarmouth*	0	0 00	1½L -/61	0	0 00	½L -/65	0	0 00	2½L	0	0 00	1½L -/64½
7.88	Acle a	10½	10 46		9½	9 23					11	10 53	
0.00	d	11½	11 32	-/60	10	9 48	-/54				11½	11 21	-/42
2.45	Lingwood a	4	4 08		4	3 56			see footnote		4	4 22	
0.00	d	4½	4 52	-/61	4½	4 37	-/66				4½	4 44	-/55
2.18	Brundall a	3½	4 11		4	3 16					4	3 57	
0.00	d/p	4½	5 19	-/40	4½	4 25	-/47	19½	18 59	54	4½	4 12	-/-
0.98	Brundall Gardens a	2	2 27		2	1 56					2	2 15	
0.00	d	3	3 02	-/60	2½	2 19	-/63		20 00	58/60/19psr	2½	2 30	-/54
2.95	*Whitlingham Jct a*										4½4	4 40	
2.95	*p/d*					3 46	62	24½	23 54	58	5	5 02	-/-
4.16	*Crown Point*	[1]	5 36	22/17	[1}			[1]	25 30	29			
4.48	*Thorpe Jct*	7½	6 37	24				28	26 30	16			sigs5
4.79	NORWICH a	9	8 08		9	6 48		30	28 13		4	5 16	

* Also Yarmouth Vauxhall ** 3x2 car lightweight Metro-Cammell units

Both Class 37s working (through controls). Via Berney Arms 6min 42s max speed 60mph. 14.71miles to pass Brundall

150255 and 79024 schedules have been estimated from the recorder's public timetable depart to depart information

TABLE 7: COMPARATIVE STARTS FROM STOWMARKET SOUTHBOUND (COURTESY BAARD COVINGTON)

Class	755/4		170		745/1		755/4		755/3		755/3		156/4		3x321*		90 elec	
Power	diesel		diesel		electric		electric		diesel		electric		diesel		electric		8 Mk3&DVT electric	
M C from Liv St	Secs	MPH	Secs	MPH	Secs	MPH	Secs	MPH	Secs	MPH	Secs	MPH	Secs	MPH	Secs	MPH	Secs	MPH
Stowmarket d	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
80 40	00:22.4	34	00:29.1	27	00:16.9	34	00:21.3	43	00:23.6	30	00:17.4	43	00:28.0	25	00:22.5	23	00:28.7	22
80 20	00:41.9	54	00:55.1	40	11:35.4	59	00:37.7	64	00:46.7	45	00:33.2	67	00:55.5	38	00:46.4	48	00:54.1	44
80 00	00:56.5	64	01:14.5	49	00:48.8	71	00:50.2	75	01:04.1	54	00:44.9	80	01:16.2	45	01:02.2	60	01:11.3	57
79 60	01:10.1	72	01:32.5	55	01:01.2	80	01:01.8	85	01:20.3	61	00:55.9	90	01:35.7	51	01:16.8	67	01:26.5	66
79 51 A1120 ob	01:15.7	76	01:39.9	56	01:06.2	83	01:06.6	87	01:27.0	63	01:00.4	93	01:43.7	54	01:22.8	70	01:32.6	69
79 40	01:21.8	78	01:47.9	59	01:11.7	87	01:11.8	92	01:34.3	66	01:05.4	97	01:52.4	55	01:29.4	72	01:39.2	73
79 20	01:32.9	84	02:02.6	63	01:21.8	93	01:21.3	97	01:47.5	70	01:14.5	100*	02:08.4	59	01:41.5	77	01:51.1	77
79 00	01:43.3	88	02:16.4	66	01:31.3	93	01:30.5	97	02:00.0	73	01:23.5	98	02:23.2	61	01:53.1	76	02:02.7	77
78 60	01:53.1	89	02:29.3	68	01:40.8	91	01:39.6	95	02:11.7	76	01:32.5	96	02:37.0	64	02:04.5	76	02:13.6	82
78 40	02:03.4	87	02:42.4	70	01:50.6	94	01:49.1	94	02:23.4	79	01:42.0	95	02:50.9	66	02:16.2	79	02:24.3	87
78 20	02:14.0	86	02:55.3	73	02:00.2	99	01:59.0	93	02:34.9	81	01:51.8	93	03:04.8	66	02:27.7	82	02:34.7	90
78 16 Badley ob	02:16.2	86	02:57.9	73	02:02.1	100	02:01.1	91	02:37.2	81	01:53.8	93	03:07.7	65	02:30.0	82	02:36.8	90
78 00	02:24.8	80	03:07.6	72	02:09.2	100	02:09.1	84	02:45.8	83	02:01.4	92	03:18.8	60	02:38.5	84	02:44.5	93
77 64 Gypsy L lc	02:34.2	72	03:17.8	68	02:16.4	100	02:18.2	75	02:54.4	85	02:09.4	91	03:32.2	49	02:47.0	86	02:52.1	96

* eased

*2 x Renatus, 1 x standard

major improvement in most respects. Regardless of what the critics might say, franchising helped secure these East Anglian branch lines which more than once had a tenuous existence. We may yet have to battle for their future.

The return journey from Yarmouth is shown in Table 5 alongside a typical sprinter run from the RPS archive and a run I had with the top-and-tail Class 37 stop-gaps.

I have also included a DMU run with three brand new two-car early 'lightweight' Metro-Cammell units as long ago as 1955. Recorder Bernard Harrison could have chosen a 'Claud Hamilton', 'K3' or 'A5'. From this evidence readers might conclude there is precious little time benefit to be had from re-equipment as the elapsed running time of the 1955 run at 31min 23sec is just 103sec longer than the modern Class 755/3 bi-mode despite the Metro-Camms having made an extra stop.

The comparative performance has been summarised by RPS publicity officer Baard Covington in Table 6 using the fastest examples he has of each class leaving Stowmarket southbound with an opportunity for uninterrupted acceleration to 100mph on slightly falling gradients over the seven miles to Claydon crossing. The results contain some surprises. The gap between a Class 755/3 using its super-power electric and its twin diesel engine configuration is only 50sec, with diesel matching the 100mph of the electric run by Baylham. The Class 755/3 on diesel was only 3sec behind the best Class 90 and 10sec behind the best Class 321.

Superior

Table 7 looks at the performance in detail over these first three miles. The figures show how the lower-geared Class 321s initially enjoy superior acceleration to a Class 90 but as Baard puts it: "die over 80mph as the Class 90s reel them in at the top end of the scale." A Greater 'Angling' metaphor [joke – © John Heaton – 2021]. The diesel Class 156 was slightly faster getting away than the diesel Class 170 and only 10sec slower to a finishing tape drawn at MP 78.

The position in the parade ring is clearly established with a Class 755/3 on electric beating the Class 745 and 755/4 electric by 7sec but rank outsider Class 755/4 on diesel beating two of the electric contestants. A stewards' enquiry has been ordered into the Class 755/3 diesel's performance. Both horse and jockey are under suspicion. ■

TABLE 6: STARTS FROM STOWMARKET SOUTHBOUND (COURTESY BAARD COVINGTON)

Class	Power	Needham		Baylham		Claydon	
		M S	MPH	M S	MPH	M S	MPH
170	Diesel	3.50	82	5.09	92	6.11	98
755/3	Diesel	3.22	91	4.34	100	6.33	100
90	Electric	3.20	98	4.30	98	5.30	98
321*	Electric	3.14	93	4.26	101	5.23	100
745/0	Electric	2.46	100	3.54	100	4.53	100
755/4	Electric	2.40	100	3.49	100	4.48	100
755/3	Electric	2.36	100	3.46	-	4.44	-

*12 cars. 2 x Renatus and 1 x standard set. Max 103mph after Baylham

Stadler 'FLIRT' 12-car set No. 745007 passes Kelvedon on November 7, 2020 working the 09.04 Norwich to London Liverpool Street. The appearance of the 'FLIRTs' is being spoilt by a lack of external cleaning. JAMIE SQUIBBS

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YEARS APART...

Over the years railway views change, some subtly, some more dramatically. Here are two 'then and now' views showing the different variety of change which can take place.

One of the most remarkable and ambitious rail restoration projects was the rebuilding, in phases, of the Welsh Highland Railway from Caernarfon to Porthmadog by the Ffestiniog Railway. The final phase of rebuilding covered from Rhyd Ddu to Portmadog and included the Aberglaslyn Pass where the railway perches on a ledge through the narrow gorge. These 'then and now' views show the differences of the former trackbed used as a footpath in August 1995 and contrasted with the view from a Welsh Highland train with the railway fully restored.
BOTH: GARY BOYD-HOPE

Two views of Hinckley taken nearly 40 years apart and both show HST workings, traction not usually associated with the route between Leicester and Birmingham. On September 19, 1982 power cars Nos. 43175 and 43174 pass Hinckley with the diverted 08.45 (SuO) Plymouth-Newcastle cross country train. PAUL A BIGGS

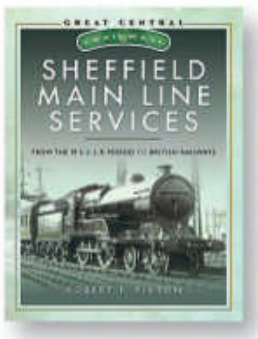
In 2020 the exact viewpoint was not possible as the original station footbridge had been removed (now at the Pontypool & Blaenavon Railway) and replaced by a ramped bridge in a different position spanning both platforms to act as a footpath between the town and Burbage, from which this 'now' view on December 12, 2020 of the new Midland Pullman HST returning to St Pancras from Crewe was taken. Land used by local coal merchants in the former station yard, was redeveloped in 1987 with the construction of a supermarket for Gateway (now a Tesco). Further retail outlets were added more recently. The LNWR signalbox closed in July 2006 when control was passed to Croft, with control later moving to the regional operating centre at Derby. An extension has been added to the station which serve as office accommodation. CHRIS MILNER

Reviews

Books, videos and other items for possible review should be sent to: *The Railway Magazine*, Media Centre, Morton Way, Horncastle Lincs LN9 6JR

Great Central Railway – Sheffield Main Line Services (From The MS&LR Period To British Railways)

By Bob Pixton



BOB Pixton has produced a substantial volume of photographs, maps, charts and timetables that vividly illustrate the huge variety of activity on the railways in the Sheffield area between roughly the Edwardian period and the steam era of British Railways.

This valuable illustrated history interprets the title quite broadly to extend out from Sheffield as far as Godley and Mottram in the west and Retford in the east. Major themes are the huge amounts of coal traffic and the significant east to west passenger services via Penistone.

The author has striven to include steam era photographs and to cover the pre-electrification MSW system. These fascinating images are all monochrome and each one includes a substantial, informative and detailed caption to explain the railway history. Ordnance Survey map extracts and track diagrams greatly enhance the book's appeal.

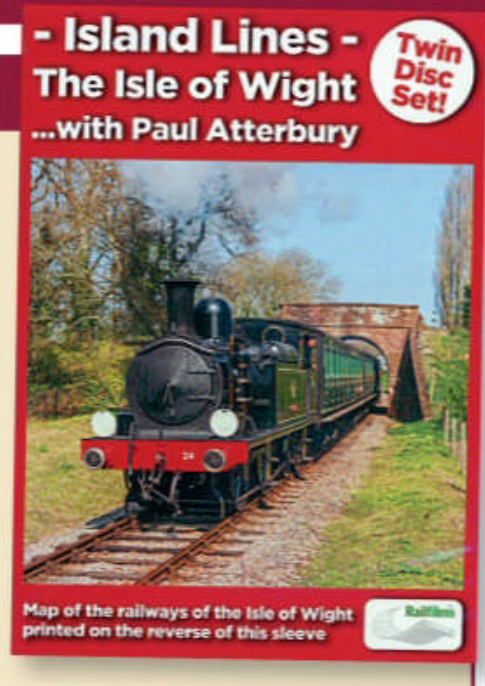
Mr Pixton has produced a superb illustrated history that reflects lengthy and dedicated research. The book is a must for all enthusiasts – especially so for fans of the Great Central Railway.

Recommended in the strongest possible terms. **RSS**

Pen & Sword Transport Books, 47 Church Street, Barnsley, South Yorkshire, S70 2AS
www.penandsword.co.uk
Email: enquiries@pen-and-sword.co.uk
232pp; Hardback; 290 x 225mm: £30
ISBN: 978-1-526735997

DVD – ISLAND LINES

■ **DISC 1 – THE ISLE OF WIGHT... WITH PAUL ATTERBURY**
■ **DISC 2 – ISLE OF WIGHT ARCHIVE – ALL CHANGE FOR THE ISLE OF WIGHT**



HERE is a real treat for enthusiasts of the Isle of Wight's railways from Railfilms.

Up until the immediate post-Second World War era the island had a substantial 55-mile rail system that linked Ryde Pier to Ventnor, Newport, Cowes, Yarmouth, Freshwater and Bembridge. However, by the end of 1966 only the line from Ryde to Shanklin was left in operation.

Paul Atterbury, a well known expert from the BBC's Antiques Roadshow, recounts the story of these lines and visits many parts of the original railway system. His love of the island's vintage railways shines through in his excellent and informative commentary. There is plentiful monochome and colour archive film of the railway operations he describes. He also visits the Isle of Wight Steam Railway to reveal this superb five-mile long preserved heritage line running from Smallbrook Junction to Wootton.

The end of steam operations in 1966 is well covered together with the subsequent changes to the BR Ryde to Shanklin line which was 'modernised' by electrification using new 'old' 1920s London Transport Tube Stock.

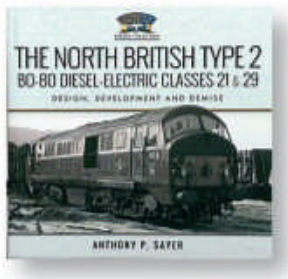
Disc 2 is devoted entirely to a fascinating visit to the Ryde to Shanklin line using archive film. We see steam operations in 1966 – the final year before the radical changes brought about by electrification. Steam on the Lymington Branch from Brockenhurst is also included; this was the last steam-worked BR branch line on the mainland.

All in all this is as near as we can get to 'vintage steam railway time travel'. An excellent and valuable release that is very strongly recommended. **RSS**

Railfilms, Telerail – The Royal Scot Centre, Carnforth Station Heritage Centre, Warton Road, Carnforth, LA5 9TR 01524 735774, www.telerail.co.uk Twin Disc Set – £25 + £2 P&P

The North British Type 2 Bo-Bo Diesel-Electric Classes 21 & 29: Design, Development and Demise

By Anthony P Sayer



AS WITH the Metrovick Co-Bo book reviewed in the December issue of *The RM,* this new book provides a first in-depth historical survey of a short-lived and unsuccessful BR diesel class – the North British (NBL) Type 2 diesel-electrics.

This hugely detailed study in words, statistics and photographs was compiled by the same author as the Metrovick book – clearly a man dedicated to shining much-needed light onto neglected subjects.

Using a similar format to the book reviewed previously, the author describes the entire life of the class, 10 of which were part of BR's initial 'pilot scheme' (D6100-09), joined from May 1959 by a production build of 48 locomotives (D6110-57).

With a much larger number of locomotives featured, the section covering the tendering and order process, design and construction is kept short, allowing individual histories of each locomotive to run to almost 140 pages.

The story is supported by delivery, allocation and repair information taken from NBL records, original engine history cards, storage details, livery variations and even unique differences that allow the identification of individual locomotives.

A separate chapter is dedicated to the replacement of the troublesome MAN engines with Paxman Ventura power units, starting with No. D6123 in 1963. Detailed research reveals the full story behind the programme and why only 20 of the 58 NBLs were eventually rebuilt.

Ultimately, although the new engines delivered a significant improvement, they could not cure various other problems with the design, most notably the electrical systems.

A wealth of tables and statistics add further depth to the story, showing the reality of poor performance of the NBLs that led to their storage and early withdrawal.

For modellers and historians, the chapters on livery variations and detail differences across the class will be extremely useful, as will the plethora of archive images. Unfortunately there are only a couple of views of the D6100-37 batch during their brief allocation to the Eastern Region at Stratford, Hornsey and Ipswich, and none of them actually doing any work – this is arguably the only omission in the otherwise comprehensive coverage.

Throughout the book are dozens of interesting and informative images, reproduced to a high standard wherever possible, most supported by detailed captions.

For the diesel historian and modeller this is an extremely useful and informative study of a class that was sadly lost before the diesel preservation movement became established.

Highly Recommended. **BJ**

£40, Pen & Sword Transport, 292pp, hardback, black & white/colour, ISBN 978 1 526742 773

Germany's Railways 30 Years after Re-Unification

By Keith Fender

EUROPEAN railways expert and *The Railway Magazine's* World News editor Keith Fender has deployed his extensive knowledge of German railways to compile this excellent introduction to the subject.

Focusing on 30 years of seismic changes across Europe's biggest and busiest rail network since the reunification of the country in 1990, topics include the creation of a single national railway from the former Deutsche Bundesbahn (DB) and Deutsche Reichsbahn (DR) in 1994, the explosion of private and open access operators since the late-1990s and the gradual (and ongoing) transition of the traction and rolling stock fleets.

Using the author's own photographs, many of which are previously unpublished, the publication highlights how much has changed over the last three decades – especially in the eastern states of the former German Democratic Republic (GDR) known as the Neue Bundeslaender.

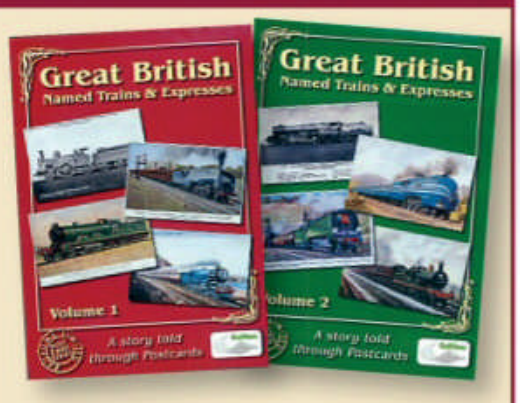
Particularly noticeable is the transition from locomotive-hauled trains to multiple units over the last 20 years, and the hotchpotch of liveries that existed in the late-1990s as the new DB attempted to stamp its identity on the unified fleet.

Featuring everything from 4w railbuses and narrow gauge steam to the latest high-speed ICEs, Russian-built diesels and innovative tram-trains, this short-and-sweet overview will appeal to anyone who has an interest in European railways or plans to visit Germany in the future. **BJ**

£14.99, Key Publishing, 96pp, softback, full colour, ISBN 978 1 913870 06 5

DVD – GREAT BRITISH NAMED TRAINS & EXPRESSES

■ **VOLUMES 1 & 2 – A STORY TOLD THROUGH POSTCARDS**



THESE DVDs cover the story of Great British Named Trains and Expresses through evocative period postcards (frequently artist's illustrations) – complemented by photographs, rare monochrome and colour archive film and an informative commentary.

These two intriguing programmes focus on the producer's own substantial private postcard collection of railway images to tell the story of these famous trains right through to the modern era.

Because of early technical limitations in cameras and the limited number of serious photographers who tackled railway subjects, these superb postcards reveal in colour trains that were rarely recorded even in monochrome. All too often we think of the pre-Second World War era in 'black and white'. These postcards reveal in full colour the glory of the pre- and post-1923 Grouping liveries: Highly-evocative images that capture a railway that has disappeared.

The amazing variety of images available on these postcards reveals a largely unexplored and fascinating potential source of information. Not only will these two programmes appeal to enthusiasts for our railway history, but also postcard collectors.

Highly recommended. **RSS**

Railfilms (see above), two DVDs both circa 45mins each. Each Volume £20 + £2 P & P

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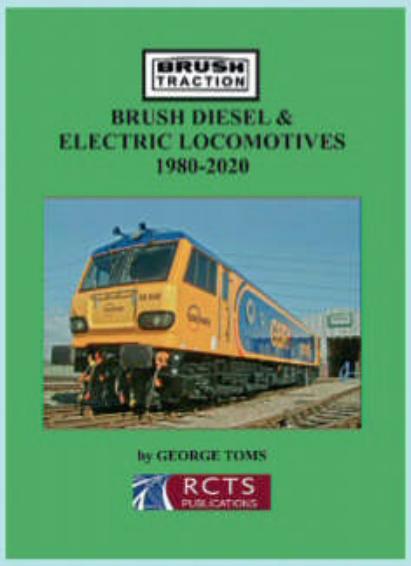

New for 2021 our latest book - Brush Traction
Brush Diesel and Electric Locomotives 1980 - 2020

We present our latest publication, this time on Brush Traction, a major builder of locomotives for export and within the UK. Written by a life-long employee of Brush Traction this work covers the period 1980 to 2020 and covers all aspects of the Brush output of Diesel and Electric locomotives during that period plus the many changes experienced in work practice, management control and ownership of the brand name. In addition to the export orders this work covers the large orders for BR Class 60, Class 92 and Eurotunnel. Later chapters explore the changes in outlook which led to the development of re-engineering as the main stay of work undertaken by the works at Loughborough. Detailed appendices are provided for all those locomotives built in 1980-2020 plus completely up-to-date tables on those built pre-1980 (Class 31, 47 etc). Presented in 184 pages with 73 accompanying photographs.

Take the opportunity to purchase this book at the introductory price of £24.50 plus £3.00 for p/p.

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

TALKING POINTS

Possible re-use for Moorswater line

I WAS interested to see in the latest edition the final train of china clay wagons leaving the Moorswater (Liskeard) depot in Cornwall.

I am a former district councillor for that area, and a few years ago considerable effort was put into proposing this short rail link to Moorswater from the existing Liskeard to Looe branch line. Even the railway authorities were receptive to the proposal, and provided a possible timetable to fit into the existing timetable.

Roads towards the ever popular fishing port at Looe are simply a nightmare and parking difficult and expensive. Using the 'china clay line' to Moorswater with a car park on existing railway land alongside the tracks seemed to make sense, especially being so close to the main A38 road.

We even found an old stone platform dating back to the 1900s, but the view was that a new platform would be required for a 'park and ride' service to Looe.

Surely it's time to dust the plans off again to try to ease the pain of road travel in the area every summer before someone suggests ripping up tracks that could be of great use and make it easy for the train to take the strain on this popular little branch line?

Mike Critchley
Gosport, Hants

Shock at cost of spending a penny!

I WAS very pleased to hear Network Rail has learnt a lesson or two on project costs and managed to reduce the cost of updating the King's Cross station toilets to a mere £2.3 million (RM Jan).

Can one seriously believe this figure? £2.3 million to upgrade toilets?

No wonder it appears difficult to convince politicians and the Treasury to deliver a rolling electrification programme at an affordable price.

A J Mayo
Ulverston

STAR LETTER

Blue Pullman feature provoked many memories

LAST month's article on the Blue Pullman brought back quite a few memories.

I was fortunate to be serving a fitting/turning apprenticeship at Bristol Bath Road from 1963 to 1968. Occasionally we would have the opportunity to work with the fitters and electricians on Saturday mornings at Doctor Day's, where the Blue Pullman was serviced and kept when not in use.

We would also work on the hydraulic locos in service at the time, including the 'Warships', also fitted with the MAN engines.

It was interesting to read that the Pullman engines had come from Germany and were considered to be more reliable than the ones built by NBL.

One possible reason given was the use of lower grade steel in the NBL engines, I think this was probably the case with the exhaust manifolds, as stainless steel originally specified by MAN was not used by NBL.

As a result, failures of the baffles occurred, and as the turbo chargers were designed to operate on the pulse system, there would have been a reduction in the charge air delivered and this in turn affected engine reliability and performance. Another contributing factor could have been the lower position of the manifold on the outside of the head, unlike the Maybach engines where the manifold was in the 'vee'.

It was common practice during winter months to leave the engines idling all night in the yard, as a result lube oil accumulated in the manifold and when under full load this would start to burn.

I can remember accounts of the second man with an extinguisher, having to check and make sure burning oil was not dripping from the gaskets, probably the ones at the ends of the manifolds.

As you correctly state, there were also problems in the early days with the conversions between metric and imperial dimensions.

My father joined BR as a headquarters diesel inspector based at Paddington in the late 1950s and I remember his accounts of spare cylinder heads which would not fit over the studs as a result of a different conversion to imperial than that used by NBL.

Stewart Edwards
Clevedon Somerset.

I HAVE just read the feature about Blue Pullmans. About 15 years ago, when at a car boot sale in Reading, I found a staff operating manual for the Blue Pullmans (along with two 1930s London Underground posters) and managed to purchase the lot for 15p!

It gives full instructions on how to operate them and is A5 size.

Gareth Higgins
Holyhead

THANKS for the interesting Blue Pullman feature and images. The feature asserts that they were "two-, three- or four-cars half-sets". Not quite: the LMR six-car sets had halves of three cars, and the WR eight-car sets had two halves each of four vehicles. There were no two-car half sets.

Stuart Hicks
By email

I VERY much enjoyed your article in the January issue regarding the Midland Pullman. It reminded me of my grandfather, Alfred Bailey, who was involved in the development of the original Midland Pullman. He ended his career as an inspector and a Royal Train driver, and even went on a tour of Russia with the railways during the 1960s.

Beyond this I don't know a lot about his time on the railways, but it's always nice to spot him on the occasional British Pathe Pullman promotional film.

Robert Cox-Wrightson
By email

Left: Alfred Bailey, Mr Cox-Wrightson's grandfather, is on the right of this photo.

I REALLY enjoyed reading Andy Flowers' article on the Blue Pullmans. In the 1960s these trains really seemed as if they were from the future.

While I never got to ride on one I did get to eat my dinner on one.

On Saturday, April 11, 1964 along with a few others I visited Reddish depot and we were escorted around by a young fireman.

We were allowed in the cab of 60092 and then asked had we ever been in a Pullman carriage. Of course the answer was 'no', so we were taken into a carriage, invited to sit down, open our duffel bags and eat our sandwiches.

We all shared our food with the young fireman who obviously got a free meal for his kindness.

Stewart Leyland
Chorley

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Lost film help

I WONDER if anyone reading your magazine might know who took this photo? I have come across 16 slides marked 'Westbury, 5th May 1985'. Most were shots taken of the locomotives at the open day on that date.

An exposed film roll was found on the site and the finder asked my father to get them developed. They were then left with my father and I found them during a lockdown tidy-up all these years later.

So if anyone knows who the photographer is, or even is the person who took them, I am happy to reunite them.

Robert Hayward
By email

■ *If the photographer comes forward, we will help make the connection with Mr Hayward – Ed*

EDITOR'S 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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Panorama

A trio of schoolboy 'spotters' observe 'Deltic' No. 9001 *St Paddy* as it pulls away from York with the 11.00 King's Cross to Newcastle service on October 28, 1971. JOHN COOPER-SMITH

The Isle of Wight Steam Railway's unique Adams 'O2' 0-4-4T No. W24 *Calbourne* is caught in a timeless scene between Smallbrook Junction and Ashey during a Timeline Events charter on April 1, 2019. PETER ZABEK

Porterbrook – delivering a safe, reliable and sustainable railway

Panorama is brought to you in association with porterbrook

Shortly after leaving Inverness, 'Black Five' No. 45407 runs beside the Beauly Firth at Clunes with the 06.30 Inverness-Kyle leg of the 'Great Britain VI' tour on April 26, 2013.
BOB GREEN

Class 71 No. 71002 awaits departure from London Victoria on September 17, 1974, heading the 02.55 newspaper train to Maidstone.
BRIAN MORRISON

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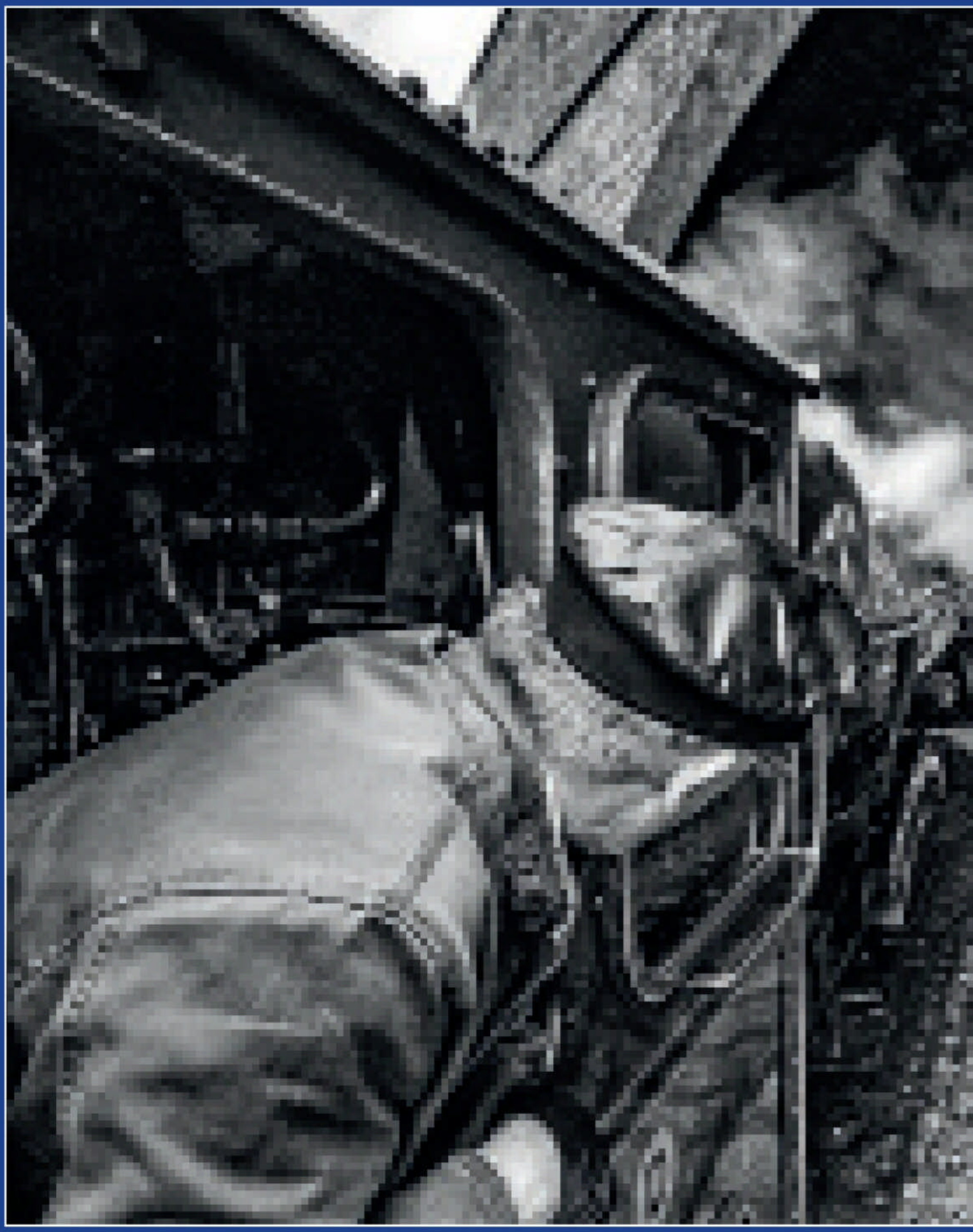

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Driver John Cruxon eases 'Modified Hall' No. 7903 *Foremarke Hall* through the platforms at Cheltenham Racecourse station before taking over a 'Race Day Special' from 'Merchant Navy' No. 35006 *Peninsular & Oriental S. N. Co* at the Gloucestershire Warwickshire Railway on March 10, 2020. JACK BOSKETT

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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO FEBRUARY 1921

Railway Statistics

THE 10th issue of Railway Statistics now published shows that during the month of September last, the number of passengers (exclusive of season-ticket holders) conveyed by the railways in Great Britain was 127,180,216, or 7.2% more than in the corresponding period of 1919.

The number of workmen carried was 35,726,852 or 28.09% of the total. Freight traffic carried during the four weeks ended October 10 amounted to 27,006,843 tons, an increase of 266,931 tons, or 1% compared with the preceding four weeks. As regards rolling-stock, the number of new locomotives put into traffic during the past year to October 10, was 321, against which must be set 229 locomotives condemned.

50 YEARS AGO FEBRUARY 1971

Pendennis Castle steamed

PRESERVED GWR 4-6-0 No. 4079 *Pendennis Castle* was steamed successfully on November 28 by members of the Great Western Society. The society has also been successful in being among the eight finalists in the BBC2 television programme Chronicle, a series on industrial archaeology.

Fresh hope for the KESR

FOLLOWING recent litigation, representatives of the Kent & East Sussex Railway Association have met officials of the Ministry for Transport Industries, from which it has become clear, if unofficial, there are no fundamental objections to the re-opening of the KESR over the 10 miles from Tenterden to Bodiam.

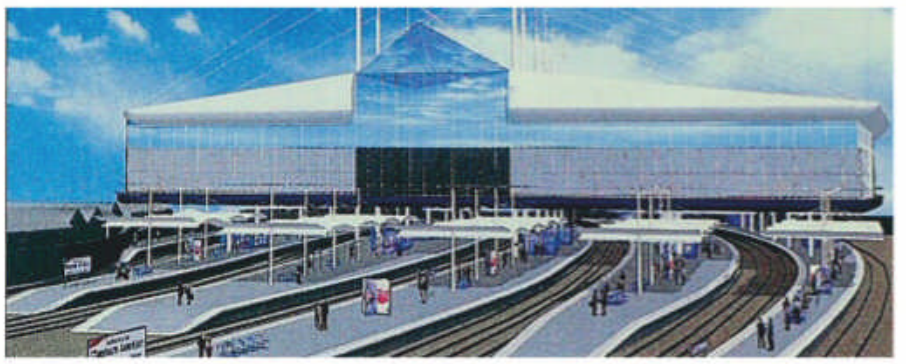
But under no circumstances would operation be permitted over the 3½ miles from Bodiam to Robertsbridge, though consideration would be given to this section remaining *in situ* on a care and maintenance basis for the occasional movement of rolling stock from the main line.

However, British Railways has reassessed the value of the line at the figure of £70,000, and the association is proceeding with plans which envisage running a service between Tenterden and Bodiam, but is obtaining an independent valuation of the line.

Fiery end

A SHUNTING error at Mo i Rana on the Norwegian State Railways has resulted in the loss of an industrial locomotive which was on its way to be repaired.

Unfortunately, the wagon containing the narrow gauge industrial locomotive was marshalled into a train of scrap iron for the foundry at Mo, all of which, including the locomotive, were tipped into the iron-foundry furnaces.



Artist's impression of the proposed Clapham Junction station.

20 YEARS AGO: £2bn rebuilding plan for Clapham Junction

CLAPHAM Junction, Europe's busiest station, is poised to be transformed with a massive glass and steel structure spanning a dozen of its platforms.

A new first floor concourse will have a central atrium, surrounded by shops, lounges and other passenger facilities.

THE redevelopment will cost around £2bn.

Waterloo will be refurbished too, with a second concourse above the existing one, also containing retail outlets. South West Trains wants to extend platforms so it can run 10-car suburban trains and 12 or 15 carriage trains on main line services.

20 YEARS AGO FEBRUARY 2001

'I love this train' says Branson

"THIS is the first time I've felt like kissing a train!" With that frank admission, Virgin supremo Sir Richard Branson made his maiden voyage on the first of his CrossCountry 'Voyager' units on December 6. The inaugural run took place on Belgian Railways, between Brugge and Ostend, and saw a hybrid set hit speeds of 90mph with a full complement of passengers. The train – which Sir Richard had just named *Maiden Voyager* – accelerated and ran almost effortlessly, vindicating the boast of manufacturer Bombardier that it possesses 'sports car performance'.

RCTS

Britain's leading Railway Society

The RCTS: then and now

THUMBING through the pages of *The Railway Observer*, for many years amongst the locomotive fleet changes, there have been frequent references to the happenings at the Brush Works at Loughborough including a credit to 'our Brush correspondent'.

While the *RO* column reported on the locomotives present it rarely betrayed much about the daily production challenges and politics associated with every large company. Even the history of the company itself is far from straightforward.

Brush Traction, as a division of Brush Electrical Machines, changed to a company in its own right and weathered the demise of Hawker Siddeley to pass into BTR ownership, then FKI and Melrose. Such changes saw Brush Traction survive them whereas some other Brush companies did not. Now under Wabtec control, the name (Brush Traction) was retained, albeit as a sub-title, and the site occupied by Brush Traction within the Falcon Works were placed under a 25 year unbreakable lease in 2011.

The commissioning of a new erecting shop in 1980 once again provided Brush, as Brush Electrical Machines Ltd, with a purpose-built facility, and allowed the expansion for producing turbo-generators in the former turbine shop. The new shop was established alongside the block of buildings collectively, if not entirely correctly, known as the Locomotive Superstructure Shops. The location was at the rear of the works, bounded by these shops, the former Great Central Railway embankment and the flood plain of the Loughborough Meadows.

Since the start of the 1980s, Brush has worked on the design and production of electric loco No. 89001, the Class 60s and the Class 92s.

After completing an export order for Morocco came the contract to build shuttle locomotives for the Channel Tunnel project followed by the re-engineering of '47s' to produce the Class 57s. With a hiatus in orders being placed with UK builders for new locomotives, re-engineering became a major part of life at Brush in more recent years with work on '37s' and HSTs keeping the plant busy.

The winning of the order for No. 89001 in 1983 was noteworthy to say the least for several reasons; the company had no modern-day experience of main line electric locomotive design or building, broke into an already highly competitive market and the design requirement advanced the state of the art locomotive beyond that achieved with existing designs. Furthermore, it was to be a Co-Co locomotive instead of the traditional Bo-Bo.

The Class 60s have had a chequered career in recent years, but one that has clung to life with in to the DB Cargo era is No. 60059 seen passing Long Preston with 6E97 Newbiggin-Tees Dock gypsum empties on November 4, 2020.
I PILKINGTON/RCTS

The Class 60 order in 1988 was also critical to the survival of the business and readers may recall that all did not go to plan as completed Class 60s filled the Brush yard awaiting resolution of technical problems.

The behind-the-scenes details of Brush history from the 1980s onwards is now revealed in a new RCTS book on the subject, while the day-to-day comings and goings of locomotives at the site continue to be recorded in the *Railway Observer,* which for 2021 has appeared in new a larger format – its first change in size since it moved from being a printed A4 sheet to a magazine format nearly 90 years ago.

TRACKRECORD

The Railway Magazine news digest

DB Cargo Class 60 No. 60015 passes Chellaston, near Derby, with the 6E01 10.02 Wolverhampton Steel Terminal to Immingham Sorting Sidings working on January 21. STEVE DONALD

P54 STEAM & HERITAGE
No. 6989 for Shackerstone

P68 CLASSIC TRACTION
20228 restoration completed

P80 TRACTION & STOCK
GBRf expands '66' fleet

ALSO INSIDE:
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Moors line boss praises 'incredible' emergency appeal after £440k raised

THE North Yorkshire Moors Railway (NYMR) has closed its emergency Covid-19 'crisis appeal' after raising more than £440,000 through public donations.

The resilience appeal was set up at the beginning of the first national lockdown last spring to raise vital funds to help offset the loss of income. Thanks to considerable public exposure online and in the media, and undoubtedly helped by the NYMR's 'celebrity' status as 'Yorkshire's Steam Railway', the donations rolled in.

'Generosity'

"The generosity of our members and the local community has been staggering; raising an incredible amount which will help get us back on our feet," said NYMR general manager Chris Price.

"From the whole team at the railway, thank you! We've had phenomenal support, and this funding has enabled us to retain our people and keep operating with plans for the future."

In addition to the crisis appeal, the NYMR was further supported by the National Lottery Heritage Fund as part of its Yorkshire's Magnificent Journey' project, and was awarded £1.9 million as part of the Government's £1.57 billion Culture Recovery Fund run by the Arts Council.

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Wightwick Hall secured to run on Battlefield Line for two seasons

HAWKSWORTH 'Modified Hall' No. 6989 *Wightwick Hall* is to return to the Battlefield Line for an extended hire that will see it based at Shackerstone for the next two seasons.

The Buckinghamshire Railway Centre (BRC) resident previously visited the Leicestershire line for running-in during the summer of 2019, the first time the BR(W) 4-6-0 had worked on any heritage line since the completion of its 40-year restoration at Quainton Road the year before.

The locomotive was the main attraction at the railway's 50th anniversary gala that October, starring alongside 'Manor' No. 7820 *Dinmore Manor* and '4575' 2-6-2T No. 5542.

The Battlefield Line has had another South Devon Railway Small Prairie, No. 5526, on hire since since last spring. However, that agreement is now nearing its end, and thanks to the good relationship between the Shackerstone team and the BRC, it has been agreed that the 'Modified Hall' will replace the Prairie.

Worcester

No. 6989 was completed at Swindon on March 25, 1948 and immediately allocated to Hereford shed (85C) where it spent the next 10 years before transferring to Worcester (85A).

During its time at 85A the loco was regularly rostered on the 'Cambrian Coast Express' together with sister engine No. 6984 *Owsden Hall*.

Fast forward 50 years and the two locomotives once again share a shed at the BRC where No. 6984's restoration is being completed. Furthermore, No. 6989 is currently running with 'Owsden's' Collett 4,000 gallon tender while the restoration of its own (No. 2825) is completed.

No. 6989's final years in BR service were spent at Gloucester Horton Road (85B), from where it was withdrawn on June 1, 1964 and sold to Woodham Bros. at Barry.

Preservation

The Wightwick Hall Appeal Fund was set up in 1975 to acquire the loco from Barry Scrapyard, and after two years' fundraising the loco was secured and moved to Quainton in January 1978.

Restoration was undertaken by volunteers over the next four decades, and on December 11, 2018 it became the 150th ex-Barry locomotive to successfully return to steam.

No. 6989 is expected to arrive at Shackerstone in the early summer and will remain until January 2023.

No. 6989 *Wightwick Hall* passes Congerstone on the Battlefield Line with the 11.30 'Santa Express' service to Shenton on December 14, 2019. GRAHAM NUTTALL

Frames cut for LNWR 'George the Fifth' re-creation

THE LNWR George the Fifth Steam Locomotive Trust's project to re-create one of Crewe's long-lost Bowen-Cooke 4-4-0s – No. 2013 *Prince George* – took a big step forward at the end of last year with the cutting of the locomotive's rear main frames.

The work on the 23ft long plates was undertaken by TATA Steel of Wednesfield, and after profiling and painting they were delivered to the Trust's Nottinghamshire base in mid-December.

Here they join the front-end portion of the frames that the trust had cut back in 2014; the frame plates of the 'George the Fifth' frames were made in front and rear sections that overlapped between the cylinders and the motion plate. This was owing to the limited size of machine tools available at the LNWR's Crewe Works.

No. 2013's new frames differ from those of the original locomotive's, having been modified to eliminate an inherent weakness of the design.

The class was known to suffer with cracked frames around the left leading horn gap, likely as a result of being made from 1in thick plate which flexed during high-speed running on the West Coast Main Line. Consequently the new frames are of increased 30mm thickness and have greater depth to strengthen the vulnerable driving horn area between the driving axles.

Another change will affect the hornblocks, which will be designed around roller bearing axleboxes and manganese liners to improve reliability and reduce overhaul costs, particularly as the trust hopes to run the locomotive on the main line.

The new frame plates for new-build LNWR 'George the Fifth' 4-4-0 No. 2013 *Prince George* are seen following their delivery to the LNWR George the Fifth Steam Locomotive Trust's Nottinghamshire base in December. LGFTT

Bodmin line seeks £80k to return flagship Small Prairie to steam

CORNWALL'S Bodmin & Wenford Railway has launched a new fundraising appeal to help complete the overhaul of its '4575' Small Prairie No. 5552 after almost a decade out of traffic.

The 2-6-2T is regarded as the railway's flagship locomotive, having first arrived on the line as a Barry hulk in 1986. It entered service upon the completion of its restoration in 2003, and ran through to the end of 2012 when it was withdrawn for its first 10-yearly overhaul.

The project is due for completion later this year, but the railway's decision not to run any trains during 2020 as a result of the coronavirus has led to a deficiency in funds to finance the work. At the time of writing the boiler overhaul was nearing completion while the rolling chassis was at an advanced stage in the railway's Bodmin General workshops.

The new appeal therefore seeks to raise £80,000 to complete the overhaul, with a small amount allocated to hosting a celebratory relaunch event later this year, which will include an appropriate visiting engine.

Three donor packages have been created with matching incentives, these being:

■ **1928 Package**: One-off donation of £192.80 or £19.28 per month for 10 months. Donors will receive a ticket for the launch of No. 5552, a certificate and their name on a special plaque at Bodmin General station.

■ **5552 Package**: One-off donation of £555.20 or £55.20 per month for 10 months. Donors receive either a launch day ticket and a print of the locomotive by artist Jonathan Clay, or two tickets to travel behind the locomotive on a Bodmin & Wenford Fish & Chip special, together with their name on a special plaque and a certificate. This package also includes a tour of the Bodmin shed and workshops.

■ **Ultimate Package**: One-off donation of £999 or £99.90 per month for 10 months. Donors receive a launch day ticket and a footplate ride on the locomotive once it is back in traffic, plus at least one one-to-one tour of the loco shed and workshops.

Cheques payable to Bodmin & Wenford Railway Trust should be sent to Bodmin & Wenford Railway Trust, 5552 Appeal, Bodmin General Station, Bodmin, Cornwall PL31 1AQ.

Donations can also be made online or via bank transfer. For details visit https://bodminrailway.co.uk/support-us/the-flagship-engine-appeal/

Small Prairie No. 5552 heads the 11.35 Boscarne Junction to Bodmin General train near Kirland on the Bodmin & Wenford Railway on October 29, 2006. The locomotive is expected to return to steam this year. ROBIN STEWART-SMITH

Third 'S160' joins Churnet Valley fleet

GREG Wilson's Batt Holden Ltd has added a third ex-USATC 'S160' 2-8-0 to its stable with the arrival of No. 3278 *Franklin D Roosevelt* at the Churnet Valley Railway (CVR).

Agreement

The 1944-built ALCO loco was moved from Tyseley Locomotive Works to Froghall Junction on November 27, almost a year after an agreement had been reached for the loco to join the Batt Holden family. Its move to Staffordshire was delayed by the rebuilding of the Tyseley turntable and the coronavirus pandemic.

No. 3278 had been undergoing overhaul at Tyseley and arrived on the CVR in a semi-dismantled state. The agreement with Batt Holden will see its overhaul completed at Cheddleton, after which it will join Batt Holden's other operational 'S160s' – Nos. 5197 and 6046 - for the duration of its boiler certificate.

Modifications

However, the loco is not expected to receive the same modifications as applied to Nos. 5197 and 6046 over the years to improve operation and performance, and will remain right-hand drive. The plan is for No. 3278 to steam again before the end of this year.

Gloucs-Warks facing challenging future after 2020 sees 77% fall in passenger numbers

A REFLECTION of the devastating impact Covid-19 has had on our heritage railways has been made evident after the Gloucestershire Warwickshire Steam Railway (GWSR) released its passenger figures for 2020, revealing a staggering drop of 77%.

The railway had been riding high during the previous two years following the opening of the extension to Broadway at Easter 2018. That year saw an impressive 144,000 passengers carried, and while 2019's 125,000 passengers (excluding children aged under five) could not quite match that figure, it was still well up on the 101,000 figure of 2017. In stark contrast, the GWSR ended its 2020 season having carried almost 29,000 passengers during a very small operational window as a result of coronavirus restrictions.

The railway started its 2020 season on March 7 with a justified sense of optimism, confidently expecting to increase passenger numbers with the introduction of a much enhanced timetable.

However, by this time Covid-19 was already causing increasing national concern, and the line's new season lasted just one week before the decision was made to suspend services. March 15 proved to be the last day of operation for five months, which also saw all of the summer special events cancelled.

Compliance

Public services resumed on August 15 to a revised timetable and included full coronavirus compliance. Tickets had to be pre-booked online, and compartment stock was employed to maintain social distancing and group 'bubbles'. Additionally all stations were closed, so that all journeys started and ended at Toddington.

Services halted again with the second national lockdown last November, which was lifted in time for the railway's 'Santa Experience' trains.

Restrictions

As before these were modified to ensure good social distancing, but these restrictions in turn meant the railway could only carry fewer than half of the 11,000 passengers that travelled over Christmas 2019, despite the service being fully booked.

Commenting on the 77% fall, GWSR finance director Richard Winstanley said: "It's a truly sobering statistic that starkly underlines the effect of the pandemic; not just on us, but on the leisure industry as a whole. Yet despite the restrictions of running a Covid-compliant service, we have managed to more than cover the cost of running trains.

"However, this was far from sufficient to meet all of the company's obligations so we needed to use some of our financial reserves to maintain the company, as well as seek Government support."

The GWSR has said that no trains will operate now until March or April at the earliest, subject to progress being made to bring the spread of coronavirus under control.

This means that further fund-raising will be required during the year in order to provide the financial assurance to maintain the railway for the future.

'Modified Hall' No. 7903 *Foremarke Hall* is silhouetted against the evening sky on 'Chicken Curve', near Winchcombe on the Gloucestershire Warwickshire Steam Railway, with a festive service on December 24 last year. JACK BOSKETT

SIDELINES

Aln Valley line lifts operating ban

ALNWICK'S Aln Valley Railway has lifted a self-imposed operating ban after being given the green light from the Office of Rail and Road (ORR).

The ban, which was implemented by the AVR's operations manager, was put in place to allow the railway to address certain ORR concerns over its safety management and record keeping systems. On December 18 the ORR, having reviewed progress, cleared the railway for a return to operation.

SVR completes Falling Sands repairs

CONTRACTORS completed the £1.25 million restoration of the Severn Valley Railway's Falling Sands Viaduct on December 14.

Among the final tasks was the installation of four capping stones at the Bewdley end of the structure, which had been salvaged from a Liverpool & Manchester Railway bridge close to the Museum of Science & Industry in Manchester.

'9F' arrives at Tebay from Wensleydale

UNRESTORED BR '9F' No. 92219 has moved to a private site near Tebay, close to the West Coast Main Line, after being evicted from the Wensleydale Railway.

The 2-10-0, owned by Graham Harris, was one of a number of items requested to leave the railway in a drive to improve its operation and clear out items that did not fit with its wider objectives.

Cholsey line investigates commuter service

THE Cholsey & Wallingford Railway is pressing ahead with research into the potential benefits of introducing a weekday commuter service, despite the proposal getting knocked back by Oxfordshire County Council (OCC).

The proposal has received support from Great Western Railway and Network Rail as well as the local town and parish councils. However, OCC has questioned the viability of the scheme, and has instead backed a proposal to reopen the Cowley branch.

The star guest at the Isle of Wight Steam Railway's 50th Anniversary Gala on June 4-6 will be ex-Island 'Terrier' No. 2678 (formerly No. W14 *Bembridge*) courtesy of the Terrier Trust and the Kent & East Sussex Railway. It will be the first time the loco has returned to its former home.
DAN DICKSON

2021 to see the return of the big steam gala?

RAILWAYS the length and breadth of the UK are beginning to release details of planned galas and enthusiast events for the coming year.

Few railways were able to host events prior to the first lockdown last year, and as the coronavirus pandemic virus took hold and restrictions were implemented, planned events were shelved or cancelled in an effort to control the spread of the virus. The Mid-Hants Railway was one of the only lines to host a gala in 2020, albeit with strict Covid controls.

While most lines are still waiting to see how Covid-19 will affect their day-to-day operational plans for 2021, a handful are looking at the possibility of running galas during the year.

As this issue of *The RM* went to press the **Severn Valley Railway** was finalising details for no fewer than three galas for the year, commencing with a Spring Steam Up on April 15-18. The second event will be the Autumn Steam Gala on September 16-19, with a season finale on November 5-7.

The events will be the last to feature on loan 'Modified Hall' No. 6960 *Raveningham Hall*.

Spring

April 24-25 is the weekend slated for the **East Somerset Railway's** Steam Gala. It is hoped the event will see the return of on-loan '45XX' 2-6-2T No. 4555 following boiler repairs at Tyseley Locomotive Works, with trains running between 10.00 and 15.50 from Cranmore on both days.

Meanwhile the **Mid-Hants Railway** will be hoping to follow the success of last year's event with its Spring Steam Gala on April 30-May 3. Few details had been released about the event at the time of writing, although the railway's website described the event as "re-creating the atmosphere of a rural branch line railway". An Autumn Steam Gala is also on the MHR's calendar for October 1-3.

Kent & East Sussex Railway-based Stroudley 'Terrier' 0-6-0T No. 2678 will be the special guest at the **Isle of Wight Steam Railway's** 50th Anniversary Gala on June 4-6, returning to the island system it once called home for the first time. The Terrier Trust's 'A1X' had its enlarged Isle of Wight bunker restored as part of its recent overhaul, as fitted during its years on the island when it ran as No. W14 *Bembridge*.

The gala will also feature fellow 'Terrier' No. W11 *Newport* and 'O2' 0-4-4T No. W24 *Calbourne*, the latter hauling early-morning mail trains on the Sunday morning. A special photo line-up of all three Island locos is planned at Wootton station on the Saturday morning, while the two 'Terriers' are expected to work double-headed trains each day.

Another railway marking a significant anniversary this year is the **Bluebell Railway**, albeit a year later than planned. The line's Covid-delayed Diamond Jubilee event, entitled 60 plus 1, is to take place on August 7-8 as a celebration of 'all things Bluebell'. The line will follow this with a return of the Giants of Steam Autumn Gala on September 24-26, which as usual will feature at least one visiting locomotive.

West Somerset

Like the Severn Valley, the West Somerset Railway had originally envisaged a potential three major steam events during the year. However, with the ongoing Covid situation thoughts are now leaning towards just an Autumn Steam Gala and a diesel event too.

Further details on these and other events will be released near the time.

Royal focus as NRM 'Friends' finance £500k revamp of Station Hall

YORK'S National Railway Museum is to undertake a £500,000 refurbishment of its 'Station Hall' exhibition space this spring thanks to a grant from the Friends of the National Railway Museum.

The charitable organisation, which supports the work of the NRM, has raised £300,000 from its members to redevelop and refresh Station Hall's permanent exhibitions, which are housed inside the Grade II listed former York goods station building. A key focus of the project will be the re-display of the royal carriage collection, which includes Queen Victoria's original LNWR saloon of 1869.

William addition

The six vehicles will be marshalled into complete royal trains and matched with appropriate period locomotives. A new addition to the hall will be Class 47 No. 47798 *Prince William*; one of a select number of locomotives to have hauled the current royal train.

Yet the project is not just about the royal train, and in total the refresh of the exhibition will see some 200 new collection items go on display, plus 25 rail vehicles.

Greater focus is to be given to the roles of railway workers and passengers, along with what the NRM describes as "underrepresented stories from railway history".

These will include women's experiences of working for the railways and also the first black railway workers from the Windrush generation.

Kiosk work

New items to go on display include an original wooden W H Smith kiosk, which had previously stood at Waterloo station.

The kiosk is currently in the museum's conservation workshop for extensive refurbishment.

Additionally the project will feature greater use of film and sound, with new installations drawing on the museum's archive collection, such as the well-known steam sound recordings of Peter Handford and the National Archive of Railway Oral History (NAROH).

The project is scheduled to be complete by 2022, and will include an additional £200,000-worth of improvements to Station Hall's roof and walls, funded by the Science Museum Group.

'COUNTY' FRAMES IN ONE PIECE AT TYSELEY: **Tyseley Locomotive Works has wasted no time in assembling the frames of new-build 'County' 4-4-0 No. 3840 *County of Montgomery*. During early January the fitting of the five stretchers of the main frames was completed, which effectively brought the Churchward County Trust loco into being. The frames are pictured (right) on January 19, looking from the rear towards the front. The rear dragbox, which will be fitted at the rear closest to the camera, was under construction at the time of writing.** ALASTAIR MEANLEY

Final £80,000 needed to help complete *Betton Grange* by September target

THE 6880 Betton Grange Society says it needs just £80,000 in order to complete the construction of its Collett 'Grange' 4-6-0 re-creation, No. 6880 *Betton Grange*.

Last year's closure of Tyseley Locomotive Works (TLW) during the first lockdown, and the subsequent restrictions surrounding the use of volunteers on site, hampered progress on the locomotive.

However, the society has since commissioned TLW to complete the outstanding work on the loco, and set a target date for its first public steaming during this coming September.

Rebuilding of No. 6880's Standard No. 1 boiler (ex-No. 7927 *Willington Hall*) was completed last November, and both it and the smokebox are now in situ, but work is still needed to complete the superheater header and fit the main steam pipes. The boiler cladding sheets were moved from storage at the Llangollen Railway in January and delivered to Tyseley, while other outstanding work includes installing cab fittings and pipework.

Tender

The £80,000 will therefore cover the cost of finishing the 'Grange', including painting the loco and hired tender (from Peter Robinson's '2884' 2-8-0 No. 3814) in matching BR lined green.

Project spokesman Paul Appleton said: "Most of the money needed is already to hand or pledged, but funds continue to be raised to bring the locomotive up to main line standards and also to build a new Collett 3,500 gallon tender using the chassis recently acquired from Tyseley which was once part of the depot's breakdown crane."

Around £135,000 is needed to refurbish the tender chassis and the wheels from the tender of 'Hall' No. 5952 *Cogan Hall*, as well as build a new tender tank.

An online GoFundMe appeal has been set up to try and raise some of the money required, and for details visit www.gofundme.com/f/6880-betton-grange-the-final-push?

New bogie for 'Patriot' after assessor's concerns

NEW-BUILD LMS 'Patriot' No. 5551 *The Unknown Warrior* is to have a new bogie manufactured after concerns were raised over modifications made to the loco's existing bogie by the project's independent assessor.

The current bogie was designed to incorporate the pony wheelset and axleboxes from donor Stanier '8F' No. 48518, and was manufactured accordingly. However, the LMS-Patriot Project has been told by Ricardo Rail that there are no 'grandfather rights' with the modified design owing to the '8F' axleboxes being different to those of the 'Patriots'.

Getting the bogie type approved for main line running could therefore be a very time-consuming, as well as expensive, exercise, so a new bogie is to be built to the original design, but still using the '8F' wheelset.

Meanwhile, a new axle is also required for the loco's trailing coupled wheelset. The three wheelsets are at Riley & Son's works for remedial repairs to welding defects on the wheels themselves, which has necessitated the wheels being pressed off the axles. They were taken to Bury in October, where the centre coupled wheels were soon pressed off.

However, having removed the left-hand wheel from the trailing axle, the right-hand wheel proved impossible to remove, and the only option was to cut through the axle and bore the remains from the wheel. A new axle will now be manufactured and fitted.

Other work at the Princess Royal Class Locomotive Trust's West Shed is currently focused on No. 5551's lubrication system, and on various brass work and fittings such as the valve chest drains and tail rod bushes.

Other components have also been moved from storage at Crewe Heritage Centre and delivered to the West Shed.

Anyone wishing to support the project should visit online at: www.lms-patriot.org.uk

No. 5551's bogie is seen at the West Shed last year after it was rolled out to be dismantled. ANDY COLLINSON/ LMS-PATRIOT PROJECT

MOORS 'BLACK FIVE' BOILER HEADS TO RILEY'S FOR OVERHAUL: **The boiler of Peter Best's Stanier 'Black Five' No. 44806 has left the North Yorkshire Moors Railway for overhaul by Riley & Son (E) at Bury. The boiler was taken by rail from Grosmont to New Bridge on January 13 behind Class 25 No. D7628 *Sybilla* before continuing the journey by road. The consist is seen at a snow-covered Moorgates en route to New Bridge. Incidentally the Class 25 also departed the railway by road at the same time, heading to West Coast Railways at Carnforth for tyre turning.** LUKE TAYLOR

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Foxfield stalwarts withdrawn for overhaul

HUNSLET 'Austerity' 0-6-0ST *Whiston* (3694/1950) has been withdrawn at the Foxfield Railway pending a full overhaul.

On December 31 the loco, which has been a stalwart of the Staffordshire line's services, became the last loco to operate at Foxfield during 2020 as it undertook permanent way duties ahead of planned track work during the coming months.

The same day signalled the end (for now at least) of another Foxfield favourite – Dubs 0-4-0CT No. 4101 of 1901 – which had also reached the end of its boiler certificate. Despite not being used on passenger trains, the Dubs has been a star performer at the railway's gala events, being currently the only operational crane tank in the UK.

In ticket

The two withdrawals leave Hunslet 'Austerity' No. 7 *Wimblebury* and Beyer, Peacock 0-4-0ST No. 1827 as the railway's only 'in ticket' steam locos. However, this is only expected to be a temporary situation as the railway has four other locos waiting in the wings that could join the fleet this year if Covid-19 allows.

Dave Donkin's Giesl ejector-fitted Bagnall 0-6-0ST *Florence No. 2* (3059/1953) is being reassembled after having its overhauled boiler returned from Israel Newton & Son, while the extensive restoration of Hawthorn Leslie 0-4-0ST *Marston, Thompson & Evershed No. 3* (3581/1924) has reached the stage where the boiler is being re-tubed.

Bagnall 0-4-0ST *Hawarden* (2623/1940) is also expected to be completed later this year, and Jack Dibnah's fast-track restoration of Kerr, Stuart 0-4-0ST No. 4388 could be finished by the summer.

Rocks by Rail in bid to buy ironstone Avonside *Stamford*

COTTESMORE-based Rocks by Rail (RbR) has launched a new appeal to purchase former Pilton Ironstone Quarries Avonside 0-6-0ST *Stamford* (1972/1927) after its current owner, the Bluebell Railway, agreed to sell the locomotive to the museum.

Unrestored *Stamford* is one of only a handful of steam locomotives to have worked in the ironstone quarries of Rutland. It went new to Staveley Minerals Ltd's quarries at Pilton, not far from Cottesmore, having been specially built with an open-backed cab to allow crews to escape when working through the narrow three-corner tunnels at Pilton.

Worse condition

The loco spent its working life at Pilton, and when the quarries closed in June 1969, *Stamford* was acquired by members of the Bluebell Railway and transferred to the fledgling heritage line.

However, it was found to be in a worse condition than originally thought and subsequently saw no use on the Bluebell line. After a period in store it was placed on long-term loan to the Rutland Railway Museum, the previous incarnation of Rocks by Rail.

As a result of the Bluebell Railway's offer to sell the loco to RbR, the museum has begun raising funds to complete the purchase and start the long road ahead for its repair, re-assembly and conservation as an historic museum exhibit.

'Grateful'

David Atkinson, chairman of the RbR trustees said: "We are grateful to the Bluebell Railway for firstly securing the locomotive for preservation when Pilton ironstone quarry closed in 1969, secondly for allowing it to come on loan to the museum, and thirdly for now offering the loco for sale to the museum so that it can remain on public display in its home county."

Anyone wishing to donate to the appeal should send a cheque payable to Rutland Railway Museum (and marked 'Stamford Loco Appeal' on the rear) to:
A Salmon, RbR treasurer,
4 Main Street, Stanford on Soar, Loughborough, LE12 5PY.

Gift Aid forms are available via email from the curator as Curator@rocks-by-rail.org

Alternatively, donors wanting to make their gift by bank transfer should contact the treasurer at the above address, or alternatively by email to: andysam@stayfree.co.uk

Former Staveley Minerals Ltd Avonside 0-6-0ST *Stamford* on display at Rocks by Rail. The museum hopes its new appeal will help fund the loco's purchase and restoration as a museum exhibit. GARY BOYD-HOPE

Peckett 0-4-0ST *Pectin* in the yard at Yeovil Railway Centre on a wet December 18 following the return of its boiler from Shaftesbury Steam Restoration. DAVE GRABHAM/YRC

Pectin overhaul milestone reached as boiler returned

THE overhaul of Peckett 'M5' 0-4-0ST *Pectin* (1579/1921) took a big step forward shortly before Christmas when the refurbished boiler was reunited with the frames at Yeovil Railway Centre.

The former British Aluminium Company loco last ran in April 2014 when it was withdrawn for a 10-yearly overhaul by the South West Main Line Steam Company, which operates the Yeovil site.

Much of the bottom end work has been completed in house by YRC volunteers, although the boiler overhaul was contracted out to Shaftesbury Steam Restoration at Melbury Abbas.

The ongoing Covid-19 restrictions mean that the work required to return *Pectin* to steam will inevitably be delayed, although the engineering team is determined to complete the overhaul as soon as possible.

The plan is to have the Peckett ready for operation in order to take over site duties from resident Andrew Barclay 0-4-0ST *Lord Fisher* (1398/1915) which is due to be withdrawn by mid-2022 for overhaul.

The YRC says it requires around £5,500 to complete the overhaul. Details can be found at http://www.yeovilrailway.freeservers.com/appeal_covid19.html

Spring steaming planned for East Lancs' Sentinel

SENTINEL 4wVBT *Ann* (7232/1927) is expected to steam at its East Lancashire Railway home during the spring following a rapid overhaul by its new owners.

The former British Tar Products, Cadishead, locomotive only moved to Bury from its long-time home at Embsay in July of last year, and within a week was running on compressed air.

Since then the owners have conducted a comprehensive overhaul including fitting a new cab floor and various platework repairs, a complete overhaul of all boiler fittings and pipework, plus the fitment of a brand new vacuum brake system and ejector allowing it to be used on passenger trains.

The vertical boiler required a new firebox, but by a stroke of luck one of the owners was put in touch with someone who had a spare Sentinel steam waggon boiler in the back yard of a garage in Ilkley. This boiler was of the correct size and pattern for *Ann*, and a deal was struck for its purchase. At the time of writing it was midway through overhaul and was expected to have held water by the time this issue went on sale, Covid permitting.

The loco has also lost the pseudo-LMS black livery it carried at Embsay, and has been fully repainted in deep bronze green, complete with sign-written lettering copied from old photos of the loco at work.

If current progress is maintained the owners plan to have *Ann* in steam this spring.

Although too small for general ELR operations, is hoped that the Sentinel will find use on light duties such as brakevan rides and shunting duties during steam galas and other events.

Former British Tar Products Sentinel 4wVBT *Ann* is pictured shortly after repainting at the East Lancashire Railway. The cab roof is off to facilitate the installation of the boiler. CALLUM PORTER

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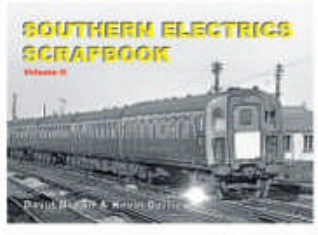

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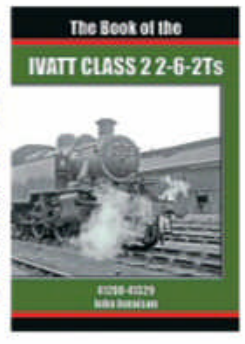

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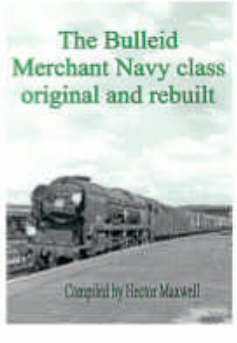

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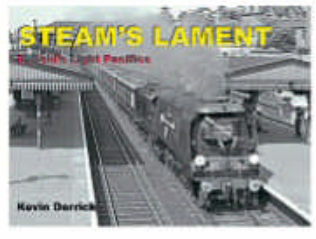

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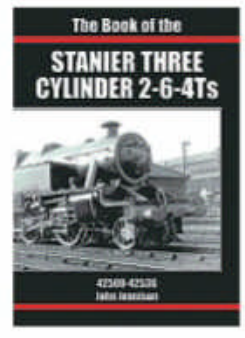

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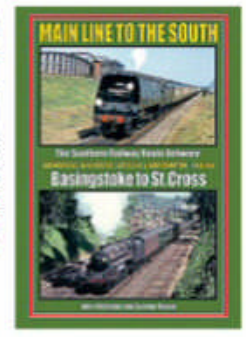

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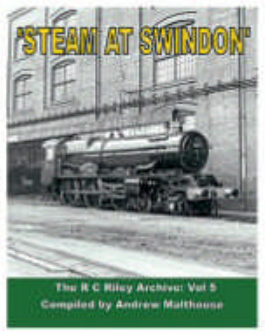

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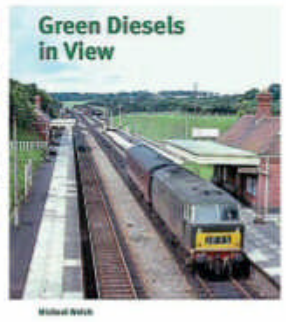

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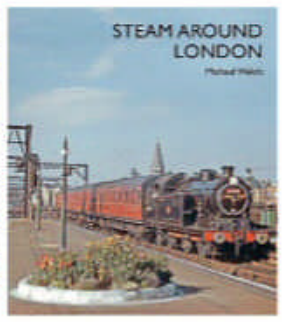

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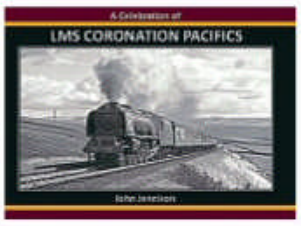

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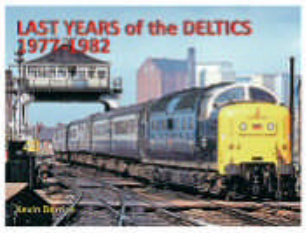

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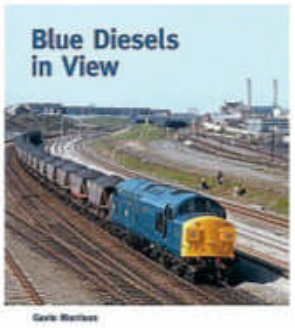

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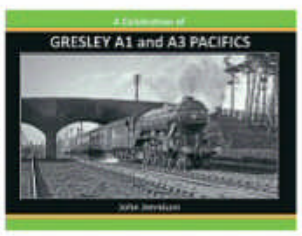

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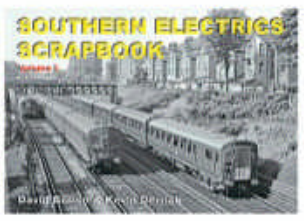

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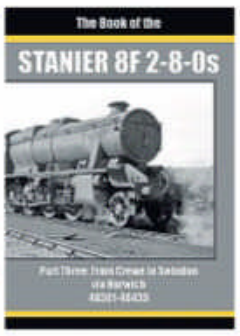

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SINGLE LINES

■ THE Isle of Man's Groudle Glen Railway is celebrating this year's 125th anniversary of the line by rejuvenating its Lhen Coan terminus station.

The first stage of the 'Lhen Coan 125' project saw the platform paving replaced in time for Christmas operations. Further developments involve replacing all station trackwork and points with new heavier rail and plastic sleepers, a new shop and booking office and a new waiting room.

■ A 10-year overhaul of National Trust-owned Hunslet 0-4-0ST *Hugh Napier* has been completed by the Ffestiniog Railway. The ex-Penrhyn quarry Hunslet returned to steam on December 3 and following valve gear adjustments undertook further test runs on December 12 hauling an African DZ wagon full of wet ash to provide a suitable load.

■ ALFORD Valley Community Railway has launched a crowdfunding appeal aimed at raising £14,000 to make Alford station building watertight and refurbish the interior.

A grant of £5,000 has been secured towards the project but it has to be matched and used by March or it will be lost. Repairs to the station represent the first phase towards reopening the railway to the public.

■ STATFOLD Barn Railway's Bagnall 4-4-0T *Isibutu* (2820/1945) has entered the trust's works for overhaul. The boiler was lifted in December and awaits attention in Statfold's boiler shop.

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Isaac for sale on leaving Lynton & Barnstaple

BAGNALL 0-4-2T *Isaac* was due to leave the Lynton & Barnstaple Railway (L&BR) in January on expiry of its contracted hire period, however, departure was postponed as England went into a new lockdown.

Isaac was purchased in 2007 and restored for use at L&BR, where it entered service hauling Christmas trains in December 2013. Its owner, Tim Wilkinson, opted not to renew the contract following disagreements with L&BR management relating to work undertaken in recent years and the use of the loco.

Isaac, which is now on the market, will be taken to Statfold Barn Railway and displayed pending sale. Anyone interested in purchasing *Isaac* can contact *The RM* which will forward details to the party handling the sale.

As things stand L&BR steam in 2021 will be provided by recreated L&BR Baldwin 2-4-2T *Lyn* and 0-6-0T *Axe*.

The Earl will return to service in GWR green

THE Welshpool & Llanfair Light Railway's (W&LLR) Beyer, Peacock 0-6-0T No. 822 *The Earl* will return to service in unlined GWR green, replacing the unlined BR black previously carried.

The Earl is being overhauled by Vale of Rheidol Railway and expected to return to traffic for the main 2021 season.

The livery change relates to Welshpool's Beyer, Peacock 0-6-0T No. 823 *Countess*, currently GWR green, being withdrawn this winter on expiry of its boiler certificate.

The railway wants a suitably liveried locomotive to work with its replica original Pickering GWR-liveried carriages. Moreover, with S F Belge 0-8-0T (ex-No. 699.01) No. 10 *Sir Drefaldwyn* (under overhaul and due back in traffic this year) and 'U' class 0-6-2T No. 2 *Zillertal* (on hire from Austria's Zillertalbahn) both being black, there is a marketing benefit to not having an all-black loco fleet.

Loco operation to return to Glyn Ceiriog after Dutch purchase

THE New Glyn Valley Tramway & Industrial Heritage Trust has acquired Ruston & Hornsby (LBT 371932/1954) from a now-closed museum in Holland.

The loco and three wagons were delivered without publicity to the trust's base at the old Glyn Valley Tramway loco shed in Glyn Ceiriog during September 2020. Negotiations to secure the loco were undertaken in 2019 but coronavirus delayed delivery. This is the first locomotive to be owned by the trust.

The intention is to lay track in the shed yard and operate the loco in a demonstration mode.

Aspirational drawings have been prepared for track layouts at both Glyn Ceiriog and the 'Coal Yard', a separate location in Glyn Ceiriog also owned by the trust.

NARROW gauge steam was a rarity in Wales during December thanks to the devastating effect of Covid-19 on Santa train operations. Kerr, Stuart 'Tattoo' 0-4-2ST No. 4 *Edward Thomas* is pictured between Cynfal and Rhydyronen hauling Talyllyn Railway's 10.30 'Tinsel and Turkey' departure from Tywyn Wharf on a frosty but sunny December 6 morning. BARBARA FULLER

£60,000 *Linda* overhaul appeal launched

THE Ffestiniog Railway Society has launched a £60,000 appeal to finance overhauling Hunslet 2-4-0STT *Linda*.

The boiler certificate of the former Penrhyn loco expires shortly and the loco will be employed on works trains until March 27. The objective is to return *Linda* to service in time to mark the 60th anniversary of its arrival in 1962 at the Ffestiniog.

The overhaul is not expected to be straightforward as *Linda's* boiler dates from 1936, the oldest in the fleet, and is likely to require considerable work.

The chassis requires re-riveting in places, the saddle tank, extensively repaired 25 years ago, needs close examination and the tender structure requires extensive replacement metalwork.

New general manager for Welshpool & Llanfair

THE Welshpool & Llanfair Light Railway has appointed James Brett as its new general manager.

He will commence work on February 1, enabling a handover period with Charles Spencer who steps down on March 31 after six years in the job.

Mr Brett was a unanimous appointment following a process which saw 42 job applications. For the last six years he has been facilities and infrastructure manager at Derbyshire's Crich Tramway Village, the brand name for the National Tramway Museum.

Bonus as rebuilt Exmoor loco hauls December trains at Littlehampton railway

CHRISTMAS trains are normally a major source of income for narrow gauge lines, but coronavirus significantly affected narrow gauge festive services.

In the run-up to Christmas the 12¼in gauge Littlehampton Miniature Railway offered 'on demand' return round trips from Mewsbrook Park Station, with seating restricted to 50% of the train capacity to maintain social distancing. A bonus was steam operation provided by as-yet unnamed LMR No. 4 following major rebuilding.

The loco was built by Exmoor Steam Railway to 12¼in gauge and named *Lorna Doone* to run on Exmoor's own line when it operated as a public railway between 1990-2001.

In 2000 Exmoor extensively rebuilt it into a 10¼ gauge 0-6-2 called *John Remy* which worked at Beale Park near Reading. This rebuild utilised the original frames and motion with a new boiler, cab and tanks. On expiry of its 10-year ticket it went to Weston Park until acquisition by Littlehampton Miniature Railway chief mechanical engineer Tom Sanders midway through 2017.

A further rebuild commenced in June 2018 which reverted the loco to 12.¼in gauge, now as a 2-6-2T. It retains the 2000-built boiler, original side frames, buffer beams, cylinders and motion, but the wheels, axles, cab, tanks, smokebox and other components are all newly designed by Tom Sanders with reconstruction involving some 11,000 hours of work.

The loco was delivered to Littlehampton and while mechanically complete some finishing touches including cab windows and a steam/air pump are required.

Littlehampton Miniature Railway's new steam locomotive pictured preparing to depart from Mewsbrook Park Station on December 21. JULIAN CLARK

Stormy 2020 season for UK narrow gauge

LAST year produced a season which those who run Britain's narrow gauge lines could never have conceived of and hope will never be repeated.

Topping everything, many lines which managed to run trains over the Christmas/New Year period found their last few days' operations curtailed, in some cases initially by snow, then revised Government Covid-19 lockdown restrictions.

What the 2021 season – which normally commences around March – will bring is impossible to predict.

Ironically, an already tempestuous year saw the reappearance following storms of a section of presumed long-gone 2ft line at Cuckmere Haven in Sussex, not previously reported.

The track was part of a mile-long mineral tramway used during gravel and sand extraction in the Cuckmere Valley between 1933 and 1964. It is believed the military dismantled the line in the Second World War, but it was reinstated by 1950 and operated by Simplex and Ransome's & Rapier locos working tipper wagons to a terminus, with tipping dock and loco shed, at Exceat on the A259 road.

When the operation was terminated by the Marine Agency, the track was reportedly lifted and re-used by the National Rivers Authority at Pevensey Bay, but apparently some sections of track and sleepers at the beach end remained in place, buried until being revealed once again last year.

Parts of the Cuckmere Valley tramway revealed last year as photographed in late September 2020. PHIL BARNES

Cosmetic restoration of *Lord Granby* progresses

WITH refurbished axleboxes in the horn guides, the wheelsets of ex-Eastwell Iron Ore Company 3ft gauge Hudswell, Clarke 0-4-0ST *Lord Granby* (633/1902) have been rolled into position under the frames, although the springing arrangement requires refurbishment before the loco is truly re-wheeled.

The springs themselves are in good condition but associated components such as spring hangers and pins require attention.

Livery solution

Restoration of the locomotive is being undertaken by Eastwell History Group. Work completed includes refurbishing the frames, wheelsets, cab, coal bunkers, smokebox, tank and chimney.

Examination of the boiler revealed significant work would be required, including replacement of the inner firebox. The bores of the cylinders were also found to be in poor condition.

The decision has therefore been made that restoration will be restricted to conservation and *Lord Granby* will not be restored to steam, although work being undertaken will not prejudice any future restoration to operation. However, with very little of the original ashpan having survived, an accurate new ashpan assembly is being constructed using surviving works drawings.

The cosmetic restoration will see *Lord Granby* completed in 1950s final working configuration with a green livery. This will avoid the need to reverse engineer modifications and repairs made during the loco's working days in the quarries.

It also resolves a livery conundrum since although it is thought to have originally carried a lined Midland Red livery this has not been verified by surviving records.

Work carries on to enhance Sittingbourne Viaduct

THE Sittingbourne & Kemsley Light Railway is progressing its 'Project Sittingbourne' programme of improvements to Sittingbourne Viaduct station.

With almost £10,000 already invested in new palisade fencing between the station site and the skatepark/former mill, additional security measures are being installed to prevent further vandalism and improve the visitor experience.

The project, aided by a £26,500 Culture Recovery Fund for Heritage grant, will provide a second station entrance with disabled access (the existing entry involves a 23-step steel stairway) and proper toilet and hand wash facilities at the station.

The developments must be completed by the end of March.

SINGLE LINES

■ BILL Parker's Manning Wardle 0-6-2T *Chevallier* left Welshpool & Llanfair Light Railway (WLLR) on December 21 and was taken to his Flour Mill works in the Forest of Dean.

Chevallier last appeared in public during WLLR's 2016 gala, subsequently remaining stored other than a couple of test runs following work undertaken by Flour Mill staff. It went out of ticket in April 2020 and had not been expected to remain at WLLR (*RM*, February 2020).

■ THE Richmond Light Railway has completely overhauled Lister Type R Rail Truck 40407/1954. Purchased last year from 15in gauge Perrygrove Railway where it had resided since 2011 and was known as *Pylon*, the initial intention had been straightforward re-gauging to 2ft. However, the project escalated with work undertaken involving new wheels and axles, all new brake gear, new main bearings, new chains, repair of most other parts and a full repaint.

■ WELSHPOOL & Llanfair Light Railway's 1979-built Diema diesel No. 17 was sent to Riley & Son (E) Ltd in Heywood, Greater Manchester in late December. The contract covers reprofiling the wheels and squaring the axleboxes to the chassis. It is due to return to Llanfair in early February.

■ FFESTINIOG Railway has completed the design for a new 'events carriage' for 15in gauge Ravenglass & Eskdale Railway (R&ER) to be constructed at Boston Lodge. This will be the third new R&ER carriage to be built at Boston Lodge.

■ THE boiler for Rhyl Miniature Railway's under-overhaul Albert Barnes & Co 4-4-2 No. 101 *Joan* was returned to the railway on December 31.

Irish News Track Record

COMPILED BY
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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Stradbally looks beyond Covid with 'Support Our Steam' appeal

THE Irish Steam Preservation Society (ISPS), which operates the 3ft gauge Stradbally Woodland Railway in Co. Laois, has launched a new SOS (Support Our Steam) appeal to ensure the railway can continue running after the Covid-19 crisis has abated.

The society took the decision to close the railway last March as part of the Republic of Ireland's nationwide measures to counteract the spread of the virus. As a consequence the line's resident steam locomotive – ex-Bord na Móna Andrew Barclay 0-4-0WT No. 2 *Róisín* (2264/1949) – has not turned a wheel in almost a year, but the ISPS is still paying overheads without the income stream from the passenger operation.

Money raised through the Support Our Steam appeal will help to ensure that the railway can reopen to the public again, subject to any future public health guidelines.

"Like much of the world, the Irish Steam Preservation Society has been left in an uncomfortable limbo since the onset of the Covid-19 pandemic. With our national rally cancelled and the railway forced to close, we have been left without any form of income for over 12 months," said ISPS public relations manager, Peter O'Dwyer.

"The goal of the Support Our Steam appeal is to make sure the society is in a position to open the railway and organise a new rally as soon as it is safe to, as well as bringing our flagship Mann steam tractor home from England after restoration."

The Stradbally Woodland Railway runs through the grounds of Stradbally Hall and was the first heritage line to be established on the island of Ireland in 1969.

Furthermore, the ISPS's National Steam Rally is the biggest event of its type in Ireland, having first taken place in 1965.

Donations to the appeal can be made online at iDonate.ie/irishsteam, or for more information call Peter O'Dwyer on 00353 86 859 8793.

Pop-up in place... next stop Maam Cross

A TRAIN, albeit 3ft gauge, has run through Maam Cross station for the first time since 1935 as the Connemara Railway Project's revival of the Clifden-Galway branch continues.

The privately-owned ex-Bord na Móna Deutz 0-4-0DM No. LM194 and two four-wheel carriages (a Brake Third and a Composite First Third) have been brought to Maam Cross to run on a temporary 'pop-up' narrow gauge line that will be used to promote the group's aims of returning standard gauge steam (5ft 3in) to this part of Connemara. The plan is for the railway to run during a high-profile media event planned for after the coronavirus crisis passes, which will hopefully feature a visiting steam locomotive.

The pop-up railway will be removed after the media event and the current stretch of 5ft 3in gauge line extended through the station platforms.

A large quantity of rail and sleepers has recently been purchased from Iarnród Éireann-Irish Rail.

To help fund the work a €300,000 GoFundMe appeal is 'live', and details can be found at www.gofundme.com/f/connemara-railway-project

The first train to call in the platform at Maam Cross since 1935 is seen with the wild landscape of Connemara beyond at the end of last year. NOEL ENRIGHT

Metro Track Record

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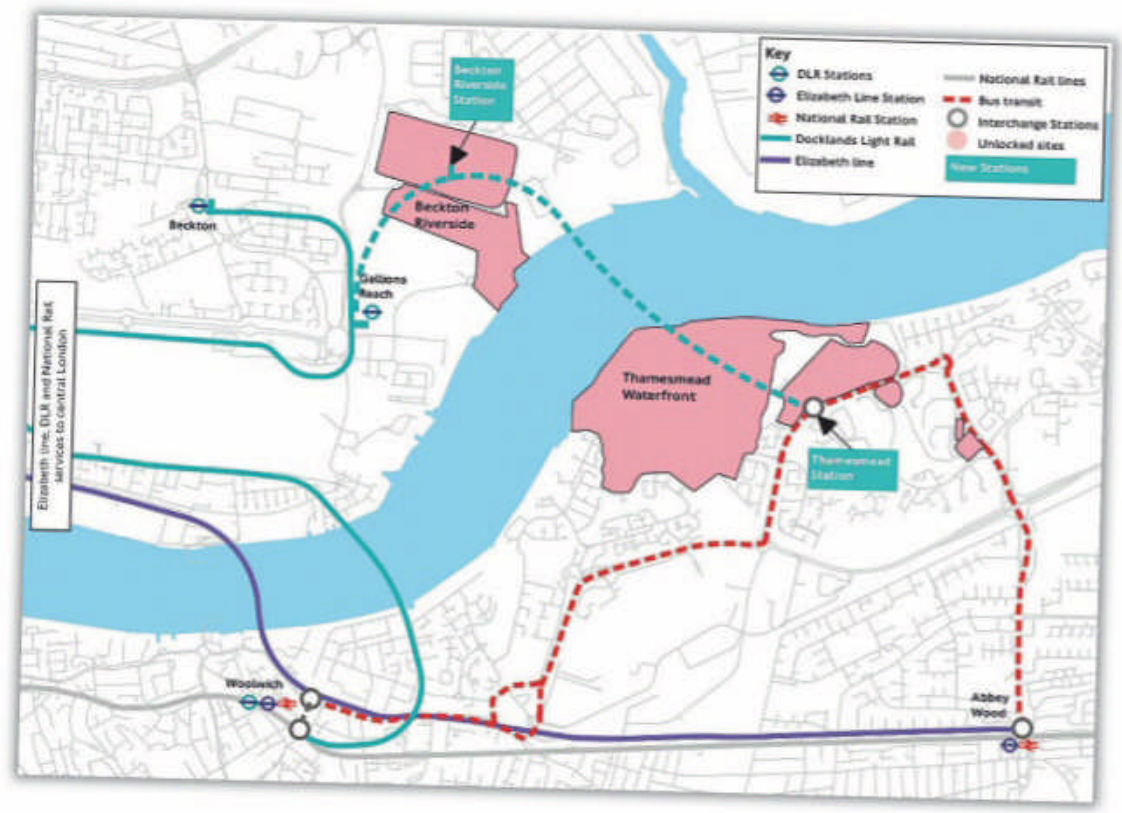
Study looks at DLR Thamesmead extension

TRANSPORT for London is undertaking a £1 million study, funded by external partners, into an extension of the Docklands Light Railway to Beckton Riverside and Thamesmead. The work will help define route options, environmental impacts and transport benefits of the potential extension.

TfL says providing new public transport options would support the development of more than 25,000 new homes along the route, as well as improving connectivity across the river.

The scheme was included in the transport body's submission to the Government's Comprehensive Spending Review as one that could support new housing and jobs where they are needed to regenerate London and the wider UK economy.

The study is being funded by the London Borough of Newham, the Royal Borough of Greenwich and developers Thamesmead Waterfront, Aberdeen Standard Investments and St William.



First stop for Westside extension

CONSTRUCTION has begun on the first of three new tram stops along the Birmingham Westside Metro extension to Edgbaston. The final stretch of track has been laid on Broad Street, allowing construction of the stop at Brindleyplace to begin. The route is due to open in late 2021, extending on from the current Library terminus to Five Ways and Edgbaston.

Learning hub launches to share lessons of tram-train system

NETWORK Rail, South Yorkshire Passenger Transport Executive and Stagecoach Supertram have launched the Tram Train Pilot Learning Hub to share their experience of designing, constructing and operating Britain's first tram-train system.

Tram-trains have been running between Sheffield Cathedral and Rotherham Parkgate via Rotherham Central for two years in a pilot scheme funded by the Department for Transport.

The hub is an online resource available free of charge to help with future light and heavy rail hybrid schemes.

It is owned and managed by Network Rail, and applications for access can be made by emailing tramtrainlearning@networkrail.co.uk.

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Reduction in mileages for Beamish fleet reveal impact of coronavirus

OF THE many statistics being used to highlight the impact of the coronavirus on our heritage attractions, the recorded annual mileages of the Beamish Museum tram fleet for 2020 are among the most telling.

Like many attractions, the County Durham open-air museum closed its doors for four months during the first national lockdown and did not reopen them until late July, albeit with restricted capacity. It closed again during the second English lockdown in November, but subsequent Tier 3 restrictions resulted in it only reopening the grounds during December, with no trams in operation.

Comparison

The annual tram mileages therefore truly reflect the small window of operation the fleet saw during the year, especially when compared to the previous year.

Ex-Sheffield Corporation double-deck balcony car No. 264 regained its crown as the highest mileage tram of the year, clocking up 1,275 miles in total. This is in stark contrast to the 5,850 miles it covered in 2019, which itself was down on 2018's total of 7,825.

The second highest figure of 775 miles was recorded by Sunderland Corporation double-deck car No. 16. The all-weather car tends to see more use during inclement weather, but again its 2020 mileage was significantly down on the 5,300 miles covered in 2019.

Limited

Ex-Oporto single-deck car No. 196 finished the year with 475 miles clocked, while 1901-built ex-Blackpool open-top car No. 31 – the highest mileage tram of 2020 – only covered 325 miles. Hurst Nelson-built Newcastle Corporation 'A' class car No. 114 was not used at all during the operating season.

To put these mileages into perspective, the fleet achieved a combined total of 2,850 miles, which was only a little more than the 2,775 miles recorded by No. 196 in 2019; the lowest mileage of any resident Beamish tram that year.

Private trams evicted from Blackpool's Rigby Road depot

A NUMBER of privately-owned Blackpool trams stored at Blackpool Transport (BT) Rigby Road depot are to be rehomed after their owners received notice to remove the vehicles by the spring.

BT notified the affected individuals and groups during the autumn, requesting the trams in question leave by March 31. Essential redevelopments in order to "re-purpose" the depot for the future of both buses and heritage trams has been cited as reason behind the decision, which could potentially see around 10 trams relocated.

The move has been seen as controversial in some quarters, being likened to the mass sell-off of heritage trams following the closure of the 'traditional' Blackpool tramway 10 years ago.

While such comparisons are somewhat exaggerated, the evictions will result in some trams leaving Blackpool for the second time; BT having previously welcomed back a number of the sold-off trams.

Reassessment

In a statement, BT's head of heritage Bryan Lindop said: "It is no secret that Blackpool Transport is about to commence a phased series of essential redevelopments at Rigby Road depot in order to re-purpose it for the future for both bus and heritage tram. In order to facilitate these changes, it became crucial to re-assess the trams stored at Rigby Road and it was immediately apparent that we have too many.

"For some considerable time, in order to assist various organisations and individuals, we have been in the position of being able to store trams on their behalf entirely free of charge because we had the space to accommodate them. Now, those circumstances are changing and we are no longer able to continue this arrangement."

The first public hint of the evictions came in November when Matt Lodge, the owner of Brush 'Railcoach' No. 625 and English Electric 'Balloon' No. 726, offered the trams to new homes, stating it would be necessary for them to leave Rigby Road.

Both trams have since been acquired by the Fylde Transport Trust (FTT), but do not feature in current plans for the retained heritage fleet. The FTT made the acquisition on what it described as "a speculative basis with ideas in mind for their future".

However, despite the recent purchases, the FTT itself has been requested to re-home several trams including trailer towing car No. 671. In January FTT announced that the tram will be going to a new home at the North West Museum of Road Transport at St Helens. The plan is for No. 671 to be repainted into the cream livery that these trams carried when first introduced, and have air hoses re-instated at each end.

'Balloon' move

Manchester Transport Museum Society's 'Balloon' No. 708 is also expected to be leaving, as will the Tramway Museum Society's ex-Halle an der Saale single-deck tram No. 902, which has reached the end of a two-year storage arrangement with BT. The 1969-built CKD Tatra car moved to Rigby Road in 2018 as it was taking up valuable space at Crich, but where it will move to has not yet been announced.

Further information on which trams will be moving on will appear when the information becomes available.

Heaton Park relaunches 'Stockport No. 5' into service

THE last remaining former Stockport Corporation tram, Dick, Kerr open-top double decker No. 5, was relaunched back into service at the Heaton Park Tramway (HPT) on December 4 following a seven-year overhaul.

The 1901-built four-wheeler had been withdrawn from service in 2014 after a small leak was discovered in the upper deck floor/lower saloon ceiling. It had only entered Heaton Park traffic during the previous year, but further inspection revealed that the leak was more severe than originally thought, resulting in rotten roof timbers and considerable water damage.

During the subsequent repair work by Manchester Transport Museum Society (MTMS) volunteers it was found that one of the staircases was also water damaged, which would require complete renewal.

The repair work provided an opportunity to refresh and refurbish other areas of the body; the bare woodwork was re-varnished, seating repaired, floors painted, brass-work deep cleaned and electrical equipment repaired and tested.

Additionally the team from Heritage Painting was engaged to top coat, line out and varnish the staircase stringers and dash panel.

It had been hoped to relaunch No. 5 into traffic earlier in 2020, but the coronavirus pandemic saw the HPT closed for much of the year. It reopened for the Lightopia illuminations event at Heaton Park in December, and was formally welcomed back into service by the Lord Mayor of Manchester, Councillor Tommy Judge.

No. 5 is owned by the Stockport 5 Tramway Trust but in the care of the Manchester Transport Museum Society (MTMS). It was built as part of a batch of 10 similar trams and was later rebuilt with a Brush low bridge open-balcony cover in 1921. It was vestibuled in 1939 and withdrawn almost a decade later in 1948.

The lower saloon of No. 5 eventually found use as a henhouse at Rowarth, but was rescued for preservation in 1971.

Restoration was carried out at various locations including Southport and Salford, and was completed in 1996 using a Brill 21E truck obtained from Oporto. No. 5 initially saw service on the Blackpool system, but moved to Heaton Park in 2011.

Stockport Corporation open-top double decker No. 5 rests at Lakeside, Heaton Park Tramway, during the Lightopia event on December 5. HPT

The launch of Stockport No. 5 on December 4 with (left to right) MTMS chairman Phil Heywood, Lady Mayoress Carole Judge, Lord Mayor of Manchester Coun Tommy Judge, and Heaton Park Tramway Company chairman Keith Whitmore. HPT

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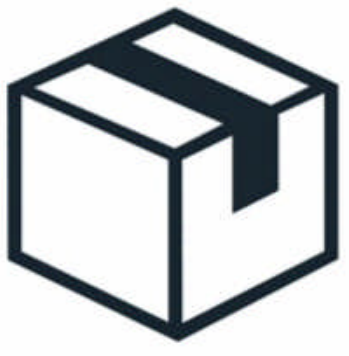

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Freight more efficient and punctual, but volumes drop to record low

IMPROVED schedules and longer trains are helping freight operators to improve performance and efficiency during the Covid-19 pandemic, but the second quarter of 2020-21 saw volumes at their lowest since the current records began 23 years ago.

Office of Rail and Road (ORR) statistics for Q2 2020-21 recorded an 8% year-on-year decline in freight lifted, to just 17.3 million tonnes. Coal traffic collapsed by 46.2% in the same period and now makes up only 1% of the overall total (0.04 billion net tonne kilometres), while other freight sectors dropped by 9% to their lowest point since 2012-13.

Freight operators are running longer, heavier trains and reducing journey times as a result of the reduction in passenger timetables. However, tonnages remain at record lows as traditional industrial traffic shrinks. On January 12, DB Cargo's No. 66113 passes the new aggregates terminal at Washwood Heath in Birmingham with the 10.34 Corby-Margam steel empties. KEVIN PAYNE

Decline

All commodities saw a decline over the same period in 2019-20, with international traffic down by 30.2%, oil and petroleum 21.6% lower and construction down by 9.3%. Domestic intermodal tonnages were down by 4.6% to 1.67bn net tonne km and metals declined by 6.7% to 0.32bn net tonne km.

Freight train kilometres fell by 12% year-on-year as fewer trains ran during the period. ORR blames the pandemic for the reduction, citing disruption to international supply chains and domestic heavy industries and reduced demand.

Domestic intermodal continues to dominate UK rail freight, accounting for 43% of the overall total, with construction materials in second position at 28%. 'Other' traffic stands at 12%, metals at 8%, oil and petroleum 5% and international railfreight now makes up just 2% of the total.

However, the reduction in timetabled passenger trains has allowed freight operators to run more efficiently, increasing train lengths and eliminating pathing stops en route to reduce journey times.

Extra containers

Some intermodal trains on the Southampton-Leeds, Trafford Park-Birmingham Lawley Street and Daventry-Grangemouth routes have been lengthened to 775 metres, enabling up to 14 extra containers to be carried, saving millions of lorry miles and reducing carbon dioxide emissions.

Longer and heavier limestone trains have also operated from the Peak District to city terminals on a trial basis, carrying 2,200t rather than the standard 2,000t and a Scunthorpe-Teesport steel train has also been lengthened.

Network Rail and operators are now working together to identify more opportunities for increasing the efficiency of freight trains. While passenger numbers remain low and many services are temporarily cancelled, freight traffic has recovered to around 90% of its normal levels.

GBRf adds Liverpool-East Midlands intermodal

EAST Midlands Gateway railfreight interchange now has a regular link to the Port of Liverpool following the introduction of a new intermodal train by GB Railfreight.

The trains run five times per week on behalf of long-time GBRf customer Mediterranean Shipping Company (MSC), removing 20,000 lorry journeys per year from the road network. The service is GBRf's 21st intermodal route, with container traffic between ports and inland terminals continuing to dominate the company's portfolio.

Preparation work starts on 450 acre Northamptonshire multimodal hub

PREPARATORY works are underway on the Segro Logistics Park Northampton Gateway – a new strategic railfreight interchange (SRFI) close to the West Coast Main Line near Roade in Northamptonshire.

The 450 acre multimodal logistics hub, located next to junction 15 of the M1, is designated as a Nationally Significant Infrastructure Project and will feature five million square feet of storage. The 35 acre facility will be connected to the WCML and built to handle up to 16 775 metre long intermodal trains per day. The site is expected to create around 7,500 jobs.

Construction is expected to start later this year and infrastructure works should be completed by the end of 2023.

Railways in Parliament

by Jon Longman

HS2 buys French steel

RICHMOND Park MP Sarah Olney asked the DfT (Department for Transport) to ensure that HS2 contracts go to UK companies after a 9,000 tonne contract award to supply steel plate for bridges was won by French company Eiffage.

Transport Minister Chris Heaton-Harris said: "The Government's guidance on the procurement of steel was updated in December 2016.

"All major government projects are required to take cognisance of the Crown Commercial Service Procurement Policy Note 11/16: Procuring Steel in Major Projects – Revised Guidance.

"HS2 Ltd is governed by the Utility Contract Regulations and ensures a fair procurement process which complies with the UK procurement law and the Government policy on the procurement of steel.

"I can confirm that the UK steel industry is already delivering for HS2 including 1,130 tonnes from Darlington-based Cleveland Bridge, 1,800 tonnes of loose steel and rebar from Celsa Steel in Cardiff and 2,400 tonnes of structural steel from Caunton Engineering in Nottinghamshire."

Advance ticket refunds

ROMFORD MP Andrew Rosindell asked if rail operators were refunding advance tickets that can no longer be used due to the lockdown.

Mr Heaton-Harris replied: "Advance tickets are normally non-refundable, as is clearly stated at the point of purchase.

"However, we have agreed with the rail industry that passengers with advance tickets purchased before the announcement of national lockdown measures on January 4 who are prevented from travelling due to these measures are eligible for a fee-free change of journey or, if they bought them from a train operator, they may apply for a Rail Travel Voucher, valid for 12 months."

Fairer fares

LORD Berkeley asked what assessment has been made of the Transport Focus report – Fairer fares: the future of rail commuting, recommending the trial of flexi-season tickets and other marketing initiatives to encourage rail travel as Covid-19 restrictions are lifted.

Transport Minister Baroness Vere of Norbiton replied: "The DfT welcomes the Transport Focus report on the future of rail commuting post-Covid and has considered it together with a range of surveys and evidence on expected future commuting patterns.

"We are working closely with industry to develop a solution that offers better value and convenience for those who commute flexibly and will provide further details in due course."

Sea wall falling apart

PLYMOUTH MP Luke Pollard asked what assessment the DfT had made of the quality of work on the recently completed Dawlish Sea Wall after the separation of its neoprene lining and subsequent discharge into the sea.

Mr Heaton-Harris said: "The structural integrity of the new section of sea wall at Dawlish was not affected by the neoprene foam becoming dislodged from the structure. The neoprene was installed during construction to help the concrete set correctly.

"The effectiveness and structural integrity of the new sea wall was demonstrated during the severe weather and flooding of part of the railway in Dawlish on December 16, with the new wall preventing this section of track from flooding.

"Network Rail's contractors will continue to remove any dislodged neoprene as well as any other materials found on the beach."

Going extra (disused) mile

RICHMOND Park MP Sarah Olney asked for the average cost of reinstating one mile of track on a disused line where the track bed remains available.

Mr Heaton-Harris replied: "The DfT has made no such estimate. The Government is progressing work on a number of rail reinstatement schemes through its Restoring Your Railway programme.

"Each scheme will have unique characteristics in terms of the works required to deliver the desired service outputs."

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SINGLE LINES

NRM Class 47 for static display

NATIONAL Collection Class 47 No. 47798 *Prince William*, a main-line registered loco in Royal claret livery, is to join the Royal carriages in a new display in the Station Hall, York. This is part of the hall's refurbishment, to be undertaken between the spring and 2022.

Island Line Class 483s preserved

THE London Transport Traction Group (LTTG) has been allocated former Island Line LT 1938 Stock, Nos. 483006 and 438008 (*RM* Jan. p71) for preservation on the Epping Ongar Railway. Set No. 483007 is being donated to the Isle of Wight Steam Railway.

Lavender Line 'Thumper' for overhaul at Cranmore

CLASS 205 DEMU DMBS No. S60117 arrived at CTMS, the commercial arm of the East Somerset Railway, on December 2, for overhaul on behalf of the Lavender Line, East Sussex.

Scruffy 'Tractor' arrives at Wishaw for attention

CLASS 37 No. 37679 was moved by road to RSS, Wishaw on December 10 for attention. It went to the East Lancashire Railway in March 2014 for contract overhaul by Riley & Son (E) Ltd, which evidently did not happen.

C58LG welcomes new members

THE reinvigorated Class 58 Locomotive Group (*RM* Oct. p79), restoring No. 58016, is now accepting new members, for an annual subscription of £12. See website www.c58lg.co.uk

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■ Our thanks to contributors: Simon Baylis (NRM); Josh Brinsford; Paul Finch (WLA); Dave Forse; Alistair Grieve; Andrew Jeffery; Chris Lowe (C58LG); Daniel Nash (LTTG); Graeme Rendall; Martyn Tattam; Martin Turner; Vale of Berkeley Railway, and 4-SUB Association.

Embsay turns away a Type 3

CLASS 37/5 No. 37674 left the Wensleydale Railway (WR) in late December, destined for the Embsay & Bolton Abbey Steam Railway. However, on arrival, access was denied and the loco was taken on its trailer to a layby on the A59 near Skipton.

It was noted there on December 23 and was not moved until the 31st. It was then taken south to Allelys Heavy Haulage yard at Studley, Warwickshire for temporary storage.

The loco joined Graham and Philip Harris's collection in May 2007. Kept at Kirkby Stephen East station initially, their locos were moved, following a spate of vandalism, to the Wensleydale Railway in Spring 2014. No. 37674 returned to service in November 2014 upon completion of extensive restoration. Graham Harris was recently given six months' notice to remove all his locos from Wensleydale as part of a reduction in excess stock occupying siding space at the WR.

Class 37 No. 37674 was seen parked in a snowy layby near Skipton on December 28, its destination then unknown. ANDREW JEFFERY

Restoration of repatriated 'Chopper' completed

CLASS 20 No. 20228 was moved from the Barry Tourist Railway to its new home on the Gloucestershire Warwickshire Steam Railway on December 18.

This follows a 13-year restoration at Barry from very poor condition. Originally BR No. D8128, it was exported to France in June 1992 along with Nos. 20035, 20063 and 20139.

They were operated by CFD (Compagnie de Chemins de Fer Départementaux). Numbered 2001-2004 respectively, they were based at Autun depot near Dijon from where they worked freight on a 100 mile line, and given a distinctive white and orange livery.

CFD No. 2002 (BR Nos. D8063 and. 20063) is now at the Battlefield Line and has recently reverted to the orange livery. Nos. 2001 and 2003 have been broken up since returning to England in August 2005. No. 2001 was dismantled at Toddington to provide parts for the restoration of No. 20228.

One-time CFD No. 2004, No. 20228 has been restored to BR blue livery, as seen near the Pump House in Barry on a low-loader heading for the motorway en route to Toddington on December 18. MARTIN TURNER

Immaculately turned-out, Class 108 DMU Nos. M51909 and M56271 are seen in the 'tanker sidings' at Cranmore on the East Somerset Railway on December 19. This is the winner of the Railcar Association's Railcar of the Year award 2020. Some work, such as repainting, was undertaken in the CTMS building but most of the restoration has been undertaken at this open-air site.
For a while, the two cars were an unusual sight, being coupled cab-to-cab to test multiple working equipment.
PETER NICHOLSON

Cranmore DMU scoops annual railcar award

THE Railcar Association's Railcar of the Year award for 2020 has been awarded to the Mendip Traction & Rolling Stock Group at the East Somerset Railway.

This is for the seven-year restoration of two-car Class 108 set No. L231, comprising DMBS No. M51909 and DTCL No. M56271. Restoration has been undertaken with the vehicles in service much of the time rather than being laid up out of use for a long period.

Work undertaken has been mechanical, interior and exterior, all to a very high standard.

Vale of Berkeley 'Pacers' placed into storage at Wishaw yard

THE two Class 143 'Pacers' destined for the Vale of Berkeley Railway project at Sharpness, Gloucestershire (*RM* Jan. p68), have gone into storage at the RSS yard, Wishaw.

They will be sheeted over and engines started up and run every week. First to arrive was No. 143612 (DMS No. 55653 and DMSL 55678).

The other, No. 143603 (DMS No. 55658 and DMSL No. 55689), was to join it later.

Together with other off-lease GWR Class 143s, Nos. 143618 and 143617 plus Class 150207, it ran in convoy as 5D81 from Exeter depot to Bristol St Philip's Marsh on December 30.

Class 121 'Bubblecar' No. W55025 'Pandora', currently stored at Long Marston, is expected to be moved to Honeybourne airfield, Worcestershire for temporary storage, and then moved to the Sharpness site when sufficient covered space becomes available.

Aln Valley 'Pacers' arrive... and tested on same day

THE Aln Valley took delivery of a pair of 'Pacer' units in mid-December. On the 14th, the two cars of No. 144004 (DMS No. 55804 and DMSL No. 55827) were delivered to Lionheart station. Tested the same day, they were also noted running under their own power the following day.

DMSL No. 55839 and MS No. 55852 from three-car set No. 144016 arrived on the 15th.

Two low-loaders and a support van had taken less than three hours to drive north from the Wensleydale Railway, where the DMUs had been stored temporarily.

DMS No. 55816 from set No. 144016 was expected to be delivered the next day.

'Pacer' DMSL No. 55839 immediately after unloading at Alnwick Lionheart station yard, Aln Valley Railway, on December 15. This is one of five 'Pacer' cars received by the railway. GRAEME RENDALL

SVR 'Western Courier' awaits a return to traffic

IT WAS hoped Severn Valley Railway's Class 52 No. (D) 1062 *Western Courier* would return to traffic on October 10/11, ready to work the final 'Pioneer' train of the season on October 23. This was not to be, and the train saw sister loco No. D1015 *Western Champion* in charge (*RM* Dec. p74).

Unfortunately, on October 11, during a fully loaded test run, an air-brake fault at A-end was detected, meaning *Courier* had to be failed. However, the test runs indicated the bogie repairs had been successful.

The failure was identified as debris in the air system and so the nose-end air receivers were replaced at both ends.

Further work on the system will be undertaken so that the hydraulic can return to service when the SVR reopens. It was moved outside the depot on November 7 and covered and made safe for the winter.

Work will continue when possible, on the long-term overhaul of the WLA's other loco, No. D1013 *Western Ranger*. This includes the top-end overall of the B-engine, which has been stripped down.

With its extensive overhaul thought to be almost complete, No. 1062 *Western Courier* was started-up outside Kidderminster TMD on October 11. An air-brake fault was discovered resulting in it not entering service last year as planned. PAUL FINCH/WLA

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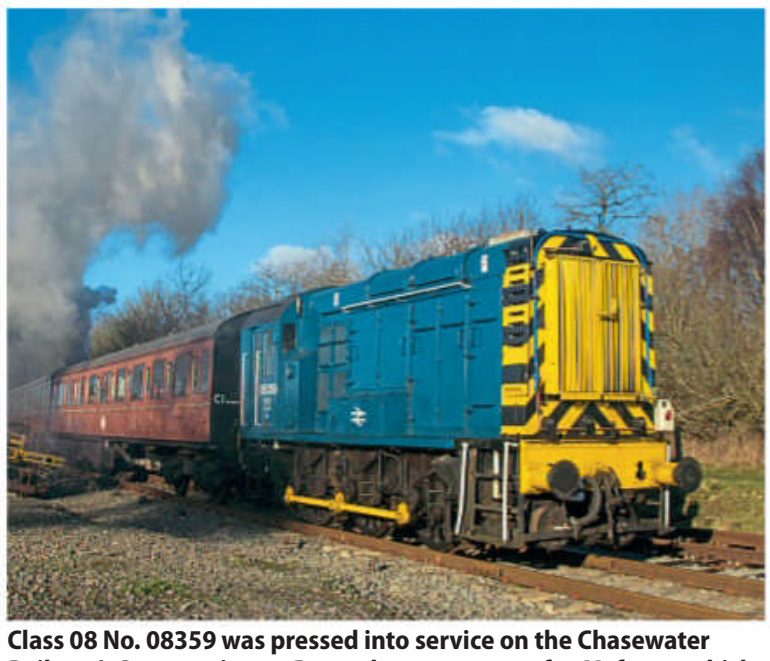
***Myfanwy, R.O.F. Pembrey No. 10,* (Bagnall 3211/Robert Stephenson & Hawthorns 8366 of 1952) is seen working a 'Santa Special' at Chasewater on December 20, top-and-tailing with Hudswell, Clarke 0-4-0ST *Waleswood*. These were the first public trains *Myfanwy* has worked since its relaunch in March, due to the lockdown. The 0-4-0DH was restored and returned to its original appearance (*RM* April p80) by Phillip Civil and friends, for which he received the HRA Young Volunteer Award for significant achievement, 2020.** ALISTAIR GRIEVE

Chasewater 'Santas' did go ahead

THE Chasewater Railway was able to run 'Santa' trains during December. Bookings were for a whole compartment only on the three-coach train.

Due to Covid-19 restrictions, a new way of operating was adopted, with trains worked by steam to Chasewater Heaths where Santa and his helpers met the train. Santa spoke to those in each compartment and gave out gifts to the children while remaining socially distanced at all times.

Trains then returned to Brownhills West diesel-hauled.



Class 08 No. 08359 was pressed into service on the Chasewater Railway's Santa trains on December 24 to cover for *Myfanwy* which failed early in the day. The 'Gronk' and smoke from *Waleswood*, is seen here leaving Brownhills West. MARTYN TATTAM

Class 503 EMU stored, 4-SUB restoration started

THREE-CAR Class 503 (AM3), a 1938 LMS EMU for Mersey/Wirral lines, is currently stored in the One:One Collection building at Margate – a temporary arrangement following closure of the Electric Railway Museum.

Owned by Heritage Electric Trains Trust (HETT), along with Southern 4-SUB set No. 4732, it is moving to Hope Farm, Sellindge, along with 'spare' 4-EPB TSO No. S15354 from set No. 5176. This is a donor vehicle for the 4-SUB set. These four cars join several other historic EMUs in Kent and will be sheeted over. Before the move can happen, an extra track and a point needs to be laid at Sellindge, for which earthworks are underway.

Because a restoration and finance plan is in place, the Class 405, 4-SUB will remain at Margate having been accepted into the One:One Collection (*RM* Dec. p74). HETT is supported by the 4-SUB Association which raises funds for the EMU plus HETT's 750 Supply Project.

This offers three packages for payments of at least £50, £25 or £10 per month. The 503 has no such support at present, hence it will have to wait its turn for restoration, possibly around 2025, following completion of No. 4732.

Cosmetic restoration of the 4-SUB will be one coach at a time, costed at £20-£30,000 per vehicle. First will be DMBS No. S12796S, funded by HETT, using an off-site contractor, as such work cannot be undertaken in the clean atmosphere of the exhibition hall. The target date for completion of Car 1 Project is summer 2022 with the fourth by the end of 2024, subject to funding. For further details see websites www.4sub4732.co.uk and www.HETT.org.uk

Diesels on the move

TWO Class 117 DMUs were moved from one railway to another in November.

DMBS No. 51352 and DMS No. 51376 have been acquired by the South Devon Railway from storage at Long Marston. They were owned at one time by the Territorial Army for training purposes and ran on the West Somerset Railway before moving to Long Marston in 2007.

Also in November, the Colne Valley Railway received Class 117 DMBS No. 51339 and DMS No. 51382 from the East Lancashire Railway.

In December, the Dean Forest Railway took delivery of Class 108 DMSL No. 50632 and DMCL No. 52044 from the Pontypool & Blaenavon Railway. No. 50632 was seen leaving St Philip's Marsh depot, Bristol by road on December 23 having visited the wheel lathe.

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£1.2bn East Coast Main Line capacity upgrades gather pace

MONTHS of preparatory work came to fruition over the Christmas holidays and in late-January as two major projects to reduce congestion at the southern end of the East Coast Main Line (ECML) took major steps towards completion.

Between January 16 and 24, an 11,000 tonne concrete box tunnel was pushed into place under the ECML at Werrington Junction, north of Peterborough. After the temporary removal of the three ECML Up and Down main lines above, the tunnel was pushed into position at a rate of 150cm per hour along pre-installed guiding supports and hydraulic jacks.

Weighing more than the Eiffel Tower, the 155-metre long curved structure took nine months to construct alongside the railway.

Limited service

Network Rail chose this method of construction to avoid the need for a lengthy closure of the ECML and Peterborough-Spalding-Lincoln route. In fact, LNER was able to maintain a limited service between Grantham and Peterborough during the nine-day operation, making use of the former Midland Railway lines, which have been slewed around the new dive-under as part of the remodelling of Werrington Junction.

Paul Rutter, Network Rail route director for the East Coast route, said: "This is a massive engineering challenge, but it will avoid hundreds of hours of closure on one of the most important lines in the country.

"In the past, we might have approached this problem by thinking about the easiest way to do the engineering. Instead, I'm proud to say we have come up with a creative and innovative solution that will deliver massive benefits while keeping disruption to a minimum."

Once complete, the dive-under will reduce conflicts between ECML expresses and freight trains crossing to/from the Ely-Peterborough route to the Spalding line, creating more capacity and reducing delays caused by congestion.

However, many of these freights are operated by GB Railfreight (GBRf), and its trains are likely to continue calling at Peterborough Yard for loco/crew changes. As a result, these trains will still need to weave across the ECML north of Peterborough station to reach the Ely line.

Over the Christmas holidays, significant progress was made during a six-day closure at London King's Cross, where all four arrival/departure lines were lifted to allow the reconstruction of a major sewer under the station throat. The hugely complex project involved the digging out of the sewer for the first time in 40 years so that it could be diverted, rebuilt and strengthened. More than 850 tonnes of spoil was also removed.

Installation

Once the sewer had been replaced, new overhead line equipment (OLE), new track and more than 100 pieces of new signalling equipment were installed as part of the wider project to renew the station approaches.

Progress was also made on relaying track through the eastern bore of Gasworks Tunnel, where two lines have been relaid to increase capacity. Track is now laid right through the tunnel and will be connected shortly, allowing trains to use the reinstated bore to reach platforms 0-2 this spring.

Network Rail is also continuing with essential overhead line (OLE) and resignalling work at King's Cross, which affected weekends services throughout January.

Viewed from a new footbridge over the East Coast Main Line north of Peterborough, the huge scale of the dive-under project at Werrington Junction is clear. LNER 'Azuma' No. 801201 passes with the 08.00 Edinburgh-King's Cross on January 15. BEN JONES

SIDELINES

Millions spent on St Ives track replacement

MORE than £3 million is being spent to renew track on the St Erth-St Ives branch in west Cornwall this winter – the biggest investment in the area since the 1950s. Around 1.5 miles of life-expired track, 3,600 new sleepers and more than 400 tonnes of ballast is being replaced between Carbis Bay and St Ives, with work expected to be complete by February 8.

Manea bridge repairs complete

EMERGENCY repairs were completed to 57 pairs of wheel timbers on two bridges near Manea, on the Ely-Peterborough line, in December. The repairs were brought forward after 53 pairs of timbers were found to need urgent replacement during an inspection late last year. In addition to replacing more timbers than planned, 2,000 metres of cabling and 1,800 metres of rail and track across Stonea bridge has also been replaced. More timbers found to be in better condition will be renewed later this year.

Work improves access for Euston platforms

PASSENGER access to Platforms 8-11 at London Euston is being improved to reduce congestion. As part of the wider Euston redevelopment, £11.7 million is being invested to widen the ramp used by London Northwestern and London Overground Watford line passengers. Much of the ramp is currently occupied by several retail/food outlets, causing a bottleneck at peak times.

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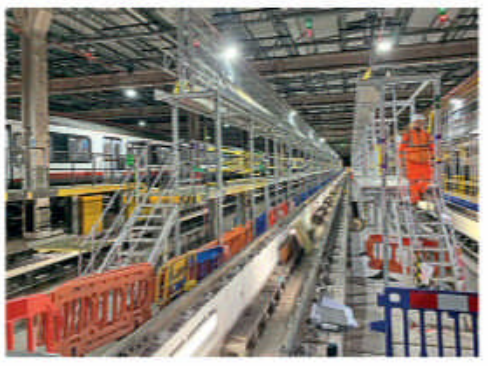
LEEDS PLATFORM 0 COMPLETE: Network Rail completed a £161million project to construct an additional platform – platform 0 – at Leeds station on December 27. Since 2018, NR has modified the track layout, overhead line equipment and signalling on the west side of the station to accommodate the new platform, which is due to open to passengers at the May timetable change. However, in the meantime platform 0 will be available to provide additional capacity if required. NETWORK RAIL



New high-level inspection walkways under construction inside Ilford depot in east London. Once complete, these will allow maintenance staff safer access to roof-mounted equipment on Class 720 EMUs. GREATER ANGLIA

High level walkways built as Ilford Depot prepares for 'Aventras'

GREATER Anglia is redeveloping Ilford depot in north-east London to accommodate its new Bombardier Class 720 'Aventra' EMUs.

New high-level walkways are being installed to give better access to roof-mounted equipment on the '720s', as well as upgraded maintenance facilities for controlled emission toilets (CET). Also planned for completion in 2021 is a new storage shed, stabling sidings and an upgraded carriage wash.

The '720s' will be the fifth generation of EMUs allocated to Ilford since it was opened by the LNER in the 1940s, following in the footsteps of the original Class 306s, 1950s/60s Class 305-308s, 1970s Class 315s and 1980s/90s Class 317/321 units.

GA has also opened a new £1.2 million carriage washer for its Class 745/755 'FLIRT' trains at Crown Point depot in Norwich and has added a further washing plant for Class 720s at Southend.

Train washing facilities at Clacton, Colchester and Orient Way in east London will also be refurbished as part of a £4m investment to keep GA's new train fleet clean.

FRESH LOOK FOR CHATHAM ARCHES: Work is underway to clean and repair an 1858-built cast iron bridge carrying the London-Ramsgate main line over the A2 in Chatham. Part of a structure known as the Luton Arches, the bridge is being cleaned, 'pigeon proofed' and painted while masonry and bridge plates will be checked and repaired by March. NETWORK RAIL

Winter storms bring landslips and disruption to Southern lines

HEAVY rain and storms over southern England caused three major landslips and part of a viaduct wall to collapse on the approach to London Waterloo in December.

During work to renew track at Nine Elms on December 25, a 70-metre section of the viaduct wall collapsed, forcing the closure of the Windsor Reversible line and disrupting South Western Railway services to and from Waterloo until at least February 22.

Although only a small part of the masonry wall failed initially, Network Rail said that a substantial metal handrail bolted along the top of the structure gave way, causing more extensive damage. SWR services on the Hounslow Loop, Reading, Farnham and Shepperton lines have been reduced as a result of the incident.

Elsewhere on the third-rail network, two routes were disrupted by landslips caused by heavy rain in late-December. Near Ockley, on the Dorking-Horsham line, around 30 metres of clay embankment failed after becoming saturated by heavy rain between December 24 and 26. Emergency repairs included 500 tonnes of replacement material and a steel sheet piling driven into the ground to support the affected area. The line reopened on January 4.

A similar problem occurred near Wanborough, closing the line between Guildford, Aldershot and Wokingham until January 6 and disrupting SWR and GWR Reading-Gatwick Airport services.

Meanwhile on the Tonbridge-Hastings line, NR contractors are undertaking stabilisation work on a steep-sided cutting at the southern end of Wadhurst Tunnel that has suffered repeated landslips in recent years. Incidents in 2014, 2016, 2019 and 2020 closed the line, cutting the direct rail link between London and Hastings.

The work now underway is intended to protect the railway for at least 60 years.

Specialist 'soil nails' are being inserted to strengthen the structure, along with netting, remote sensors and cameras to detect any future movement and a temporary catch fence to prevent loose material falling on to the line.

Heavy rain once again disrupted several lines across southern England in late-December as saturated clay embankments gave way. To prevent further problems at Wadhurst tunnel on the Tonbridge-Hastings line, Network Rail is undertaking extensive stabilisation work. NETWORK RAIL

Network Rail replaced two bridge decks carrying four lines at Selsdon Road bridge near Croydon over the Christmas holidays. Work also included the laying of new ballast, sleepers and running rails. NETWORK RAIL

Engineers take advantage of Christmas holiday break

NETWORK Rail took advantage of the Christmas and New Year holidays and the enforced lull in passenger traffic to undertake engineering work at hundreds of locations in late-December and early-January.

On the West Coast Main Line (WCML), the latest phase of resignalling work took place at Birmingham New Street, overhead line equipment (OLE) renewals were carried out near Watford, Liverpool and Crewe and track upgrades were undertaken at Euston, Preston and Ardwick in Manchester, as well at Aylesbury on the Chiltern lines.

South of the River Thames, track, switches and crossings were replaced and vegetation cleared at Nine Elms between Clapham Junction and Waterloo (see separate story), bridges strengthened on the Worting Jct-Salisbury line near Andover and at Portcreek Jct near Portsmouth. Further switch and crossing replacements took place at Eastleigh West Jct and between Hook and Farnborough while track and other structures were repaired near Cosham, Portsmouth.

Signalling improved

Across south-east London and Kent, work took place at Ashford, Barming and Bearsted, Denmark Hill, Greenwich, Hither Green, Kemsing, Lewisham, New Cross Gate, Nunhead, Orpington and Petts Wood. Thameslink Resilience work took place between Blackfriars, New Cross and Lewisham, improving signalling and power cables to improve reliability and replacing point heaters.

On the Brighton Main Line, work focused on the Croydon-Three Bridges section where pointwork was repaired at Norwood Junction, Three Bridges and East Croydon and redevelopment work continued at Gatwick Airport. Two bridge decks carrying all four tracks of the BML at Selsdon Road bridge near Croydon were also successfully replaced over the holiday weekend.

Bridge work

In East Anglia, pointwork was refurbished at Norwich and Liverpool Street and OLE was replaced at Stratford and on the Southend and Clacton lines, while switches and crossings were also replaced at Colchester. Timbers supporting the rails were repaired on the crucial Trowse swing bridge in Norwich.

Crossrail preparation work also continued at the London end of the GEML, including the delivery of improved power supplies and the start of work to lengthen platforms 16/17 at Liverpool Street to accommodate nine-car Class 345 EMUs.

Other significant projects included the completion of platform 0 at Leeds station (see separate story), track and signalling work at Bristol East Junction and west of Cardiff, track renewals at Cadder, between Edinburgh Waverley-Glasgow Queen Street. Also in Glasgow, repairs and renewals were undertaken on track and pointwork on the approaches to Central Station.

Funding agreed for March station work

GREATER Anglia and local stakeholders have agreed to fund the remodelling of March station in Cambridgeshire.

An open-plan ticket hall and waiting area, accessible modern toilet facilities, retail outlets, and an upgraded and extended car park will be provided at the station as part of the £9.5 million Fenland Stations Regeneration Project.

The project aims to improve passenger facilities at three Fenland stations – Manea, March and Whittlesea – on the Ely-Peterborough line.

The preferred public design will go forward, following completion of the tender exercise, to detailed design and construction this spring with work expected to be complete by the end of 2021.

GA has already installed new waiting shelters at Manea and Whittlesea, new cycle facilities at March and completed feasibility studies and designs for new car parks at all three stations.

Burntisland train ferry recalled

THE National Transport Trust's latest Red Wheel plaque was unveiled at Burntisland in Fife on December 16.

NTT vice-president John Cameron revealed the plaque to commemorate the train ferry that plied the Firth of Forth between Burntisland and Granton from 1850 until the opening of the Forth Rail Bridge in 1890. Designed by Sir Thomas Bouch, the 'floating railway' was the world's first seagoing train ferry and reduced the Edinburgh-Dundee transit time from three days to just four hours, carrying 29,000 wagons in its first six months.

MML upgrade work completed at Wellingborough

AN EXTENDED footbridge and new platform have opened at Wellingborough as part of the Midland Main Line upgrade.

The reinstated fourth track between Bedford and Kettering was also brought into use on December 20, completing work to electrify and modernise this section of route for the new St Pancras-Corby electric service due to start in May.

Platforms 1-3 have also been extended and improved to reduce stepping distance between platform and trains.

The station canopies have been refurbished too, with financial assistance from the Railway Heritage Trust.

Gary Walsh, route director for Network Rail's East Midlands Route, said: "This is a really exciting time.

"We're now working with our colleagues at East Midlands Railway to support driver training and the introduction of electric powered trains on the route, as well as carrying out final testing and assurance with the Office of Rail and Road (ORR)."

Wellingborough's new platform 4 opened on December 20, completing work to expand and refurbish the Midland Main Line station ready for the start of electric services in May. NETWORK RAIL

SIDELINES

Bidders shortlisted for £2bn track and systems contracts

HS2 has announced the shortlisted bidders for its track systems, switches and crossings, and tunnel and lineside mechanical and electrical (M&E) systems contracts.

Worth more than £2billion, the contracts cover around 174 miles of high-speed track on Phases 1 and 2a of the new railway between Euston, Birmingham and Crewe. The winning bids are expected to be announced next year.

Track systems contracts are split into four lots: London/Birmingham Urban, valued at £434m; Open Route Central (£526m); Open Route North (£566m) and Phase 2a (£431m). Balfour Beatty Group, ETF SAS, TSO SAS (BBVT Joint Venture), Ferrovial Construction and BAM Nuttall (Ferrovial-BAM Joint Venture), Colas Rail have been shortlisted for all four lots, with STRABAG AG UK/Rhomberg Sersa UK also invited to tender for Lots 1, 2 and 4.

Meanwhile, the winner of the estimated £498m Tunnel and Lineside M&E package will design, supply, manufacture, install, test, commission and maintain (until handover) a wide range of tunnel and lineside systems in tunnels, shafts and cross-passages, tunnel ventilation systems and low voltage power services and distribution in the open route. Alstom, Balfour Beatty Bailey Joint Venture and Costain Group have been shortlisted for this contract.

A further competition to supply around 180 high-speed switches and crossings worth up to £156m was also launched on December 16. The deal covers Phases 1 and 2a but includes an option to extend the work required on Phase 2b's western leg from Crewe to Manchester and HS2 maintenance depots.

The specification for HS2 switches and crossings requires them to operate reliably at up to 360kph with diverging speeds of up to 230kph. The contract also includes around 77 rail expansion devices for track on viaducts and bridges.

Tree planting moves into top gear

HS2 Ltd expects to have planted 730,000 trees between London and the Midlands by this spring.

More than 300,000 trees are being planted along the Phase 1 route this winter as part of the project's 'green corridor' programme, which will eventually deliver up to seven million trees along the route and in neighbouring communities.

A separate £7m Woodland Fund is supporting projects to create new broadleaf native woodlands and restore existing ancient sites.

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Curzon Street building to become a feature of new HS2 terminus

ONE of the world's oldest major railway buildings is to be renovated and incorporated into HS2's Curzon Street station in Birmingham.

An agreement has been reached with Birmingham City Council to lease and refurbish the Grade I listed building, opened by the London & Birmingham Railway in 1838, as part of the Phase 1 terminus.

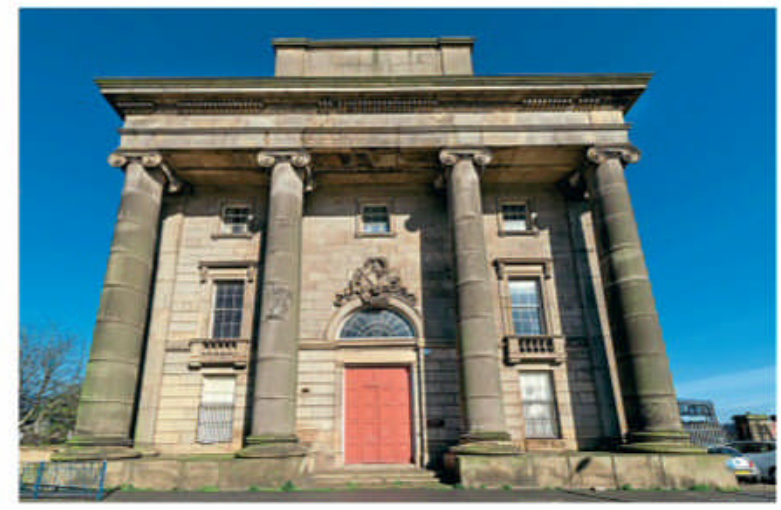
A 12-month programme of conservation and renovation work is now underway, which will include a new steel structural frame to strengthen the building, a lift giving access to all four levels, a new glass balustrade for the historic staircase, internal fit-out, roof and masonry repairs.

Having suffered extensive damage during the Birmingham Blitz from 1940-1943, and surviving two applications for demolition in the 1970s, it is currently listed on Historic England's Heritage at Risk Register, although this status will change once the renovation is complete.

The monumental building was intended to be the boardroom and general offices of the London & Birmingham Railway but was extended to incorporate a hotel by 1841, then demoted to a goods depot between 1854 and 1860 and eventually closed by BR on December 31, 1965.

HS2 Ltd plans to use it as a visitor centre, with flexible facilities for office space, exhibitions and catering.

In addition, the public space around the new station will feature the historic track alignments of the former goods yard that used to lie to its east.



Disused since 1965, but regarded as one of the country's most important and oldest surviving railway buildings, the Grade I listed station building at Curzon Street in Birmingham is to be renovated as part of the city's new HS2 terminus. HS2 LTD

The new Curzon Street station is expected to open in time for the start of Phase 1 services between London Euston and Birmingham in 2029.

DB Cargo begins deliveries to Calvert construction hub

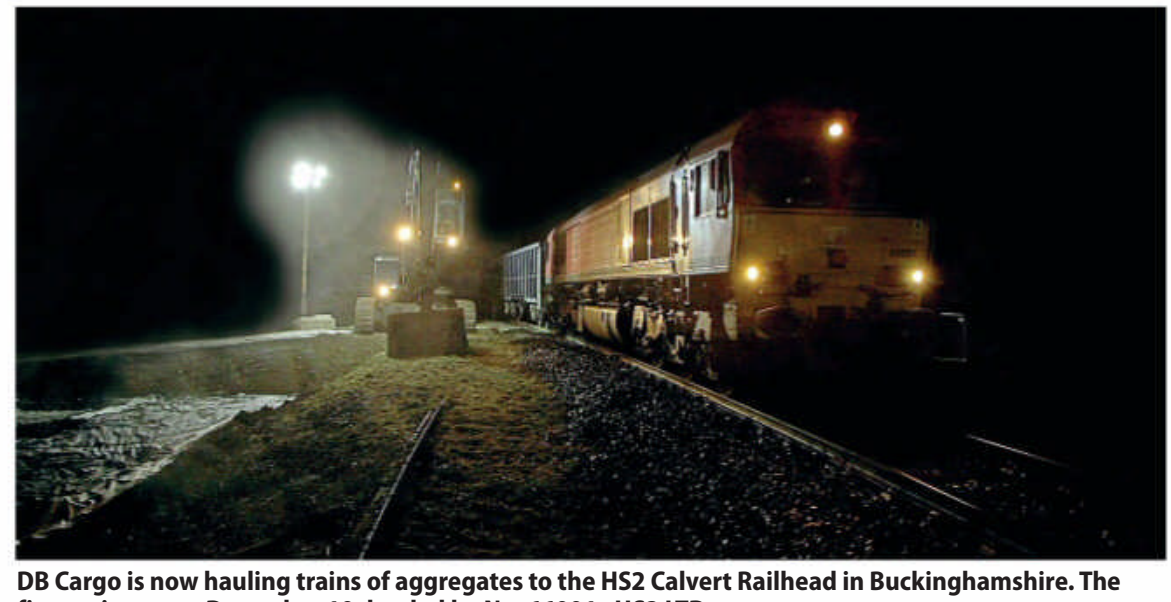
THE first of 180 freight trains delivering construction materials to HS2's compound in Buckinghamshire ran on December 10.

Over a 12-month period it's anticipated the trains will carry loads equivalent to 12,670 heavy goods lorries.

The train – operated by DB Cargo UK – delivered 1,650 tonnes of aggregates from Hanson's Tytherington Quarry near Bristol. The material will be used in the construction of the temporary Calvert Railhead, north of Aylesbury.

Across the whole HS2 Phase 1/2a project, 15,000 freight trains are expected to move 10million tonnes of aggregate to construction sites. GB Railfreight will also deliver aggregates to Calvert during the main construction phase.

The 26,200 square metre Calvert Railhead is approximately halfway between London and Birmingham and will be operated by HS2's main works contractor EKFB – a consortium formed by Eiffage, Kier, Ferrovial and BAM Nuttall. EKFB is delivering the 50-mile central section of the route, including 17 viaducts, 81 bridges and three 'green tunnels', creating 4,000 jobs over the next two years.



DB Cargo is now hauling trains of aggregates to the HS2 Calvert Railhead in Buckinghamshire. The first train ran on December 10, hauled by No. 66001. HS2 LTD

At the peak of construction, more than 650 people will work at Calvert, stockpiling materials and managing the logistics and construction of the central section of HS2 Phase 1.

Once work is complete, the facility will be removed and landscaped, leaving only a small infrastructure maintenance base.

Calvert is also the point at which HS2 Phase 1 passes below the currently disused Bicester-Bletchley line, which is being rebuilt as part of the East West Railway project.

Celebrity naturalist launches latest anti-HS2 petition

ENVIRONMENTAL campaigners led by TV presenter and naturalist Chris Packham have launched another petition calling for work on HS2 to cease.

Despite the High Court rejecting an earlier attempt to stop construction of the new railway in April 2020, the signatories to the new challenge cite many of the same reasons to halt construction. However, Mr Packham said: "The world has changed dramatically since MPs voted on HS2 back in 2016.

"HS2 takes us further away from achieving net zero by 2050, it destroys a vast swathe of irreplaceable wildlife habitats and squanders a colossal amount of taxpayers' money on a business case that was bankrupt even before Covid-19."

'Wasteful' – claim

The campaigners are demanding that existing HS2 legislation should be repealed and construction halted, claiming that costs could rise as high as £170bn, that the project is an 'ecological disaster' and a 'waste of taxpayers' money', that it cannot be delivered on budget or on time, that HS2 Ltd has abused landowners along the route and that the project's business case has disappeared as a result of the pandemic, which has seen rail passenger numbers collapse as a result of three national lockdowns.

Other lead signatories to the petitions include Richard Walker, managing director of Iceland Foods, human rights and civil liberties barrister Michael Mansfield QC and former HS2 director Doug Thornton.

By late January, more than 137,000 signatures backing the petition had been received, requiring Parliament to consider debating the subject. However, on January 14, the Government responded to the petition, saying: "The Government has carefully considered the merits and disadvantages of proceeding with HS2 and has firmly concluded that it should go ahead.

Scrutiny welcome

"The Government has no plans to repeal any legislation relating to the development and delivery of HS2. We continue to welcome further public and parliamentary scrutiny of the project."

Treasure Hunt

We've got some great prizes which must be won... and all you have to do to stand a chance of winning is go on our digital treasure hunt!

We have 24 businesses who have provided us with a question... just visit their websites, search for the answer, then fill in the form and return it to be in with a chance of scooping one of the prizes.

Once completed send the entry form to: *The Railway Magazine* February Issue, Treasure Hunt Competition, Mortons Media Group Ltd, PO BOX 99, Horncastle, Lincs, LN9 6JZ

PRIZES

1st PRIZE

Hornby PB/GBRF

NHS-branded Capt Tom Moore Class 66 No. 66731 – 00 gauge Hornby limited edition (3,500 produced) model.
Donated by Porterbrook.

2nd PRIZE

DVD

Britain's Railways – The Golden Age of the 'Big Four' 1923 to 1939

Plus 2 books

Dickens on Railways *by Tony Williams*
Cathedrals of Steam *by Christian Wolmar*

3rd PRIZE

Book

Men of Steam
by David Wragg

■ **Entries must be with us by March 19, 2021.** ■ Photocopies are accepted. ■ For full terms and conditions visit : *www.mortons.co.uk/terms*
■ The winners will be chosen at random and contacted

1.	Who can build your layout for you and has lots of experience?	www.a2bmodelrailways.co.uk
2.	How many tonnes of bulk freight does Freightliner move annually?	www.freightliner.co.uk
3.	A Railway Photography book on the BR scene in the 1950s has recently been published. Who is the photographer?	www.anistr.com
4.	What was the name of the Shanghai Nanjing Railway Kerr Stuart 4-2-2 No D26?	www.tynedale-publishing.com/shop/locomotives-of-china-the-foreign-locos
5.	What is the name of 3Squared's flagship competency management software used throughout the rail industry?	www.3squared.com/railsmart
6.	How many demonstration areas are operational?	www.digitrains.co.uk
7.	How much did lot 21 sell for in the August 2020 online auction?	www.justaclickago.com
8.	How many issues a year do you receive of LYR Focus?	www.lyrs.org.uk
9.	When was REPTA 'born'?	www.repta.co.uk
10.	How many awards did Freightliner win in 2019?	www.freightliner.co.uk
11.	When browsing for images what is the 3rd gallery?	www.anistr.com
12.	How many awards/accreditations did rail sector software specialist 3Squared win in 2020?	www.squared.com
13.	High Barn Heritage has a Ruston Shunter which is currently being restored, what is its fleet number?	www.highbarnheritage.co.uk
14.	Which locomotives accompanied 42968 on its journey from Wigan Springs Branch to Woodham Bros' scrapyard in Barry, South Wales?	www.staniermogulfund.org.uk
15.	Who carried out the official naming of 21c11, where and on what date?	www.35011gsn.co.uk
16.	How many downloadable images are there available with a RailAdvent Plus membership?	www.railadvent.co.uk/plus
17.	Making a great gift idea, adopting a resident of the sanctuary for the year costs just how much?	www.redwings.co.uk
18.	How much do you need to spend for free UK delivery?	www.arrowfile.com/rm0221
19.	What is the title of DVD seven in the eight-DVD British Railways complete collection?	www.becksdvds.co.uk
20.	How many stars does the Darjeeling Himalayan Railway DVD have?	www.gwpvideo.com
21.	What is the class of locomotive on the label of the third release in the Scotch Express Series?	www.cask88.com
22.	How many carriage properties are currently available to rent?	www.railwaystationcottages.co.uk
23.	The friends of the G5's contributions have bought cylinder covers, tank support brackets, four main springs and spring hangers and... what?	www.g5locomotiveltd.co.uk/page/friends-of-the-g5/
24.	What is the running time of the North Yorkshire Moors Railway DVD?	www.railadvent.co.uk/shop

TREASURE HUNT ENTRY FORM

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First Name: .....

Last Name: .....

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Address Line 2: .....

Town/City: .....

Postcode: .....

County: .....

Email: .....

Telephone: .....

1. ..... 13. .....
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Gujarat narrow gauge network to shut?

ZDM5 diesel loco 531 at Bochasan Junction where the threatened 60km Nadiad - Bhadran line crosses the broad gauge line from Vasad Jn to Kathana. Seen on October 10, 2014. MARK TORKINGTON

MORE than 460km of 2ft 6in (762mm) narrow gauge lines as well as nearly 70km of 1676mm broad gauge secondary routes in the Indian state of Gujarat are scheduled for closure.

Proposals made in October by Indian Railways to close 11 sections of line were approved in the middle of December. The decisions have been made as the lines are 'uneconomic', although in some cases they provide the only possible means of public transport for rural towns and villages.

While the closure decision has been made, no date has been set to actually suspend services and some of the lines are still operating; some already had services suspended. In many cases there has been opposition from local people with retention of at least some of the lines suggested as potential future tourist attractions.

The narrow gauge lines concerned are: Nadiad - Bhadran (60km); Kosamba - Umarpada (62.2km); Samlaya Junction - Timba Road (53.4km); Jhagadia Junction - Netrang (27km); Chhuchhapura - Tankhala (38.2km); Pratapnagar - Jambusar (51km); Billimora - Waghai (63km); Choranda - Moti Koral (19km) and Chandod - Malsar (88km).

Two railways open in Afghanistan

LANDLOCKED Afghanistan now has new rail connections to two of its neighbours as lines have opened in recent weeks.

On December 10 the first railway linking Iran with Afghanistan opened. The line from Khawf, Iran to Rozanak, Afghanistan is built to standard gauge and an extension to the western Afghan city of Herat is under construction.

On January 14, a 24km 1520mm-gauge line opened between the town of Aqina, on the Afghan border with Turkmenistan, and the northern Afghan town of Andkhoy. Another link between the Turkmenistani network and Afghanistan is planned as 173km 1520mm gauge line from Towrgondi on the border to Herat is also planned. The cross-border section to Towrgondi dates from the 1960s.

A line from Uzbekistan to Afghanistan already existed with the first 16km built by the Soviet Union to supply its invasion forces in 1982, and was extended to the city of Mazār-i-Sharīf in 2010. Plans have been made to extend this line west to Herat creating a through route to Iran and the Persian Gulf. An easterly extension via Kabul and the Khyber Pass to Pakistan is also proposed, although finance for the project has yet to be agreed.

70 year old DMU for Argentina's 'University Train'

ARGENTINE national operator Trenes Argentinos is using a refurbished, re-gauged, former Portuguese Railways diesel rail car dating from 1948 to run the 'University Train' service in the provincial capital city of La Plata. The veteran DMU has replaced more modern locally-built units.

The unit still uses its Portuguese number, 101 and was built by NoHAB in Sweden as one of 24 railcars bought to replace steam using postwar Marshall Plan funds from the US government.

The 'University Train' began operation in 2013 using 3.5km of existing 1676mm gauge track in the city centre that runs along the city's Circunvalación avenue that runs around the city centre serving the 90,000 students and 10,000 teaching staff at La Plata National University, one of the largest in the country.

From April work will begin to extend the service, by renovating further sections of the existing line – also in the median of Circunvalación avenue – a further 6.5km, with seven more stations, to the future University Scientific Technological Park which is being built on the site of the former Los Hornos railway workshops in the suburb of Gambier. In the long term modern DMUs are planned for the expanded service.

NoHAB railcar 101 working the 'University Train' seen in La Plata on November 27, 2020. The service restarted operation in November 2020 after a lengthy COVID shutdown. DARIO SAIDMAN

Metre gauge re-openings too

Elsewhere in Argentina, several other lines are re-opening. Work is underway south-west of Buenos Aires to re-open the metre gauge line from the current end of the 'Belgrano Sur' commuter line in González Catán to Navarra, via Villars. No trains of any kind have operated on the line – which is around 80km long – since the early 1990s.

In the north-west of Argentina the Salta - Güemes regional rail, in operation since 2012, will be extended south-west from Salta 41km to the town of Campo Quijano with services planned to start in June.

Initially services will be operated using ex FEVE metre gauge 'Apollo' DMUs imported from Spain around a decade ago.

Glenbrook Vintage Railway's DBR 1254 with three Class ADL DMUs seen in the Auckland suburbs at Remuera on December 9, 2020 ROBERT SWEET

DMUs move around New Zealand for preservation and secure storage

TO MAKE space for 15 more new CAF-built EMUs that have been delivered for use around Auckland, redundant ex-Transperth (Western Australia) Class ADL DMUs were moved from the city to secure store in Pukekohe in mid-December.

Auckland Transport's concessionaire Transdev gave the empty stock move job to the Glenbrook Vintage Railway (GVR) after national operator KiwiRail was unable to resource the move.

The GVR used preserved former New Zealand Railways (NZR) DBR loco (EMD G8) which made two round trips for each stored DMU, as two more operational ones had to be included in the consist for braking purposes. All of the Class ADL DMUs will be withdrawn by 2024 once all the new CAF AM EMUs enter service and the 19km section between Papakura and Pukekohe is electrified.

'Silver Fern' cars for preservation

The Pahiatua Railcar Society in Pahiatua, near Palmerston North, has purchased the three 1972 Japanese built 'Silver Fern' DMUs from KiwiRail. The last two serviceable 'Silver Fern' DMUs, RM 24 and 30, were withdrawn from service in 2019 while the third set sold – RM 18 – had been used as a source for spare parts for the other two. KiwiRail moved the units from the South Island where they last operated and had been stored to a new secure compound in Pahiatua using a KiwiRail DFB locomotive. As RM 18 did not have operable brakes it was placed in the middle of RM 24 and 30 with two flat wagons were also added to the consist for braking purposes.

The Pahiatua Railcar Society now has examples of all the diesel railcars used for long distance services by NZR in the North Island built from 1936 to 1972; the Wairarapa, Standard, Drewry 88 seater and the Silver Fern.

■ *Our thanks to Robert Sweet for information in this item.*

KiwiRail DFB 7049 heads the three 'Silver Fern' DMUs RM 24, 18 and 30 on their move from Wellington to Pahiatua at Newman near Eketahuna on December 18 last year. ROBERT SWEET

Siemens deal for El Alamein connection

SIEMENS has signed a $3 billion contract with the Egyptian government as part of plans to build a new 1000km network of high speed railways in the north African nation.

The first new 460km long line will connect El-Alamein, famous for its role in the Second World War, in the west of the country on the Mediterranean Sea coast to Ain Sokhna on the Red Sea. The new line, which will be designed for freight as well as high speed passenger use, will also serve Egypt's as yet un-named new administrative capital being built 45km east of the existing capital Cairo.

Full details of the new railways, which will be built by local construction companies, have not been released but based on images released by Siemens, the company is likely to sell high speed trains based on its Velaro design (as used by Eurostar and DB in Germany), Desiro- High Capacity part double deck EMUs which are in use in Germany (and on order for Israel) and Vectron electric locomotives.

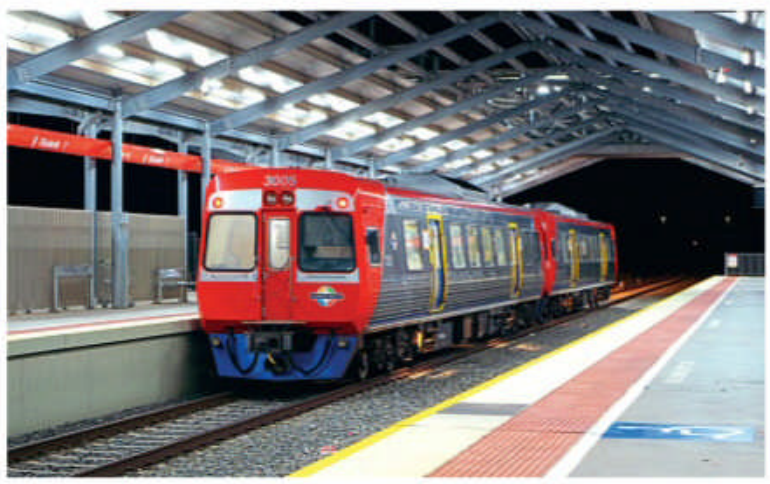
Pan-Am liveried EMD built SD40-2 608 in the middle of a four loco freight at Lowell, Massachusetts on June 8, 2017 along with leased units – some of which are ex-CSX. 608 started life in July 1972 and was built for the now-defunct Milwaukee Road and later sold for use in Mexico but brought back to the USA. KEITH FENDER

CSX buys Pan-Am Rail

US Class 1 railroad CSX has agreed to buy Pan-Am Railways which operates a network of routes in New England.

Pan-Am Railways was formerly known as Guilford Transportation but the company bought the brand name and logo rights of the former Pan-American World Airways airline in 1998 and from 2006 applied the name to the company and two versions of the Pan-Am livery to some of its loco fleet.

Pan-Am Railways operates a varied fleet of locos, some obtained from companies previously bought by Guilford, plus others that are leased



Making electrification progress in South Australia

THE 42km 1600mm gauge line from Adelaide to Gawler is being electrified at a cost of A$715 million.

When the work is completed later this year Bombardier-built A-City 4000 Class EMUs will replace 3000 series DMUs built 1987-96.

Nos. 3005 and 3006 seen at Elizabeth station on Christmas Day 2020, the last day of full diesel operation on the line. STEVE McNICOL

French Z6400 withdrawn

THE last of French Railways' stainless steel-bodied EMUs was withdrawn in late December.

The 75 Class Z6400 four car 25kV AC EMUs delivered between 1976 and 1978 had spent their entire career working suburban services from Paris St Lazare station.

One set has been kept for possible preservation. Two Z6400 trains are seen at Versailles-Rive-Droite on May 28, 2011. KEITH FENDER

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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Vintage Trains' Ray retires again

THE familiar red neckerchief worn by Vintage Trains driver Ray Churchill is to be hung up following his decision to step down from footplate duties after almost 61 years.

After initially retiring as a West Coast Railways driver in 2016, Mr Churchill was lured back to the main line in 2018 to act as Vintage Trains senior driver. However, the enforced break as a result of Covid-19 has convinced him to step down for good.

Mr Churchill's friend and admirer, Don Benn, said: "I will miss seeing that trademark red scarf and cheery smile when walking up to the engine at the end of yet another great steam performance. He will be greatly missed.

"May he enjoy a long and happy retirement with his wife at their home close to the Severn Valley Railway."

Ray is pictured in classic pose on No. 46100 *Royal Scot* at Bristol Temple Meads on April 27, 2016. DON BENN

After year out, RTC gearing up for the return of 'Great Britain'

IT'S BACK! After missing out on 2020 owing to the Covid-19 pandemic, the Railway Touring Company's 'Great Britain' multi-day steam railtour returns for its 14th incarnation this April.

The 'Great Britain XIV' (GBXIV) kicks off, coronavirus permitting, on April 16 as 'A1' No. 60163 *Tornado* heads the first leg of a high-speed dash Down the East Coast Main Line from King's Cross and Edinburgh.

The Peppercorn Pacific will leave the train at York to be replaced by LMS 'Princess Royal' 4-6-2 No. 6201 *Princess Elizabeth*, which will complete the journey as far as the Scottish Capital.

After an overnight stay in Edinburgh, it is the turn of another Pacific – 'Merchant Navy' No. 35018 *British India Line* – to lead Day 2's leg from Edinburgh Waverley to Inverness. The journey includes a crossing of the famous Forth Bridge, and follows the coastal route through Kirkcaldy and on to Perth, Pitlochry, through the wooded Pass of Killecrankie, up to Drumochter Summit, 1,484 feet above sea level. After miles of climbing, the Bulleid 4-6-2 will descend to Aviemore before tackling the 10-mile climb to Slochd Summit, and then descend once more to Inverness for the second overnight stay.

No. 6233 *Duchess of Sutherland* passes Horse Cove near Dawlish with the Paddington to Plymouth leg of the 'Great Britain XII' tour on April 27, 2019. The Pacific will be returning to Devon and Cornwall with this year's 'Great Britain XIV'. RON WESTWATER

Stirling work

Day 3 (April 18) sees No. 35018 retrace the previous day's route over the Highland Line back through Aviemore as far as Perth, before heading for Stirling via the Strathearn Valley. Two nights will be spent in Stirling, with Day 4 (April 19) being a day of leisure. However, there is an optional excursion with *Princess Elizabeth* over a scenic circular route via Edinburgh, the Forth Bridge and back to Stirling.

Day 5 (April 20) will again feature 'Lizzie' on a southerly route from Scotland back to England. From Stirling the train will run via Cumbernauld to Law Junction, joining No. 6201's former stamping ground on the West Coast Main Line.

The run to Carlisle will take in a descent of Beattock Bank, and after a break in the city the journey will resume, this time behind 'Jubilee' 4-6-0 No. 45690 *Leander*.

The 'Jub' will follow the Cumbrian Coast route south through Workington, Whitehaven and Barrow-in-Furness to journey's end at Grange-over-Sands, where a coach transfer will take passengers on to Bowness-on-Windermere for the night.

Another example of LMS express motive power is lined up for Day 6 (April 21) as 'Royal Scot' No. 46115 *Scots Guardsman* takes the 'GBXIV' from the Lake District to Cardiff via the WCML and the Welsh Marches route.

After skirting Morecambe Bay from Grange-over-Sands, the train heads south through Lancaster and Preston to Warrington, where the 'Scot' will take the Chester line through Frodsham. After Chester come Wrexham, Chirk, Shrewsbury and Church Stretton, then Craven Arms, Ludlow and Leominster, before the loco takes a break in Hereford.

The onward run continues along the 'North and West' line, then on through Abergavenny and Newport to Cardiff.

'Duchess' power

The 'GBXIV' really is one for the LMS enthusiast, as it is 'Princess Coronation' No. 6233 *Duchess of Sutherland* that will take the Day 7 leg from Wales to Cornwall via the Somerset Levels and Dawlish. From Cardiff the 'Duchess' will head to Bristol by way of the Severn Tunnel, then run across the Somerset Levels through Bridgwater and Taunton and up to Whiteball tunnel. Exeter and Dawlish follow before No. 6233 takes on the formidable Dainton Bank, followed by the long climb to Rattery, and on to Plymouth.

The powerful Pacific then enters Cornwall by crossing the famous Royal Albert Bridge, then will negotiate the various twists and turns of the main line as far Penzance, where the next two nights will be spent.

The final day's steam haulage is therefore April 24 (Day 9), which takes No. 6233 and the 'GBXIV' out of Cornwall and back to London. For part of the journey the 'Duchess' will retrace the outward leg as far as Taunton, but then take the 'Berks & Hants' line to Reading. After stopping to set down passengers, the train will continue via Ascot towards London, with the ultimate destination being Victoria.

Premier Class tickets are priced at £3,495 which includes eight nights' accommodation, six breakfasts and six evening meals plus three lunches and transfers. A single supplement in Premier costs £395, while the 'Firth of Forth Explorer' option with No. 6201 is priced at £289. First Class seats are £2,695 which includes breakfasts, morning and afternoon tea, a light meal and transfers. The 'Firth of Forth Explorer' option in First Class costs £199, while a single supplement is £350.

For full details visit www.railwaytouring.net/the-great-britain-2021

Further tour cancellations revealed as lockdown continues to hit charter market

THE railtour market has once again been hit by the national lockdown measures, seeing a number of tours cancelled or postponed during February.

The industry suffered greatly as a result of the coronavirus pandemic last year; promoters including UK Railtours, Pathfinder Tours, the Railway Preservation Society of Ireland and Vintage Trains electing to sit the year out and resume operations this spring.

Others such as Steam Dreams, the Railway Touring Company and West Coast Railways announced tours but were later forced to cancel / postpone them, while Belmond withdrew its 'Grand Hibernian' operation from Ireland completely.

Tornado change

One of the first to announce a postponement this time was Tornado Railtours, which was due to run two Valentine's circular tours with 'A1' No. 60163 from York on February 13. These are now to be rescheduled for later in the year.

The Railway Touring Company, meanwhile, has pulled five fours from its February programme, these being the two 'Winter Cumbrian Mountain Expresses' on the 6th and 27th, the 'Valentine's Bath & Bristol Express' on the 13th, the 'Cotswold Venturer' to Worcester on the 20th and the 'Cotton Mill Express' and the 27th. Subject to a lifting of lockdown, RTC's first train of the year will be the 'Yorkshireman' from Ealing Broadway to York on March 6.

Saphos Trains had two tours booked for February – the 'Lakelander' from Crewe to Carlisle on the 13th and the 'Welsh Marches Express' from Crewe to Cardiff on the 27th. At the time of writing in early January, Saphos Trains was still to make a decision on whether to postpone the trains or not. If it does postpone the tours, its next trip is likely to be the 'North Wales Coast Express' on March 6.

Pullman switch

Saphos' sister company, Midland Pullman, has rescheduled its booked outing for the Blue Pullman-liveried HST set. The 'Settle & Carlisle Pullman' that had been due to run between St Pancras and Carlisle on January 16 has been transferred to May 8, while a second Carlisle train from Bristol on February 6 has been rescheduled for June 12.

Additionally the luxury train operator, Northern Belle, has cancelled four booked circular tours form York (11th), Chesterfield (12th), Coventry (13th) and Crewe (14th). At the time of writing Belmond had made no announcement concerning its 'British Pullman' operation.

FEBRUARY/MARCH: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
February				
5	British Pullman	London Victoria circular	35028	BEL
13	Lakelander	Crewe-Carlisle	46100 or 34046	ST
27	Welsh Marches Express	Crewe-Cardiff	46100 or 34046	ST
March				
6	North Wales Coast Express	Crewe-Holyhead	46100 or 34046	ST
6	Flying Scotsman	Liverpool Lime St-Carlisle	60103	WCRC
6	Yorkshireman	Ealing Broadway-York	60163	RTC
10	William Shakespeare	Crewe-Stratford-upon-Avon	46100 or 34046	ST
13	Cumbrian Coast Express	Carlisle-Carnforth	46115/35018/45699	RTC
14	Steam Dreams Excursion	London Paddington-Winchester	61306	SD
20	Railway Roundabout	Tyseley-Leicester	7029	VT
20	Edinburgh Flyer	York-Edinburgh	60163	RTC
20	British Pullman	London Victoria circular	35028	BEL
20	Cheshireman	London Euston-Chester	46115/35018/45699	RTC
27	Welsh Marches Express	Crewe-Cardiff	46100 or 34046	ST
27	Wensleydale Railway	Carnforth-Redmire	46115/35018/45699	RTC
27	Mancunian	London Euston-Manchester Piccadilly	46115/35018/45699	RTC
31	Flying Scotsman	Manchester Victoria-Carlisle	60103	WCRC

FEBRUARY/MARCH: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
February				
6	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
10	British Pullman	London Victoria-Bath	DBC Class 67 x2	BEL
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
March				
5	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
10	British Pullman	London Victoria-Bath	DBC Class 67 x2	BEL
12	Northern Belle	York circular	WCRC Class 47/57	NB
12	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
13	Northern Belle	Glasgow circular	WCRC Class 47/57	NB
13	Settle & Carlisle Circular	Stoke-on-Trent-Carlisle	LSL Class 47s	SR
14	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
14	Northern Belle	Manchester Victoria circular	WCRC Class 47/57	NB
20	West Highland Statesman (Day 1)	Milton Keynes-Fort William	LSL Class 47s	SR
20	Whitby Jet	Finsbury Park-Whitby	Blue Pullman HST	MP
20	Northern Belle	Hull-Edinburgh	WCRC Class 47/57	NB
21	West Highland Statesman (Day 2)	Fort William-Mallaig	LSL Class 47s	SR
22	West Highland Statesman (Day 3)	Fort William-Milton Keynes	LSL Class 47s	SR
24	British Pullman	London Victoria-Bath	DBC Class 67 x2	BEL
26	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
27	Cotswold Lion	Peterborough-Worcester	TBC	UKR
27	Northern Belle	Crewe circular	WCRC Class 47/57	NB
27	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
28	Northern Belle	Preston circular	WCRC Class 47/57	NB
31	Portsmouth Harbour Statesman	Doncaster-Portsmouth	LSL Class 47s	SR

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

UKR – UK Railtours
01438 715050

VT – Vintage Trains
0121 708 4960

WCRC – West Coast Railways
01524 737751

COVID-19

- NOTE: This list was current at the time of writing in early January. 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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Double-headed 'Choppers' set to feature for Vintage Trains this year

VINTAGE Trains (VT) railtours may be best known for having a 'Castle', 'Hall' or even a pannier or two 'up front', but this year the Tyseley-based operator is adding Class 20s to its charter programme.

Details of VT's planned tours for 2021 were released in December (*RM*, January), with double-chimney 'Castle' No. 7029 *Clun Castle* playing a prominent role, along with guest appearances from 'Jubilee' No. 45596 *Bahamas* and 'Princess Coronation' Pacific No, 6233 *Duchess of Sutherland*.

Notable departure

The programme includes familiar routes and new ground, as well as a welcome return for the 'Shakespeare Express', but of particular note was the inclusion of two tours that will be worked by double-headed '20s' from the main line certified fleet owned by Michael Owen.

The first is the 'Jolly Fisherman' on July 10, which revives the once-regular Class 20-hauled summer Saturday workings to Skegness. The train will start from Tyseley Warwick Road, picking up at Coleshill Parkway, Nuneaton, Leicester and East Midlands Parkway before continuing through Nottingham and onwards to the east coast.

The second of the 'Chopper'-hauled tours marks VT's first venture on the steeply graded Heart of Wales Line. This is the appropriately named 'Heart of Wales Explorer', which takes the '20s' from Tyseley to Cardiff and back.

Starting again from Tyseley Warwick Road, the 'Explorer' will make no other pick-ups as it heads west through Worcester and onward towards Gloucester.

The train will then head through the Forest of Dean and over the Welsh border to Chepstow, continuing past Newport, Cardiff and through South and West Glamorgan.

Heart of Wales route

At Swansea the Class 20s branch off at Llandeilo Junction, and again at Morlais Junction to join the Heart of Wales Line as far as Llandrindod Wells, where an afternoon break will be taken.

Once the journey resumes, the train continues along the Heart of Wales Line to Craven Arms, where it will join the Welsh Marches route to Shrewsbury, then loop back to Tyseley through Wolverhampton, Bescot, and Birmingham New Street.

Prices start per person at £119 in Tourist Class; £169 in Club Class; or £229 in Pullman Class (which includes full Pullman dining). Private compartments are available for up to six people from £850. For full details and booking information visit www.vintagetrains.co.uk

The Saturday-only loco-hauled runs to Skegness were a 'must' for many enthusiasts in the 1980s, regularly featuring pairs of '31s' or '20s'. Here Nos. 20160 and 20180 head towards 'Skeggy' from Sleaford on August 14, 1983. JOHN CHALCRAFT/RAIL PHOTOPRINTS

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Ivatt 4MT 2-6-0 No. 43106 works hard through the snow near Orchard crossing on the approach to Bewdley on the Severn Valley Railway with a post Christmas train from Bridgnorth to Kidderminster on December 28, 2020. JACK BOSKETT

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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

SIDELINES

Class 91 and Mk4 sets are stood down

AS REPORTED in the January issue, LNER's fleet of Class 91 and Mk4 carriages has been temporarily stood down until June.

With the closures of the East Coast Main Line at Werrington, where a new dive under is being slid into place (see p70), and also London King's Cross – for reinstating a line through a disused tunnel and trackwork changes – LNER can manage its operations with the 'Azuma' fleet.

The downtime for the 'IC225' trains will allow overhaul and maintenance work to be carried out ahead of an expected upturn in passenger traffic by the summer.

CrossCountry releases first lengthened 'Turbostar'

THE first of six two-car CrossCountry Class 170 'Turbostar' DMUs to be lengthed to three cars has been released into traffic. The six donor trailer vehicles are coming from West Midlands Class 170 units.

Vehicle No. 56635 has been inserted into XC set No. 170523 which has been released to traffic and renumbered 170623. The remaining CrossCountry sets Nos. Nos 170518-522 will be renumbered 170618-622 as they gain the extra coach.

As the West Midlands sets lose the third vehicle, they too will be renumbered in the two-car 1705xx series, but at a future date will transfer to East Midlands Railway when sufficient CAF Class 196 DMUs have been delivered.

Approval from ORR for TfW Vivarail unit

THE Office of Rail and Road (ORR) has approved Vivarail Class 230 No. 230009 for use with Transport for Wales. The set is intended for Wrexham-Bidston services.

The ORR has also approved the use of dual voltage Class 710 Nos. 710274 to 710279 for single and multiple operation on the North London line and West London lines.

Traction motor donation

CREWE Heritage Centre's Class 87, No. 87035, was moved the short distance to and from Locomotive Services Ltd where the loco has donated its traction motors for use in LSL's main line loco No. 87002 *Royal Sovereign*.

Restyled Class 387s take over Heathrow Express

USE of the Siemens/CAF Class 332 Heathrow Express (HEX) sets came to an end on December 28 when the sets operated on their final duties after 22 years' use.

Replacing the 14 sets – five sets were five cars, the remainder four – are a dedicated fleet of 12 four-car Class 387s drawn from the 45 sets delivered to GWR. The HEX sets are Nos. 387130-141.

Entering service from December 29, these 12 sets have undergone a special internal refurbishment and external livery restyle for the airport work.

Inside, the fleet has been up-cycled from the GWR style, with upgraded interiors fitted out to a high and exacting standard featuring the Heathrow Express purple colour scheme.

Passengers will also have a more comfortable journey with more space for wheelchair users, double the number of toilets and a continuous gangway through the whole train which was not possible with the 332s. In addition, Business First passengers will enjoy worktables and extra legroom. There are USB plugs with every plug socket, making it easier for international passengers to charge devices while they travel. The trains also feature fast on-board 4G enabled Wi-Fi, which will work continuously across the Heathrow complex.

Above: An example of the Business First accommodation

Left: The standard class seats are similar style as the seats in GWRs Class 387s but with a purple moquette in line with the operator's house colours.

Above: In its new Heathrow Express livery, set No. 387130 sits in the depot yard at Reading. DARREN FORD

Right: Farewell to the 332s. On December 26, two days before withdrawal, set No. 332010 is working the 15.12 Heathrow Airport Terminal 5 to London Paddington, and is seen at the airport. The set has since been sent for scrapping. JAMIE SQUIBBS

Flight updates

Every carriage has more and improved TV screens showing live flight and rail connection updates, daily news highlights and shopping deals at Heathrow. A return to the 15 minute frequency is planned once coronavirus restrictions ease.

Externally, the trains carry a new livery, but will remain compatible with the rest of GWR's '387' fleet in the event of rescue needs. The trains are fitted with ETCS (European Train Control System) in-cab signalling technology which is also used by Class 345 Crossrail EMUs.

The Class 332s were introduced from 1998 but the dedicated airport express trains were never fitted with AWS or TPWS equipment, relying on ATC (Automatic Train Control) for the 16¼ mile journey between London Paddington and Heathrow Airport.

Scrapped

As such they were always regarded as non-standard. By January 20, half of the '332' fleet had been scrapped, six at Sims Metals, Newport and one at Sims Peterborough. The scrapped sets are Nos. 332002/3/5/7/10/12/14.

Heathrow Express has said the sets will be named after world cities and is running a competition with Heart Radio listeners to select the names. The competition closes on February 7 – see https://win.heart.co.uk/heathrow-express-2021

Import could mean expansion of GBRf Class 66 fleet

A FURTHER expansion of GB Railfreight's Class 66 fleet is on the cards after the Office of Rail and Road authorised the conversion of up to 14 Class 66s imported from Europe to meet UK specifications.

The extra locos are detailed in a letter on the ORR website to leasing company Beacon Rail, which will include a replacement for No. 66734 which was cut up on the shores of Loch Treig in 2013 after it was derailed by a landslide and was unrecoverable.

Following on from the announcement of five Class 66s being imported from Europe last year, (to become 66793-797), the last of the 'conversion' locos, which will become No. 66797, arrived at Immingham on January 13 and was taken to EMD at Longport. These conversions will emerge during the year.

Other numbers in the sequence approved by the ORR are Nos. 66798/799 and 66351-360.

Future scope

It should be stressed that while the ORR has authorised 14 conversions, it doesn't mean GBRf will necessarily acquire this number of locos, but it does provide scope for future expansion.

The source of the locos is unknown, however, Beacon Rail owns more than 40 Class 66s in mainland Europe. In Scandinavia some of the '66s' are being replaced by Stadler 'EuroDual' bi-mode locos, so could in theory become available.

Former Heavy Haul Power International (HHPI) Class 66 No. 29005 *Ted Gaffney* is shunted at EMD Longport by 08922 on January 7 this year. The loco will emerge from the works as GBRf No. 66794. HHPI No. 29005 is a low-geared loco with a 60mph max speed as is No. 29004 which is being converted to No. 66793 at Roberts Road, Doncaster. STUART J HOOD

EMR reveals further details of 'Aurora' trains

The proposed external styling of the Class 810 'Aurora'.

By Tony Miles

EAST Midlands Railway has released final details of the interior layout and seating for its Class 810 'Aurora' bi-mode fleet which are starting to be built by Hitachi, Newton Aycliffe.

Financed by Rock Rail, 33 five-car sets are being constructed with the first sets due to enter service early in 2023.

Based on the Class 80x AT300 designs already in service, the Aurora sets are being seen as a completely new product as vehicles will be 24m long rather than the usual 26m. This will allow a 10-car train to fully fit into St Pancras station.

Each set will have four diesel engines, each rated at 735kW, rather than the three 700kW engines used in other five-car AT300 sets. The higher output will mean that even under diesel power, the 'Aurora' can match existing Class 222 Meridian schedules.

Styling for the first class seating on the 'Aurora' with a mix of grey and purple. Plug sockets are between the seats.

There's a similar colour scheme in standard class, albeit to a different seat style.

Increased comfort

The sets will feature other design changes, including a slightly different cab and front lighting, larger information screens, heated floors (in place of bodyside heaters), new luggage racks and luggage stack designs and additional onboard toilets. Capacity will be 254 standard and 47 first class seats with improved legroom and a more comfortable seat rake compared to other new trains. This will be achieved through the use of more airline-type seating rather than bays. The first class driving vehicles will include a galley similar to those fitted to the TPE and Hull Trains Class 802 sets with space for a catering trolley provided in the motor composite vehicle. EMR says the redesigned luggage racks will provide plenty of storage space.

Focusing on the seats, EMR says it have opted for an improved version of the design used on the Stadler 'Flirt' sets operated for Greater Anglia.

Recognising that 'what's comfortable to one person isn't necessarily comfortable to another, EMR has considered the ergonomics, centreline profile, firmness and cushions as well as the overall look.

While the seats and even the headrests are slightly larger and more sculpted, the use of horizontal trimming for the coverings will also add to a greater perception of width against the bland 'single piece of cloth' found on other Class 80x trains. A continuous cushion across pairs of seats also gives an impression of width.

Hitachi points out that these will be the first trains to have bodyshells welded together from panels at Newton Aycliffe, and then painted, rather than arriving from Japan ready assembled. The sets also feature more UK content than any previous designs.

The first of five pre-series sets is due off the production line in the summer for testing, however, the number of design changes will require a more extensive test programme, including crash testing.

The company is identifying routes which will need to be gauge cleared for the sets both for regular service and also for engineering diversions. EMR says this should include the routes to Norwich and Crewe, but not between Sheffield and Liverpool despite this being cleared for Class 222 Meridians which provide additional capacity for major events such as the Grand National.

In terms of configuration, the centre trailer car will hold the transformer with the four other vehicles – two at each end – carrying diesel engines which will be the first to meet the latest Stage V emissions standards with much reduced levels of nitrous oxide (N2O) emissions. The electric traction motors will be fitted to the second and fourth vehicles with pantographs fitted to each of the end cars.

Preparation

Work to prepare Derby Etches Park depot for the new trains will begin at the end of this year or in early 2022. An additional heavy maintenance road will be created and new carriage wash plants installed. Fuel road improvements with new AdBlue equipment will also be provided.

An automated vehicle inspection system for bogies and brakes will be installed and a short length of 25kV OLE will be provided to permit sets to be tested and move a very short distance. Work will also be carried out at Cricklewood depot, again including the provision of AdBlue equipment and new fuelling facilities.

EMR is aiming to have the whole fleet in service by the end of 2023, subject to any ongoing Covid restrictions.

Ex-Grand Central '90s' head back to Crewe

AFTER use for carriage-heating at Wembley, two of the Class 90s intended for the Grand Central Blackpool North-Euston open access operation, Nos. 90026 and 90028, return to Crewe past Apsley on December 28. The ongoing Covid-19 pandemic forced Grand Central to make the decision in September 2020 to abandon its Blackpool plans. ALISDAIR ANDERSON

Mendip Class 59 spend New Year in Leeds for repairs

IN ITS Aggregate Industries livery, Freightliner Class 59 No. 59005 *Kenneth J Painter* sits on accommodation bogies at the company's Leeds Midland Road depot on December 22 with its own bogies away for overhaul or repair. The loco had been positioned by the radio controlled tug in the distance. Other Class 59s, Nos. 59103 and 59104, also spent Christmas and New Year in Leeds undergoing unspecified work. PAUL E GASH

Class 90s take a trip across country

TWO unusual workings have led to Class 90s being seen away from electrified lines.

On January 7, Freightliner Nos. 66587 and 66546 top-and-tailed Class 90 Nos. 90048, 90012 and 90016 on their return to Crewe Basford Hall depot after tyre turning at Freightliner's Leeds Midland Road depot. The working was via the Calder Valley and Copy Pit route, re-joining the West Coast Main Line at Farington Jct. The ensemble is seen at Portsmouth on the climb to Rose Grove.

Then on January 12, No. 66597 *Viridor* was used to haul Nos. 90045 and 90009 dead-in-tow in the consist of the 08.01 Felixstowe North to Crewe Basford Hall container train, saving train paths on other routes. The view is of the working passing Asfordby near Melton Mowbray.

OLIVER SMITHSON (ABOVE) AND PAUL A BIGGS (BELOW).

Welsh Class 143s get a stay of execution

USE of Class 143 units in South Wales is set to continue after the DMUs were granted a further dispensation to operate.

Although the trains do not meet the new accessibility regulations which took effect from January 1, Transport for Wales has approval to use units up to May 31. This is because insufficient replacement Class 769 units are available for the Valley Lines services.

Preservation

GWR, which also operated Class 143s, withdrew the last at then end of 2020. Two units, Nos. 143603 and 143612, are destined for preservation at the Vale of Berkeley Railway, Gloucestershire.

A number of TfW's Class 142s, which had been withdrawn towards the end of 2020 and stored at Landore, have been dispatched for scrap at Sims Metals, Newport. By late January, 39 of the Class 142s operated by TfW and previously Northern, have been scrapped. More than 20 have been preserved, some for future use, others will be re-purposed.

Freightliner 86 workings end for the moment

Running as reporting number 4Z47 instead of 0Z47, running solo, Freightliner Class 86 No. 86639 applies the power through Cheadle Hulme on January 12 with wagons from Trafford Park to Crewe Basford Hall. JACK BROWN

USE of Freightliner Class 86/6s on intermodal working was expected to cease in early January, with their replacement being the 13 Class 90s acquired from Greater Anglia.

Although the last 'official' day was January 5, there were reports of a pair being used on route learning duties between Crewe, Wembley and Ipswich.

On January 12 No. 86639 was used, unusually, to work solo rather than as a pair, from Trafford Park to Crewe Basford Hall, then on January 20, Nos. 86608/639 worked a train from Ipswich to Trafford Park.

With many of the class having been in service for around 55 years, while their withdrawal was expected, Freightliner does see a future for them. Eight of the nine locos – Nos. 86604, 86607, 86608, 86609, 86613, 86632, 86638 and 86639 – have been placed in warm store for possible use. One loco, No. 86637 is in longer term storage.

Freightliner's head of corporate communications Lynn Crump told *The RM*: "The locos are being retired from service until they can be overhauled and re-introduced as Freightliner expands its electrically hauled services."

With Network Rail submitting its proposals for future electrification schemes, additional locomotive resources may be needed to work these routes and to refurbish and re-introduce the Class 86s could be a more cost effective option than buying new.

First Class 707 transfers across to Southeastern

AHEAD of the introduction of Class 701 'Aventra' EMUs by South Western Railway, the first Class 707 EMUs have started the transfer process to Southeastern.

Having made an initial move from Wimbledon to Grove Park depot on January 9, unit Nos. 707003 and 707004 then went forward to Ashford down sidings the following day, January 10 and are seen en route at Paddock Wood.

Southeastern is taking on all 30 five-car units which entered service with South West Trains on August 17, 2017, just three days before the franchise transferred to South Western Railway.

Lower leasing costs on the Class 701s are one of the reasons behind the decision not to retain the Class 707s. Whether any work to change the internal or external appearance of the '707s' to be more in line with other Southeastern units is not currently known.

HOWARD LEWSEY

WAGON REPORT

by S F Lappage

CHINESE rolling stock is exported worldwide. However, UK buyers have preferred to import new wagons from Germany, Poland and Romania.

A breakthrough came in spring 2017 when London Underground (LUL) ordered 71 infrastructure wagons from CRRC Shandong.

They were meant to modernise LUL's elderly engineering fleet, especially vehicles used for maintenance and renewal of deep tube lines. Difficulties with the specifications meant that the quick delivery normally expected from Chinese firms has not been possible.

It was intended that seven pre-production wagons would arrive by the end of 2019, with the order completed in 2020. However it was not until September last year that the first four vehicles were delivered. Testing of the new stock is now underway.

Conventional side buffers, screw couplings and low track force bogies are fitted allowing the wagons to run over Network Rail trackage.

To maximise capacity in ballast open wagons that form the bulk of the order, small diameter wheels are used to allow a low floor. They will be Nos. BW 001-066.

There will also be a small batch of five multi-purpose bogie flat wagons, Nos. FW 001-005.

Network Rail IEA Open No. 31 70 5892 039-6. S F LAPPAGE

Recently delivered stock has come from Kirow of Leipzig, comprising a pair of ZOA coded KRC 250LUL heavy duty track laying cranes, Nos. 99 70 9319 014-5/ 015-2 and a rake of IFA tilt-table switch and crossing panel carriers, Nos. 99 70 9358 001-4/ 002-2/003-0/ 004-8/005-5/006-3/ 007-1/008-9. Both of these orders arrived in November 2019.

A pair of modern Matisa B45 switch and crossing tampers arrived in 2016, Nos. TM 775/776, which also carry European identities Nos. 99 70 9128 003-9/004-7. They are built to the SSR structure gauge and have buckeye couplers.

A former mainline wagon to see use on the Sub-Surface Railway (SSR) was No. CM 932. Formerly GBRf/Transplant FEA flat No. 640932, it was rebuilt in 2016 to carry a cement mixer. This was used in a project to relay a section of the Metropolitan line with paved track in order to improve drainage.

Known as the B2F, Baker Street to Finchley Road project, it was completed in 2019 and

Balfour Beatty Crane No DRP 78215 at Bescot. S F LAPPAGE

the cement mixer removed.

Other equipment used on this project were two railvac sets, coded 'Disab 1/2', comprising general purpose wagons Nos. GP 912/932 fitted with hoppers, Nos. JLE 1/2 fitted with Palfinger cranes, plus cement mixer flats Nos. CM 951/954/ 955 and match wagon No. MW 958 built in 1987 by Procor, Horbury.

Turnover of track machines tends to be more rapid than for other types of rolling stock. Equipment is generally replaced after 15-20 years of use, superseded by more advanced machines. Rather than being scrapped the redundant stock is often sold on, mainly to foreign buyers.

A recent export has been Plasser & Theurer ZWA-B type 08-16-RT plain line tamper No. DR73804 'James Watt'. Built in Austria in 1997 as works No. 2835 it was delivered to First Engineering, later trading as Babcock Rail and finally SB Rail.

Also sold overseas is Colas ZWA-K Plasser & Theurer 08-16/4x4C-RT switch and crossing tamper/liner No. DR 73912 'Lynx', originally delivered in 1999 as works No.2884 to Amey Infrastructure Services.

Stock Update Track Record

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Passing Winterbourne, GBRf Class 66 No. 66704 *Colchester Power Signalbox* hauls Heathrow Express EMU Nos. 332007 and 332010 from Old Oak Common depot to Sims Metals, Newport Docks for scrapping on January 12. JACK BOSKETT

POOL CODES

ERSL Eastern Rail Services Locomotives

LOCOMOTIVES

Allocations
08870 MBDL-ERSL
31452 HTLX-ERSL
43045 SBXL-COTS
43047 NL/EMPC-HQ/SBXL
43049 NL/EMPC-HQ/SBXL
43073 NL/EMPC-HQ/SBXL
43081 NL/EMPC-HQ/SBXL
43277 NL/EMPC-HQ/SBXL
43290 NL/EMPC-HQ/SBXL
43296 EC/IECP-HQ/SCEL
43299 NL/EMPC-HQ/SBXL
43308 EC/IECP-HQ/SCEL
43314 EC/IECP-HQ/SCEL
43318 EC/IECP-HQ/SCEL
60004 Off registration
60014 Off registration
60018 Off registration
66098 WBRT-WBAE
66099 WBRT-WBBE
66111 WBRT-WBAE
66151 WBRT-WBAE
66161 WBRT-WBAE
66186 WBRT-WBAR
66194 WBRT-WBAR
66199 WBRT-WBAE
66604 FD/DHLT-LD/DFHH
68026 TPEX-TPCF
68027 TPCF-TPEX
68028 TPCF-TPEX
68030 TPCF-TPEX
70004 FD DHLT-LD/DFGI
86604 CG/DFNC-FE/DHLT
86607 CG/DFNC-FE/DHLT
86608 CG/DFNC-FE/DHLT
86609 CG/DFNC-FE/DHLT
86637 CG/DFNC-FE/DHLT
86638 CG/DFNC-FE/DHLT

Names removed
57305 *Northern Princess*

Stored/stopped locations
Basford Hall:
86604/07/08/09/37/38
Derby RTC: 43290/99
Doncaster Belmont: 91127
Ely: 43296, 43308/14/18, 43423/65/67/68/80/84
Gresty Bridge: 20303
Studley: 37674

Operational
43045, 66604, 70004

MULTIPLE UNITS

Allocations
153311/76/81/83/85 NM/EMHQ-HQ/SBXH
153318/68 HQ/SCEC-CF/HLHQ
317505 IL/EBHQ-HQ/SCEC
317670 IL/EBHQ-HQ/SCEC
317656/61/64 Off registration – scrapped
317714/29 HQ/SCXH-IL/EBHQ
332002/03/05/12/14 Off registration – scrapped
360101-10/12-21 IL/EBHQ-BF/EMHQ
397001/12 TPEC-TPEB
442401/07/12/21 Off registration – scrapped
701016/18 newly delivered HQ/HYHQ
707003/04/05/06 WD/HYHQ-SG/HUHQ
720537/38/43/48/56 HQ-IL
720560/62 newly delivered HQ/EBHQ
802207-10/17-19 EAHQ-TPEA

Liveries
Cross Country: 56630-35
Northern: 150127, 150209, 156447, 158855
SWR: 444016/32, 450026/39
TfW: 175102
Anti trespass vinyls: 350108

Names removed
319011 *John Ruskin College*

Renumbered
153306/09/10/ 21/35/68/72/74/82-153906/09/10/21/35/68/72/74/82
170520-170620

Formations
170620: 50520+56632+79520

Now in nine-car formation
345047

Now in passenger traffic
720537/38/43/48/56

To be preserved
Isle of Wight Steam Railway: 483007
LT Traction Group, Epping Ongar Railway: 483006/08

Stored/stopped locations
Birch Coppice: 319373
Cardiff Canton: 142010/69/72/75/76, 153318/74, 796426 (71797+62916+77341 3 cars)
Harwich Parkeston Quay: 317509, 317649
Landore: 142006/10/69/75/77/80/81/83/85, 143611/20/21
Nemesis, Burton-on-Trent: 153311/76/81/83/85, 769946
Old Oak Common: 332001/04/06/08/09/11/13
Ryde: 483002/04/06/07/08/09, 484001
Wensleydale Railway: 142018/78/87
Worksop: 144012/15/21

Disposals
C F Booth, Rotherham: Cut dates: January 8: 71282; January 12: 71410; January 13: 64464; January 18: 71390
Raxstar at Eastleigh Works: Arrival date: January 21: 317514, 317653. Cut dates: December 17: 71749; December 21: 77215; January 4: 62861 (all three from 317664; January 5: 77002; January 7: 62663; January 11: 71579; January 13: 77063 (all four from 317503); January 18: 77237; January 19: 71752 (both from 317666).
Sims Metals, Newport: Arrival dates: January 12: 332007/10; January 18: 142082; January 19: 142002; January 20: 142074, 55723 (142073); January 21: 55769 (142073), 142076; January 22: 142072

HAULED COACHING STOCK

Allocations
9806/10 ERSO-ERSH
11095 SBXH-ERSO
11501/05/10 EAHQ-TPEC
12701-03/13-15/28-30 EAHQ-TPEC
12801/05/10 EAHQ-TPEC
40204/05/21 NL/EMHQ-HQ/SCEC
40700/08/41/49/53 NL/EMHQ-HQ/SBXH
40735/37 NL/EMHQ-HQ/SCXH
41008/34 Off registration – scrapped
41039/40/44/90 NL/EMHQ-HQ/SCXH
41046/61/63/64/67/69/71/72/77/79/83 NL/EMHQ-HQ/SBXH
41113/17/59 NL/EMHQ-HQ/SBXH
41126/40 IS/HAHQ-HQ/SCXH
41128 Off registration – scrapped
41204-09 NL/EMHQ-HQ/SCEC
42057/58/59/63/64/65 NL/EMHQ-HQ/SCXH
42060 Off registration – scrapped
42100/19/20/21/24/30/39/40/41/51/52/53/55/56/57/64/65 NL/EMHQ-HQ/SBXH
42127/89 NL/EMHQ-HQ/SCXH
42197 Off registration – scrapped
42220/28/30/86 NL/EMHQ-HQ/SBXH
42284 Off registration – scrapped
42322/29/37/84 NL/EMHQ-HQ/SBXH
42361 Off registration – scrapped
42401/02/04/05/07/08 NL/EMHQ-HQ/SCEC
42505/07/15/16/52/73 Off registration – scrapped
42584-86 NL/EMHQ-HQ/SCEC
44019 NL/EMHQ-HQ/SCXH
44020 SCEC-SCXH
44022/43 Off registration – scrapped
44041/47/48/50/51/54/85 NL/EMHQ-HQ/SBXH

Now in passenger traffic
TP01/05/10

Formations
GW02: 48134+48104+49102
GW04: 48111+48110+49104
GW12: 48105+48112+49112
GW13: 48135+48106+49113

Stored/stopped locations
Bounds Green: 10306/13, 11285/86, 11313/15, 11413/15, 12226/28, 12309/11, 12409/24/30/42/69, 12515, 82213/14
Doncaster Belmont: 10324, 11288, 11317, 11417, 12223, 12303, 12427/32/44, 82225
Gascoigne Wood: 40749/51, 41046/64/66/ 77/97/98, 41117/51/52, 42100/24/51/53/64/65/82/90, 42220/30/40, 42354, 44047/85
Great Yarmouth: 1210, 6700/02/04/07, 9802/04/05/07/09, 10212, 10501/02, 10600/99
Ely: 40204/05/21, 41204/05/06/ 07/08/09/21, 42401/02/04/05/07/08, 42584/85/86
Neville Hill: 10333, 11284, 11312, 11412, 12212, 12330, 12404/26/31, 40705/40/49/51, 41046/64/ 66/77, 41117/90, 42100/16/24/ 28/51/53/64/65/86, 42220/30, 42354, 44047/77/80/85, 82212

Disposals
EMR Kingsbury: Arrival date: December 23: 40735, 41039/40, 42057/58/59, 42189, 44019
Sims Metals, Newport: Arrival dates: January 14: 40737, 41044/90, 42063/64/65, 42127, 44045. January 18: 40700, 41069/79, 42152/55/56/57, 42384, 44041

The end of Class 143 operation in Devon was followed on December 30 with a move of the the final three, unit Nos. 143603,143618 and 143617 with Class 150/2 150207 on the rear, from Exeter depot to St Philips Marsh, Bristol. The ensemble is passing Silverton between Exeter and Tiverton Parkway. DAVID TOZER

STOCK CHANGES CORRECT AS OF JANUARY 24, 2021.

Traction Portfolio Track Record

No snow at Colton Junction, York, but a thawing frost on the morning of December 31 as GB Railfreight's No. 60096, still in Colas colours, passes with the 06.20 Tyne Dock to Drax power station biomass working. CHRIS GEE

Snow has affected many parts of the country, but others have been left untouched. Here, a CrossCountry 'Voyager' working the 10.35 Bristol Temple Meads-Glasgow Central approaches Ashchurch for Tewkesbury station on its way north on December 28 last year, passing GWR Class 158 No. 158951 which had just departed with 10.41 Great Malvern to Brighton train. JACK BOSKETT

GBRf's No. 66746, one of two special Royal Scotsman liveried locos, works through Glen Falloch on January 8 with empty alumina wagons returning to North Blyth from Fort William. Last November Alvance Aluminium, which owns the smelter in Fort William, announced plans (subject to planning approval) for a new aluminium canning plant to package highland water. JOHN WADDINGTON

A dramatic view of Ais Gill, Wild Boar Fell and Mallerstang Edge as DRS Class 66 No. 66431 approaches the summit of the climb from Kirby Stephen on December 30 with a Carlisle to Crewe engineer's working. TOM PICKLES

A surreal view of the Kent estuary with ice, snow and mist evident as Class 195 No. 195103 crosses Arnside viaduct with the 07.27 Manchester Airport to Barrow-in-Furness on a snowy January 9. What is also remarkable is this is a picture taken with a mobile phone. BARRY PETERS

Operations Track Record

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Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.

Plenty of activity at Bristol Temple Meads on January 17 as CrossCountry Voyager No. 220016 arrives with the 10.49 Paignton-Birmingham New Street working. On the right are Turbo units Nos. 166205 and 166203 as well as an SWR Class 159.
JACK BOSKETT

RHTT

THE RHTT season along the southern section of the Midland Main Line continued into December with the locos used for the 3J92/23.19 Toton TMD-West Hampstead North Junction and 3J93/12.01 return being 66116+66060 on December 1, 2, 6, 9, and 11. The season ended on December 12.

AVANTI WEST COAST

FOLLOWING flooding and a landslide in the Beattock area on December 18, the WCML was closed, with buses replacing services between Carlisle and Glasgow/Edinburgh.

ALTHOUGH Covid travel restrictions were in place, Avanti West Coast ran a few additional services on December 24. The 08.16 (actual dep 09.07) from Preston to Glasgow (1Z37) was worked by Class 390 No. 390156; the 08.30 Euston to Glasgow (1Z92) was operated by No. 390115 and the 10.00 Glasgow to Euston (1Z53) was formed of Class 221 Nos. 221114 and 221143.

Further additions followed on December 29 with a 10.30 Euston to Glasgow (1Z93) worked by Class 390 No. 390114 and the 14.00 Glasgow to Euston (1Z84) with No. 390152.

NEW Year's Day saw 200 yards of track replaced on the WCML in the Euxton Balshaw Lane area. Locomotives reported present, all Class 66, were Nos. 66545+66599+ 66536, that all went back to Crewe via Chorley following a run round at Preston, and Nos. 66590+66780+ 66742, that all went to Carlisle.

The following day Nos. 66742 and 66780 ran south from Carlisle to Tuebrook Sidings in Liverpool.

LNER

ON THE morning of December 28 OHLE damage occurred somewhere between Berwick and Morpeth.

Class 801 No. 801222 on an Edinburgh-London working (1E02) sat in the middle of Wooden Gate loop for over 75 minutes; southbound Class 43 Nos. 43301 and 43304 on Edinburgh-Plymouth (1V50) had to cross over at Little Mill and run wrong road and use platform 2 at Alnmouth and was sitting alongside the Azuma for some time before running wrong road south and reached Morpeth 75 minutes late.

Reports suggest that No. 801208 working 1Y14/06.00 Berwick-upon-Tweed to King's Cross ended up with the OHLE striking the windscreen, and the train was stuck near Widdrington.

Reports indicate the situation was still ongoing at mid-day.

GWR

GREAT Western operates a few services that can be considered as parliamentary trains. One such service is the 2R23/16.03 from Filton Abbey Wood to Bath Spa, which rather than running into Bristol Temple Meads and reversing takes the down Bristol loop from Dr Day's Junction to Feeder Bridge Junction.

A journey from Filton Abbey Wood to Bath Spa using train 2R23 was made on Wednesday, December 9 when the down Bristol loop was traversed in the last of the daylight. The train was formed of Class 166 No. 166214.

The lineside vegetation on the down Bristol loop scraped along the side of the train in the best railtour tradition.

A JOURNEY from Westbury to Weymouth on Wednesday, December 9 was made on the 07.08 from Worcester Shrub Hill to Weymouth. The train was formed of Class 158 No. 158749.

Returning from Weymouth a journey to Filton Abbey Wood was made on the 13.11 Weymouth to Gloucester. This train was formed of Class 166 No. 166204. Later that evening a journey from Bath Spa to Westbury was made on the 15.30 Cardiff Central to Portsmouth Harbour. The leading unit was No. 166221.

CLASS 57 Nos. 57603 *Tintagel Castle* and 57605 *Totnes Castle* were noted from a passing train at Reading Train Care Depot on Tuesday December 15 stabled on the stock of the Night Riviera. No. 57306 *Her Majesty's Railway Inspectorate 175* was in the sidings.

greateranglia

FURTHER moves of Class 360 units to EMR saw Nos. 360117+360118 being hauled from Clacton to Cricklewood by Class 37 No. 37510 on December 21. These were followed on January 4 by Nos. 360105+360108, and Nos. 360101+360102 on January 6.

OVER the Christmas period several EMUs were in Harwich Parkeston Quay yard and Harwich International station – the former housing ex-Northern Class 322 No. 322483 (the first time that this has been seen here) and Class 720/5 No. 720511 with probably 720536 attached while the station contained Stadler 'FLIRT' Class 745 No. 745006 and another ex-Northern Class 322 No. 322485.

DELIVERIES and movements of new Class 720 units reported included No. 720542 being top-and-tailed by Class 47 Nos. 47727+47739 from Old Dalby to Crewe on December 4.

Three days later, on December 7 the same Class 47s moved No. 720551 from Derby to Wolverton. Two days later they took No. 720552 from Derby but only as far as Syston before they returned to Litchurch Lane.

A change of power on December 11 found Class 56 No. 56081 and Class 47 No. 47739 move No. 720558 from Derby to Crewe. The same pairing was in use again on December 14 to bring No. 720542 back from Crewe to Derby. On December 18 No. 720542 was on the move again from Derby to Bletchley top-and-tailed by Class 50 No. 50049 and Class 56 No. 56081.

A further change on December 21 saw Class 66 Nos. 66767+66702 top-and-tail No. 720562 from Derby to Wolverton. The following day the Class 66s moved No. 720555 from Worksop back to Derby.

The new year found the old order of Class 47 Nos. 47727+47739 move No. 720546 from Derby to Bletchley and then on to Wembley on January 4. A further change the next day found Nos. 47727+56081 move No. 720527 from Worksop to Derby with the same pair employed the next day with No. 720521 also from Worksop to Derby.

With the same pair in use again on January 7 No. 720560 was taken from Derby to Wolverton.

IT WAS the end of the line for Class 317 Nos. 317666+317503 when they were moved from Ilford to Eastleigh Works by Class 57 No. 57303 on December 4 for scrapping by Raxstar.

ONE of the warm storage Class 317s No. 317514, that has been in Harwich Parkeston Quay yard was noted on December 10 to have been moved to the disused track east of Harwich International station that was refurbished last year by Network Rail in anticipation of the proposed Greater Anglia wheel-turning lathe depot being built.

Later that same day, Class 720s, Nos. 720537+720538 were noted at Harwich International on a driver training test run from London Liverpool Street. It was 18 minutes late arriving on its schedule but left almost on time to Colchester at 12.40. On the December 20 it was noted that Class 317 No. 317514 had moved back to its siding in Harwich Parkeston Quay yard.

ANOTHER pair of Class 317s Nos. 317505+317670 were moved from Ilford to Ely for further storage on December 20 hauled by Class 57 No. 57312.

ScotRail Scotland's Railway

IN A move on December 12 Rail Operations Group Class 47 No. 47813 hauled HST power cars Nos. 43124+43164 on the 0S01/10.34 Doncaster Wabtec to Haymarket depot.

Caledonian Sleeper Class 92s Nos. 92033+92038 ran light from Wembley to Mossend on December 9, seen passing through Lancaster at 14.20.

northern

IT IS reported the last Class 195 three-car unit No. 195133 was handed over at Newton Heath depot on Friday, December 4.

It entered service on Wednesday, December 9 when it worked the 2S90/05.46 from Manchester Piccadilly to Sheffield.

OBSERVED at Woodlesford on December 21 was Class 195 No. 195003 in charge of the 13.17 Nottingham-Leeds and No. 195025 was on the 15.09 Leeds-Nottingham services.

The services were previously worked by Class 158 units.

Ten days later Class 195 No. 195019 was noted on the 09.17 Nottingham-Leeds service while Class 150 No. 150205 was on the 11.09 Leeds-Nottingham service.

TRANSPENNINE EXPRESS

OBSERVATIONS on December 16 of departures from Scarborough to York saw Class 68 Nos. 68032 at 12.34 and 68022 at 13.34. The 15.34 departure should have had No. 68026, but that failed at York prior to working the 12.00 to Scarborough, so Class 185 No. 185123 was substituted.

CLASS 185 No. 185144 was on the 13.48 Manchester Victoria ecs working to York Siemens via Horbury and Wakefield Kirkgate rather than direct through Huddersfield or Bradford on December 21.

TRAFNIDIAETH CYMRU TRANSPORT FOR WALES

THE use of Class 142s with TfW came to a close on December 12 and they are being assembled at Landore before reportedly going for scrap at Newport. Moved on December 21 were Nos. 142002+142073+ 142074.

Next to move on January 5 were Nos. 142075+142080+ 142085. They were followed the next day by Nos. 142077+142081+ 142006, and Nos. 142069+142083 on January 7.

CLASS 153 Nos. 153374+153318 ran from store at Ely to Landore on January 5 for possible use with TfW.

Merseytravel

CLASS 777 No. 777006 was top-and-tailed from Crewe to Kirkdale on December 3 by Class 66 Nos. 66703+66709.

The next delivery of new units occurred on December 16 when Nos. 777016+777018+ 777001 were taken north from Dollands Moor to Crewe by Class 66 No. 66741. Here No. 777001 was deposited before No. 66784 top-and-tailed with No. 66741 to take the remaining two units on to Kirkdale.

No. 777001 was taken to Kirkdale on January 5 top-and-tailed by Nos. 66789+66791.

EMR

DECEMBER 11 was an important day in the history of the Midland Main Line, being the last day of operation for both the last remaining VP185 Paxman HST set and the last day of the final Angel buffered set.

The Angel set was Class 43 Nos. 43480+43484 which started the day by working the 1C98/07.31 Derby-London St Pancras and continued throughout the day until it worked the 1F72/20.31 London St Pancras-Derby.

Meanwhile, the final Paxman set, which had been operating the Midland since 1995, was the immaculately turned-out No. 43047+43049, the pair working the following diagram with a full EMR trailer set starting on the 1B23/06.34 Leeds-London St Pancras through to the 1F70/20.01 London St Pancras-Leeds.

DECEMBER 14 saw the first main line (as opposed to Corby shuttle) use of a Class 180 Adelante in passenger service, with No. 180110 working the 1C52/14.00 Sheffield-London St Pancras. The same unit was on the same service the next day.

WITH the demise of the HSTs (see above) three sets were moved to Ely for storage. On December 21 Class 47 No. 47813 hauled Nos. 43465+42586+ 41208+42405+ 41205+42408+ 40204+43467 from Barrow Hill.

On the same day Nos. 43480+42404+ 42401+42584+ 41206+40221+ 41207+43484 also ran from Barrow Hill to Ely. The third set moved to Ely from Barrow Hill the next day formed 43423+41209+ 40205+41204+ 42585+42402+ 42407+43468.

POWER cars Nos. 43296+ 43318+43308+43314 went from Neville Hill to Nemesis, Burton on December 22 for storage.

FURTHER rakes of off-lease HST vehicles moved with Class 66 No. 66704 hauling Nos. 41061+41067+ 40741+42337+ 42119+42120+ 42121+44054 from Neville Hill to Gascoigne Wood on December 22.

The next day Class 47 No. 47813 took Nos. 41039+41040+ 40735+42189+ 42057+42058+ 42059+44019 from Gascoigne Wood to EMR Kingsbury.

A MAJOR signal failure south of Luton Airport Parkway on December 28 resulted in EMR London services being unable to access St Pancras for much of the day, with many services starting/terminating at Luton.

The following day saw another day of disruption when trespassers caused problems at Knighton Junction. Services were cancelled or diverted via Oakham for much of the day.

OFF-LEASE Class 153 Nos. 153311+153376+ 153381 +153383+153385 ran from Etches Park to Nemesis Rail, Burton for storage on January 8.

Transport for London

CLASS 315s continue to be taken out of traffic and sent for scrap. On December 14 Nos. 315829+315833 were taken from Ilford to Sims Metal, Newport by Class 57 No. 57303.

These were followed on December 16 when Nos. 315849+315843 went from Ilford to C.F.Booth, Rotherham hauled by Class 37 No. 37800.

Heathrow Express

NO LONGER in use, the Class 332 units are being dispatched to Sims Metals, Newport for scrapping. On December 8 Nos. 332012+332005 were top-and-tailed from Old Oak Common to South Wales by Class 66 Nos. 66758+66748.

They were followed on December 15 when Nos. 332003+332002 were moved to Newport by Class 66 Nos. 66745+66739. The first move in January occurred on January 12 with Nos. 332007+332010 being moved by Nos. 66704+66724.

THE HEX services are now in the hands of the Class 387 Nos. 387130-41. As of January 13, all except No. 387140 had worked, with their reported first dates being: 387130 December 29; 387131 December 30; 387132 December 29; 387133 December 29; 387134 January 3; 387135 January 12; 387136 December 29; 387137 January 3; 387138 December 30; 387139 December 29; 387141 December 29.

SOUTHERN

CLASS 313 No. 313219 was taken out of service at Littlehampton with a train fault forcing the cancellation of the 20.09 service to Bognor Regis.

The 18.57 service from Portsmouth formed unit No. 313206 was attached to No. 313219 as assistance to Brighton Depot on December 22. Class 377 No. 377428 was utilised for the 19.55 service to Portsmouth and return and 22.10 to Bognor Regis on the same day.

No. 313219 was back in traffic the next day working the 09.29 Portsmouth to Brighton service.

A NUMBER of issues affected the Southern on December 27. All the Littlehampton to London Victoria services were terminated at Haywards Heath and return services to Littlehampton were starting from Haywards Heath to due signalling problems between Clapham Junction and Victoria.

The 14.14 service to London Victoria was cancelled and the stock, Class 377 Nos. 377410+377149 were used for the 14.31 service to Bognor Regis

Greater Anglia Class 720/5 Nos.720538 and 720537 stand at Ipswich with the 09.09 test run to London Liverpool Street on December 24, 2020. KEITH PARTLOW

Northern CAF-built Class 195/0 No. 195020 leads an unidentified class member at Manchester Victoria on December 28, 2020 with a service from Chester to Leeds. PHIL WALLIS

Northern Class 150 No. 150125 with the addition of No. 153363 work train 2J27, the 09.25 Clitheroe to Rochdale across Entwistle viaduct on January 9. TOM McATEE

Operations Track Record

as they were short of stock, and the 15.00 return service was worked by No. 377410 which then berthed at Littlehampton for the rest of the day. Class 313 No. 313215 returned to its diagram working the 15.31 service to Bognor Regis.

Special e.c.s move to Brighton Depot on December 27 involved unit Nos. 377458+377474+377463 to convey No. 377474 which had been taken out of service at Littlehampton with various faults on December 24.

The 14.35 Victoria to Portsmouth Harbour terminated at Chichester with various faults on No. 377105 on December 27. The unit returned to Littlehampton as ecs and berthed there till the next day for a move to Brighton Depot. The following 17.01 Portsmouth to Barnham service was cancelled.

CLASS 313 Nos. 313205+313215 were taken out of service at Littlehampton on December 31 for maintenance at Brighton depot. They were replaced by Class 377 Nos. 377450+377104 with No. 377456 provided as a spare unit.

A REVISED Saturday service commenced on January 2 with Class 377 units working the Littlehampton. Bognor Regis and Portsmouth & Southsea services instead of the usual Class 313s, with Nos. 377157, 377456 and 377405 noted.

CLASS 377 No. 377310 made an appearance at Littlehampton on January 4 with No. 377443 after working the 07.44 service from London Victoria. On arrival they formed the 09.43 to Brighton Depot before being returned to Selhurst Depot.

On December 21, 2020, Locomotive Services Ltd Class 47 No. 47593 *Galloway Princess* was hired to move a rake of 15 carriages from Wolsingham on the Weardale Railway to Yarmouth carriage sidings, where Eastern Rail Services has its base. One of the longest trains seen on the Bishop Line for many years, it is seen just east of Shildon. JOHN ASKWITH

The imminent cessation of using Class 86s on intermodal workings means pairs of Class 90s are the new order. On December 24, Nos. 90010 and 90047 arrive at Ipswich working 4L91, the 02.10 Trafford Park-Felixstowe North container train. KEITH PARTLOW

Under a starry sky, Class 56 No. 56081 hauls barrier vehicles along with No. 47727 on the rear past Pinxton with a Leicester-Worksop yard working on January 5 where EMU No. 720521 was collected and moved to Bombardier Derby. MICK TINDALL

South Western Railway

NEW Class 701 deliveries reported include No. 701014 taken south from Derby to Eastleigh by Class 66 Nos. 66703+66709 on December 4.

This was followed on December 16 when Nos. 66745+66739 top-and-tailed No. 701015 to Eastleigh followed on January 7 when it was No. 701016 which was taken to Eastleigh by Nos. 66755+66752. The following week saw No. 701018 go south on January 13 assisted by Nos. 66724+66704.

Charter Trains

THE inaugural run of the new LSL Blue Pullman HST occurred on December 12 with Nos. 43055+43046 working the 9-coach 1Z44/09.10 London St. Pancras-Crewe 'Midland Pullman' via Leicester, Toton, Edale and Reddish South, returning with the 1Z45/13.59 Crewe-London St. Pancras via Nuneaton and Oakham.

The associated e.c.s movements were the 5Z43/05.25 Crewe HS-London St Pancras via Nuneaton and Wigston South Junction and the 5Z46/19.10 London St Pancras-Crewe HS via Wigston South Junction and Nuneaton.

DB Cargo

CLASS 66 No. 66074, in DB red livery and carrying a 9D (Newton Heath) shed allocation sticker, was seen passing through Westbury station light engine on Wednesday December 9.

SCRAP metal trains reported include on December 7 Class 66 No. 66082 on a regular Liverpool-Swindon-Liverpool diagram. Two days later the same loco worked a Liverpool-Kingsbury-Liverpool diagram.

When observed on December 14 No. 66115 was in charge of the Liverpool-Swindon-Liverpool diagram with No. 66094 employed on December 21. The New Year started with No. 66093 on the diagram on January 4

CLASS 66 No. 66168 worked the Tallington-Isle of Grain loaded train on December 8, returning the empties the following day.

CLASS 66 No. 66019 was noted in charge of the 08.35 Lindsey-Neville Hill oil tanks passing through Woodlesford on December 9.

THE Lindsey-Jarrow-Lindsey oil tanks are regularly hauled by Class 60s with No. 60011 on December 9 and 14.

DB LIVERIED Class 66s Nos. 66101+66115 ran as a light engine duo from Millerhill to Arpley Sidings (Warrington) on December 14.

THE Boston steel trains observed in recent weeks all in the hands of Class 60s, included No. 60062 on a Bescot-Boston-Swindon diagram on December 14. The following day a pairing of No. 60074+60066 worked Toton-Boston-Wolverhampton On January 4 No. 60001 worked the Bescot-Boston-Swindon circuit, continuing to Toton the following day. A further change on January 7 had No. 60010 work Toton-Boston-Wolverhampton.

OBSERVED in Dollands Moor yard Monday December 14 were Class 92 Nos. 92019 *Wagner* and 92036 *Bertolt Brecht*. The two locos in original two tone livery with EWS vinyls are looking quite shabby these days but are obviously still serviceable. Also present was No. 92032 *ImechE Railway Division* in GBRf blue with orange cabs and looking much smarter in comparison. Parked up at the other end of the yard were the two Belmond British Pullman liveried Class 67s Nos. 67021 and 67024.

THE Tytherington to Calvert train, headed by Class 66 No. 66014 in EWS livery, was seen passing by platform 15 at Reading station on Tuesday December 15.

THE Northolt Sidings to Severnside Sita bin-liner was seen passing through Tilehurst station on December 15 with Class 66 No. 66149, in DB red, at the front of the train, and No. 66156, in EWS livery but with DB logos, at the rear.

DB Cargo Class 60 No. 60059+Class 66 No. 66124 were seen while working a 6E26 Knowsley to Wilton Binliner on December 15.

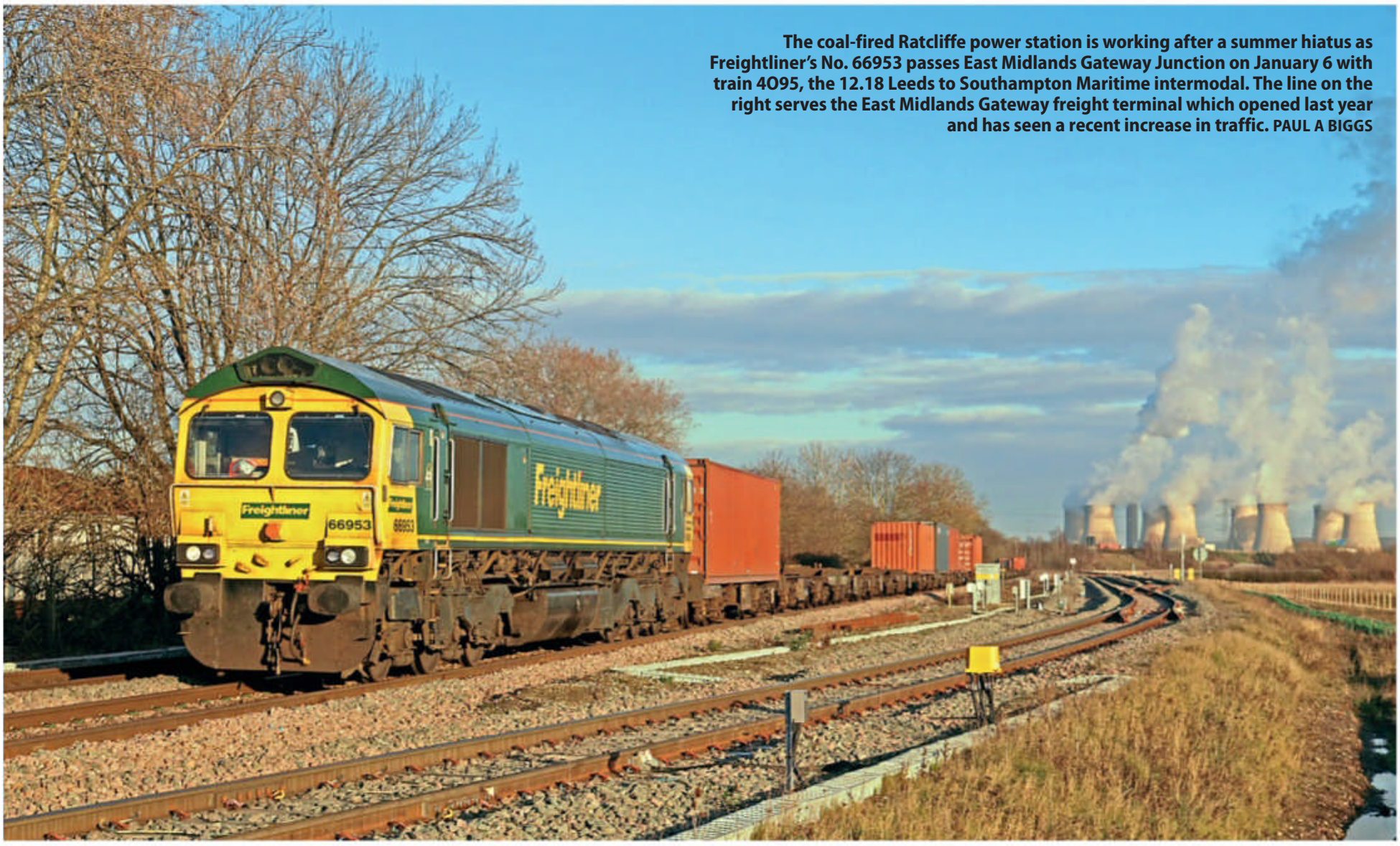
THE 12.44 Shieldmuir Mail Terminal to Warrington Mail terminal on January 8 was observed passing Thankerton with Class 90 No. 90037 hauling Class 325 Nos. 325013+325007+325001.

Freightliner
a Genesee & Wyoming Company

OBSERVED at Reading station on December 3 stopped at platform 12 for a crew change was Class 66 No. 66520 on a 6Z26 Whatley Quarry to Willesden working. The service was seen again on December 15 at Reading station. On this occasion hauled by No. 66565.

CLASS 66 No. 66524, with recruitment poster, was seen between Raynes Park and Motspur Park on the Acton Terminal Complex to Tolworth Day Aggregates stone train on Monday December 7.

A LATE addition to the timetable on December 9 was the 10.28 Hunslet Yard-York Holgate Sidings empty wagons with Class 66 No. 66597 in charge.



The coal-fired Ratcliffe power station is working after a summer hiatus as Freightliner's No. 66953 passes East Midlands Gateway Junction on January 6 with train 4O95, the 12.18 Leeds to Southampton Maritime intermodal. The line on the right serves the East Midlands Gateway freight terminal which opened last year and has seen a recent increase in traffic. PAUL A BIGGS

CLASS 90 No. 90041 was seen while passing through Stockport on December 15 with another route learning run from Trafford Park to Crewe Basford Hall Yard.

CLASS 66 No. 66602 was preparing to leave Hardendale, Shap at 10.40, on December 15 with its loaded lime-train.

THERE was an unusual driver training trip from Ipswich Freightliner depot on December 21.

Instead of using the onsite Class 90 No. 90011, there was a short half-hour trip across to Harwich International with No. 90041 leading No. 90015 *Colchester Castle* into Platform 2 where a short turn around occurred and No. 90015 lead out on at 10.58 on the short return trip back to Ipswich.

UNUSUALLY, the Merehead Quarry to Chichester stone working ran on Saturday December 19, the first time our correspondent had seen a weekend working.

The service was hauled by Class 66 No. 66504 and was at the request of Dudmans who had a requirement for extra aggregate.

OBSERVED at Woodlesford on December 21 were Class 66 Nos. 66592 and 66597 top-and-tailing a rake of empty freightliner flats from Doncaster to Leeds.

A CONVOY of Classes 66 and 90 Nos. 66610+90012+ 90048+90016+ 66620 ran from Basford Hall to Leeds Midland Road on January 4 with the Class 90s being returned on January 7 top-and-tailed by Class 66 Nos. 66589+66546.

Direct Rail Services

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. No. 68005 was in DRS blue and green compass livery and No. 68006 in DRS blue with white vinyls.

Our correspondent reports that No. 68006 is a rare visitor and not one he had seen on a Dungeness flask working before. A further flask move reported was on December 9 when Class 68 Nos. 68002+68033 worked a Kingmoor-Hunterston-Sellafield diagram.

On Thursday, December 17 Class 66 Nos. 68001+68034 were observed hauling the 6S43/06.22 Kingmoor Sidings to Torness Power station as the train passed Thankerton.

INVOLVED in route learning duties on the Alloa/Kincardine/ Dunfermline route on Saturday, December 12 was Class 68 No. 68004.

THE northbound Tesco passed Oxenholme at 10.03 on December 15 with a Christmas load of 40 container-flats hauled by Class 88 No. 88009.

It was seen later in the loop at Penrith to let a backlog of trains past due to overhead problems near Eden Valley UGL.

THE 0S68/07.44 Kingmoor siding to Motherwell TMD was quite a sight on Thursday, December 17 as it passed through Clydesdale. The loco movement consisted of Class 88 No. 88003 hauling Class 37 No. 37407 and Class 66 No. 66421.

DRS Class 68 No. 68003 *Astute* ran light from Carlisle to Preston and back on December 18 seen passing through Lancaster at 11.37 and again at 12.27.

THE 05.46 Mossend to Daventry container train, pulled by DRS Class 88 No.88003, passed through Lancaster at 13.19 on December 21 – a mere 267mins late.

When observed again on January 6 hauled by a Class 66 *(too grubby to see the number)* along with Class 88 No. 88009 with its pantograph down it was again 288 minutes late.

THE 06.20 Daventry to Mossend Tesco container train, normally a DRS Class 88 working, was on January 8 pulled by Class 66 Nos 66122+No.66305 seen passing through Lancaster at 09.34, just one minute late.

GB Railfreight

THE 6Y48 engineer's train from Eastleigh East Yard to Hoo Junction Up Yard was seen passing St Margaret's station on Monday, December 1 behind Class 66 No. 66770.

ON THE morning of Thursday, December 3, Class 47 No. 47749 *City of Truro* was noted in the sidings at Old Oak Common stabled next to the stored Heathrow Connect Class 360/2 stock.

Later the same day it was seen running light engine, stopped at the signal at the end of platform 8 of Reading station, forming a train 0Z47 from Old Oak Common EMU Depot to Eastleigh East Yard.

MoD traffic reported includes Class 59 59003 working an Eastleigh-Marchwood-Eastleigh turn on December 7. The following day No. 66739 had charge of a move from Eastleigh to Ludgershall-Bicester-Kineton-Kingmoor.

The next day it continued to Glen Douglas before returning to Kineton. Class 66 No. 66723 had charge of a Bicester-Marchwood-Donnington (Telford) diagram on January 5, returning south to Marchwood the following day. The next day it worked a Marchwood Bicester diagram.

CLASS 66 No. 66786 was noted heading towards Wakefield Westgate light engine on December 8. Later in the day No. 66708 was seen heading the sand train to Monk Bretton on the old Midland main line through Walton.

CLASS 66 No. 66715 *Valour – in Memory of all Railway Employees Who Gave Their Lives for Their Country* was noted in Harwich Parkeston Quay yard on December 13 having brought down intermodal 4L43 from Doncaster iPort.

No. 66713 *Forest City* was noted in the field sidings at Harwich Parkeston Quay yard on December 28 apparently parked there as a back-up for any traction issues with GBRf on engineering work at Colchester over the Christmas and New Year. On December 30, No. 66712 *Peterborough Power Signalbox* was sent down from Peterborough MPD to work the North Walsham condensate tanks from Harwich Refinery.

Nos. 66767 and 66705 *Golden Jubilee* were also noted in the yard over the Christmas break with stopover intermodals from Doncaster iPort and Hams Hall respectively.

GBRf (Ex Colas) Class 60 No. 60056 was seen passing through Manchester Victoria working 6M36 from Drax to Liverpool Empty Biomass on December 15.

A CONVOY of Class 66 Nos. 66702+66793+66767 ran from Longport to Chaddesden on December 21.

CLASS 66 No. 66744 was seen passing Thankerton with the 4M01/14.49 Mossend P D Sterling to Carlisle New Yard running about 260 minutes early on December 24.

OBSERVED at Woodlesford on December 21 was Class 66 No. 66704 on the 11.25 Arcow Quarry-Pendleton aggregates train

COLAS RAIL

COLAS Rail Tamper No**.** DR73922 *John Snowdon* ran from Oxenholme to Rugby on December 14, passing through Lancaster at 09.59. It was observed again on December 22 running from Carlisle to Preston.

CLASS 67 Nos. 67023 and 67027 top-and-tailed a Network Rail yellow liveried measurement rolling stock train from Derby to Carlisle via Whitehaven on December 22.

Operations Track Record

COLAS Rail's Class 56 No. 56087 and Class70. No. 70808 ran as a light engine duo from Grangemouth to Rugby on January 6.

THE Carlisle to Chirk loaded log train made a return to the WCML over Shap on January 6 being pulled by Colas Rail Class 70 No. 70812 seen passing through Lancaster at 16.15.

DC Rail

A RAKE of 10 shortened Freightliner coal hopper wagons were moved from W H Davies, Shirebrook to Gascoigne Wood by Class 60 No. 60029 on December 10.
The following day the Class 60 moved a further rake of standard FL coal hoppers from Gascoigne Wood to Chaddesden. They were taken to Shirebrook by Class 60 No. 60046 on December 14.

THE 6X61 from Crewe Basford Hall S.S.M. to Willesden DC Rail Sidings was seen passing New Kew Junction on Wednesday, December 30 hauled by Class 60 No. 60055 *Thomas Barnardo*, and consisted of RailVac RAUK-2, which also carries number 709 515 002-2.

The train followed an unusual route. Having been scheduled to call at Willesden at 11.51, it then continued through Acton Central, Clapham Junction and Kensington Olympia, before returning to Willesden at 13.22, where the locomotive was scheduled to run round.

The train then continued to Willesden DC Rail Sidings. Presumably this route was used to turn the RailVac.

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WCR Class 57 No. 57601 + Class 47 No. 47854 top-and-tailed 'Northern Belle' e.c.s (5Z10) from Carnforth (dep 09:46) to Chester on December 9. A similar move on December 21 involved Class 57 Nos. 57316 and 57601 top-and-tailing a further rake of ecs Northern Belle coaches from York to Carnforth.

CLASS 37 Nos. 37518+37706 moved Network Rail crane No. 96714 from Springs Branch, Wigan to Margam on December 14 for onward road movement to the Gwili Railway.

LSL

SWALLOW liveried Class 90 No. 90002 *Wolf of Badenoch* ran light from Crewe HS to Carlisle on December 9, seen passing through Lancaster at 16.10. It was observed again on December 12 pulling a special train made up Inter-City Mk 3 coaches, with DVT No. 82139 on the rear, from Euston (dep 07.13) to Glasgow Central.

CLASS 47 No. 47593 moved a rake of coaches for Eastern Rail Services from the Weardale Railway to Great Yarmouth on December 21 consisting of Nos. 10501+10600+ 6707+9802+ 6704+9807+ 10502+1210+ 9805+9804+ 6702+6700+ 10699+10212+ 9809.

GREEN liveried LSL Class 20s Nos. D8096 (20096) and D8107 (20107) ran as a light engine duo from Crewe HS (dep10:52) to Carlisle on December 22. They returned south back to Crewe on Tuesday January 5. Interestingly, both locos' ran cab first so the cab of the second loco was coupled to the nose of the leading loco.

The need to use Ratcliffe power station (see pic previous page) has led to workings from Immingham Dock of imported coal. On January 7, GBRf 'celebrity' loco No. 66789 passes Knab's Hill, Melton Ross with empty coal wagons forming the 10.05 Doncaster Down Decoy sidings to Immingham, returning loaded with the 14.15 to Ratcliffe. CHRIS GEE

Track renewals on the Bishop Line in Co. Durham saw Class 56s make a rare appearance on December 20. At Aycliffe station are Nos. 56087 with 56113 on an engineers' train. The extensive operation involved three other Colas locos, Nos. 56105, 70809 and 70814. PAUL GASH

An unusual triple header on the former Southern Region on January 9 saw Colas No. 66846 hauling Nos. 70807 and 66850 working past Havant with working 6026 Oxford Hinksey yard to Eastleigh yard. Because of engineering work on the South Western Main Line, the train had been routed via Reading, North Camp, Guildford and down the Portsmouth direct route. STEVE STUBBS

DATS

The DATS train, formed of Nos. 43066+91128+ 82115+90035+ 91122+43054, was out for another round of testing on December 19.

Starting with the 5Q61/08.14 Rectory Junction-Kettering positioning move, it then made several runs between Corby, Kettering, Bedford and Elstow, before returning to base as the 5Q55/17.06 Kettering-Rectory Junction (running around 45 minutes early).

Derby RTC & Network Rail

FOUR of the five GBRf Class 73/9s were at Derby RTC on the evening of December 5. Nos. 73961 *Alison*+73962 *Dick Mabutt* arrived light engine as the 12.18 Tonbridge West Yard-Derby RTC, with 73963 *Janice*+73965 arriving a little later with the 1Q69/12.22 South Croydon-Derby RTC

CLASS 73 Nos 73961 and 73965 were noted at Littlehampton on December 22 in top-and-tail formation working a Network Rail Train.

ON WEDNESDAY, December 30, the 1Q71/12.22 South Croydon-Derby RTC test train was top-and-tailed by GBRf Class 73 Nos. 73963 *Janice*+73965.

THE Network Rail Snow and Ice Treatment Train (SITT) was seen at Bo Peep Junction (West St Leonards) on Saturday January 2 top-and-tailed by GBRf Class 66 Nos. 66722 *Sir Edward Watkin* and 66729 *Derby County*.

This working was the 3Y74 Tonbridge West Yard-Tonbridge West Yard which ran via Redhill, Hastings & Dover. The SITT & RHTT workings over the Tonbridge-Hastings line are more commonly operated with a pair of class 73s.

COLAS Rail Class 67s Nos. 67023 and 67027 top-and-tailed an 07.24 Slateford to Crewe Network Rail OHL testing train, on January 6. Interestingly, this replaced the usual NR HST formation and also one of the Network Rail coaches had the pantograph on the coach in the up position.

STOPPED in Euxton Balshaw Lane station at 07.25 on January 8 was Class 97 No. 97302. Unusually, the train stopped in the station rather than pulling forward 200 yards to the red signal. It would appear that the train was on a Manchester to Crewe circular tour.

SB Rail's Plasser & Theurer UniMat 09-4x4S Dynamic No. DR75013 was stabled in the Lancaster down southside siding on the afternoon of January 8 having arrived from Carnforth at 14.05.

Our thanks

THE Railway Magazine's thanks for information go to: John Atkinson, Paul Atkinson, John Bibey, Gene Collins, Mike Cooper, Kevin Driscoll, Barry Knock, Sean Morris, Richard Moxon, Tony Page, Roger Phillips, Mark Reynolds, Terry Smart, Tim Stentiford, Ian Walton, Craig Wellum and Chris West.

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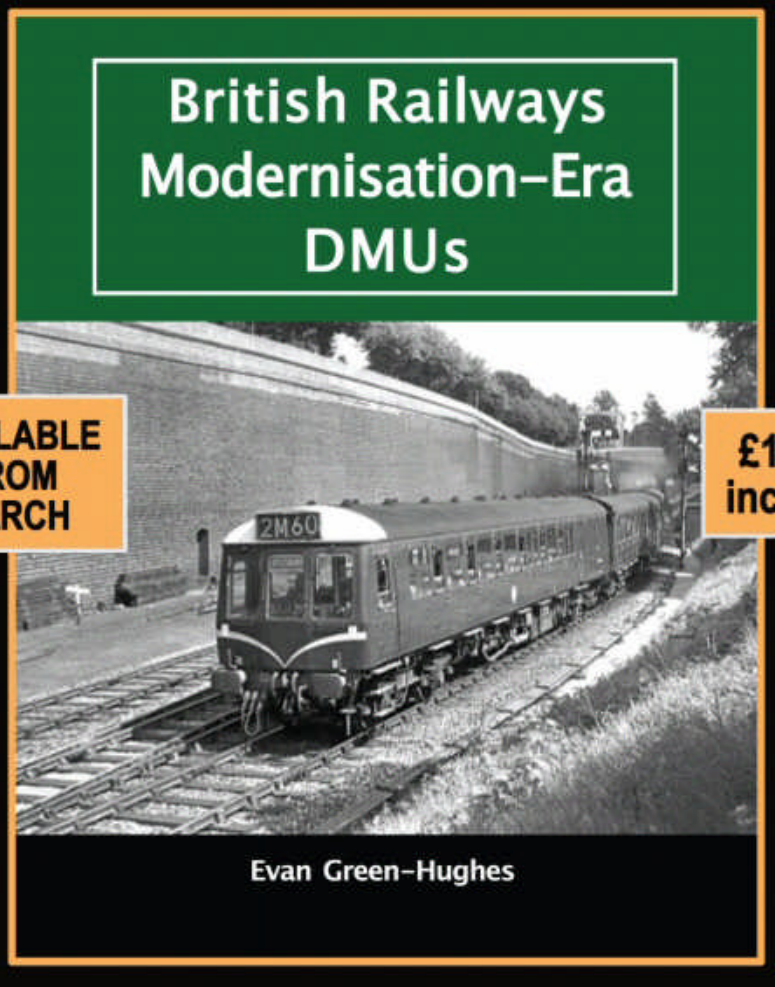

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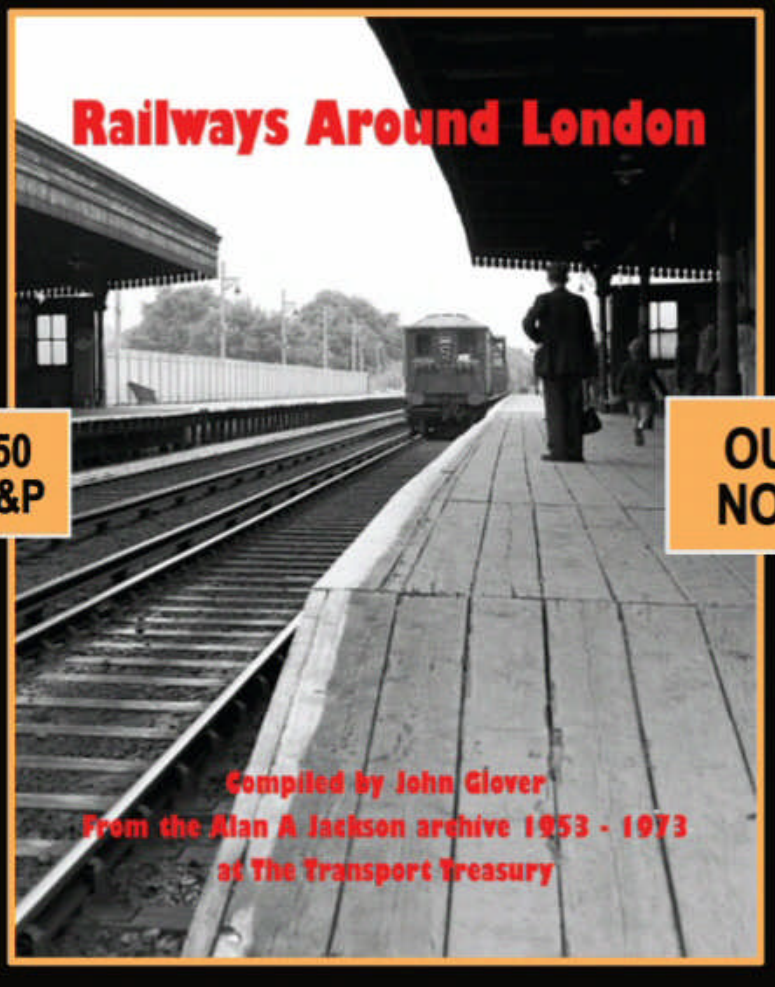

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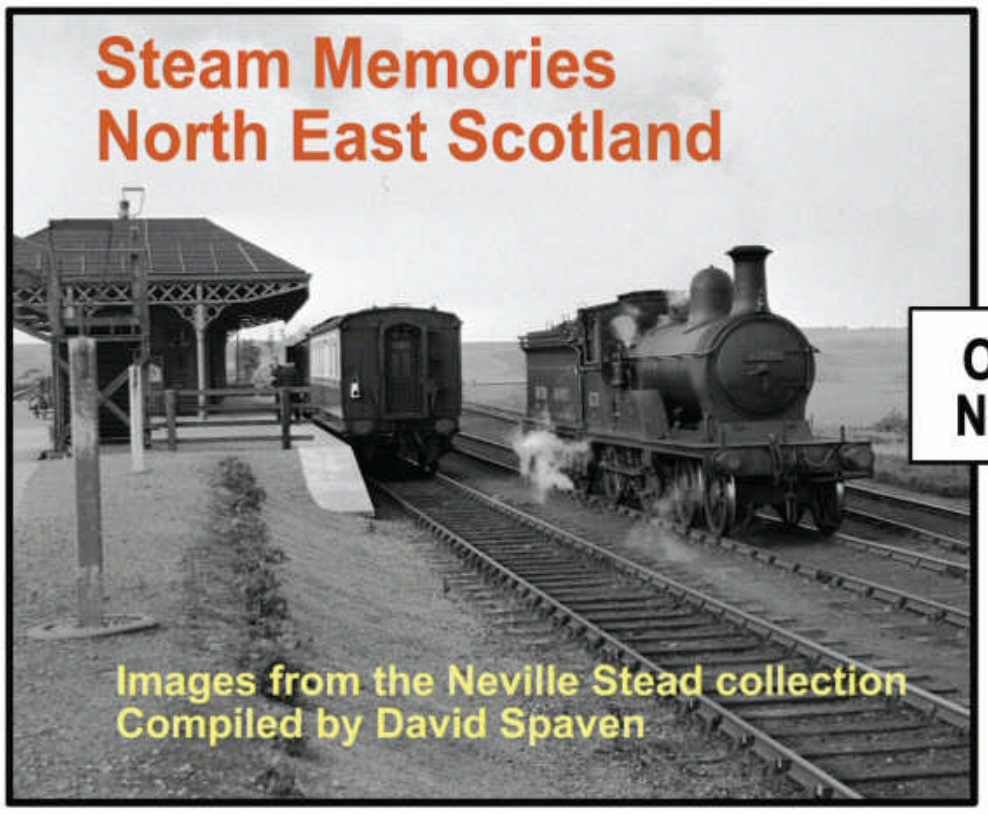

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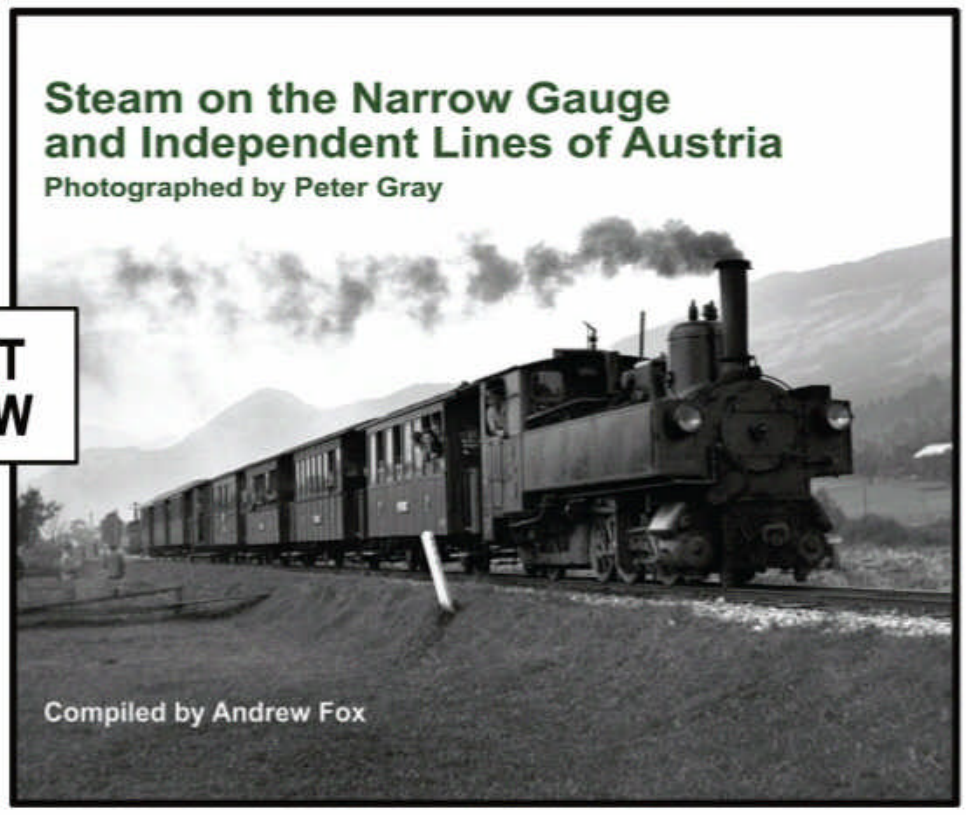

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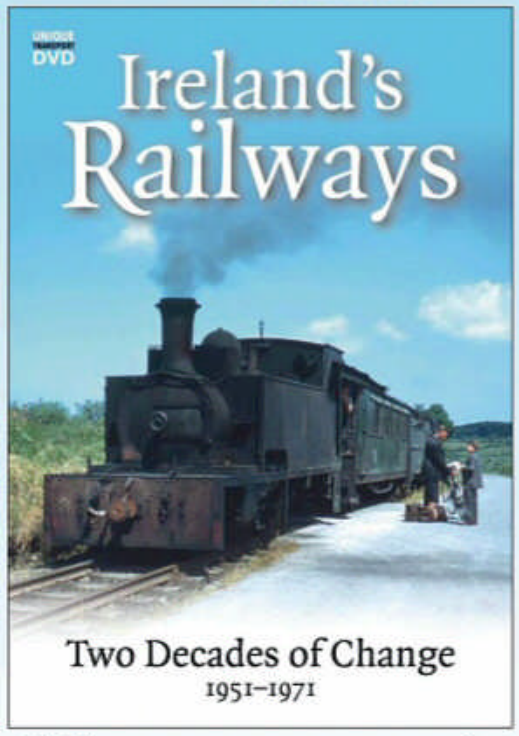

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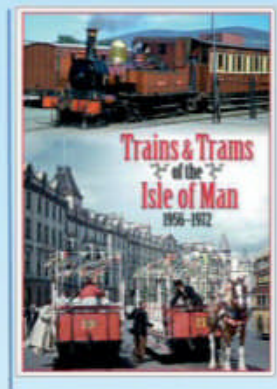

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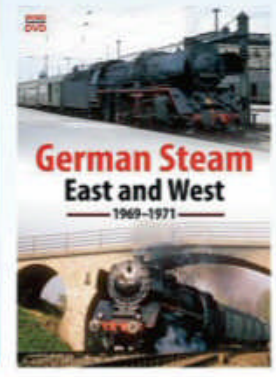

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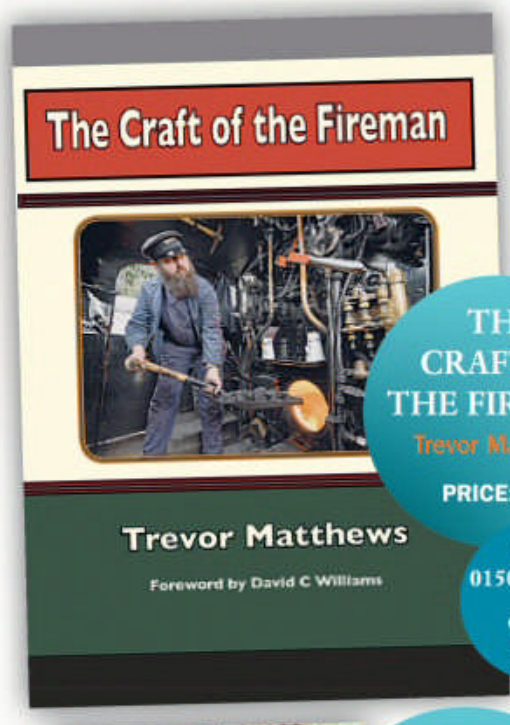

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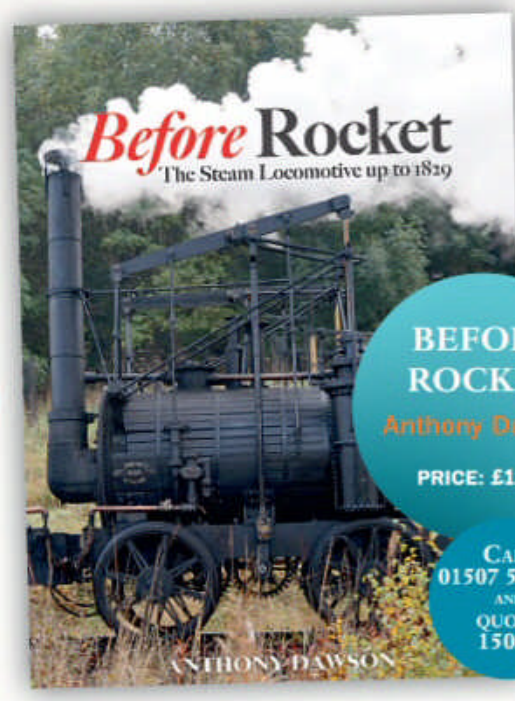

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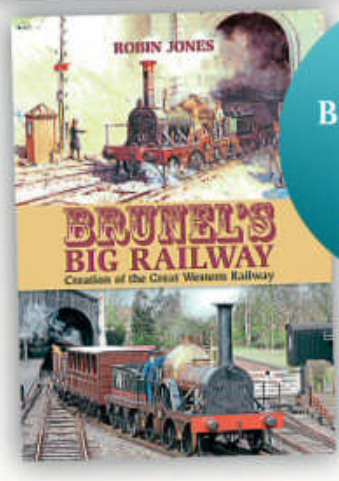

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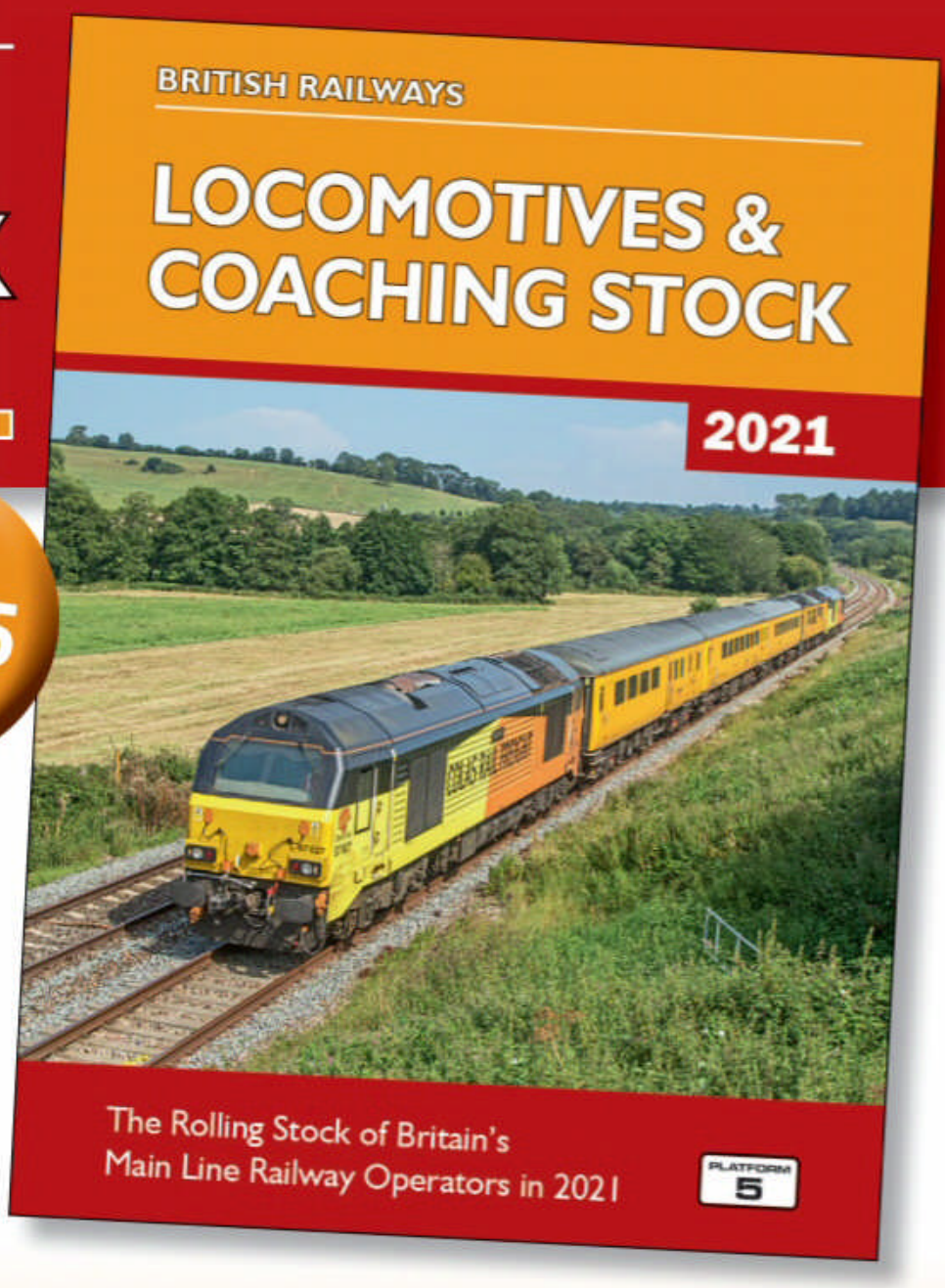

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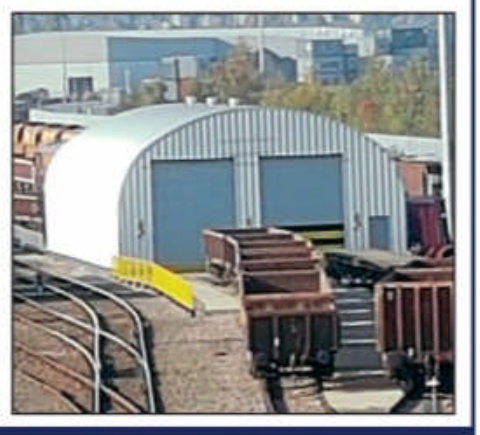

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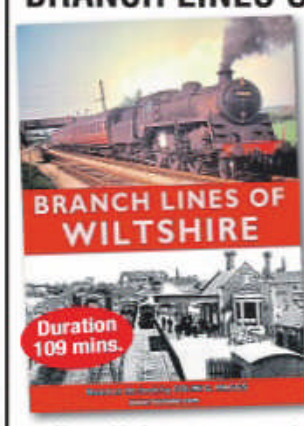

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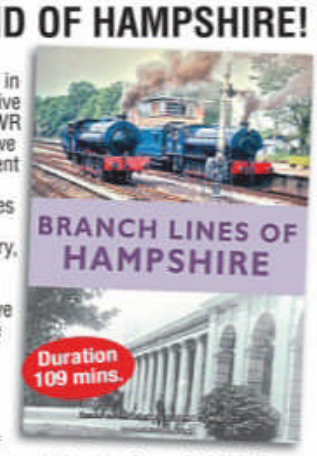
Branch Lines of Hampshire
Join leading railway author Colin Maggs to see what remains of Hampshire's once-numerous branch lines, some of which were closed even before the Second World War. Happily a few branches remain active today: the electrified Eastleigh to Fareham line, the Alton and Lymington branches, the preserved Mid-Hants Railway from Alton to Alresford and a section of the Totton to Fawley branch. We also visit the evocative Hayling Seaside Railway, and the narrow gauge Moors Valley Railway near Ringwood.



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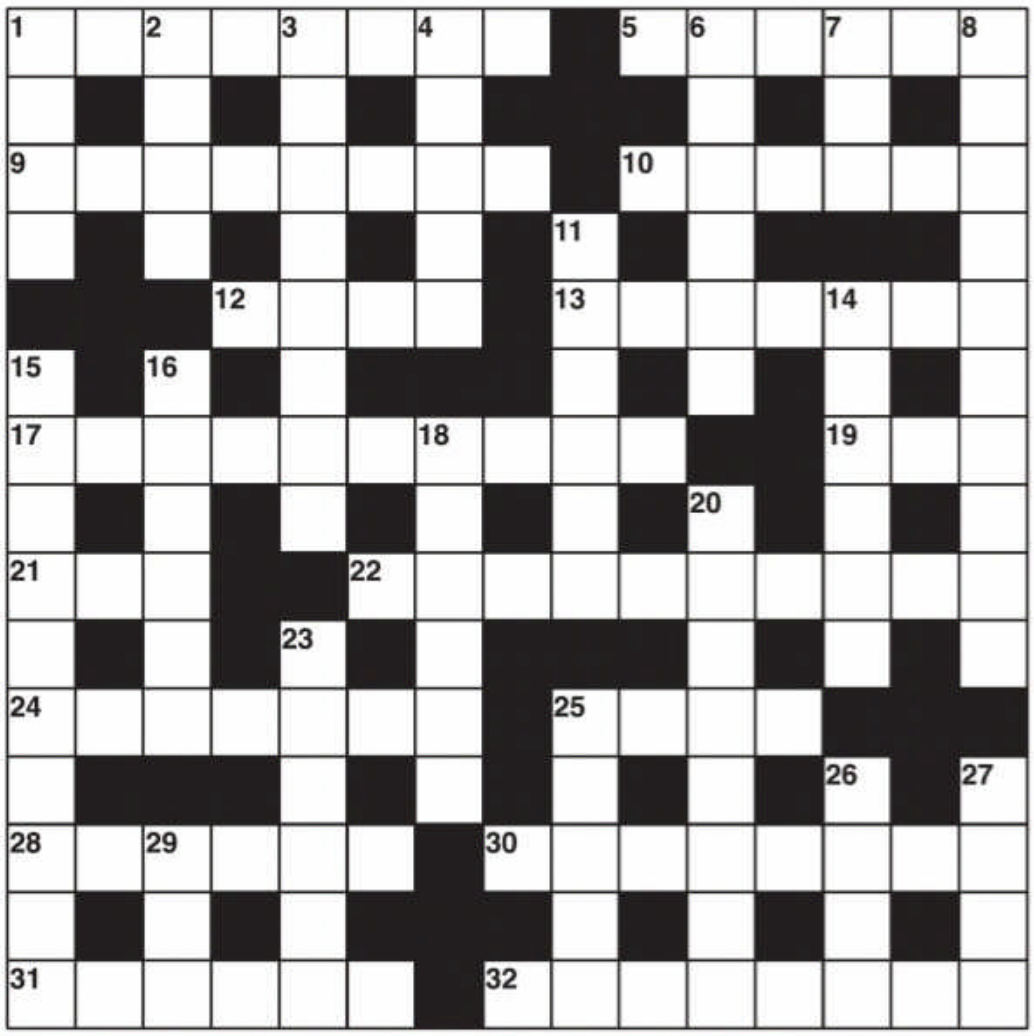

Across

1 and 5 Settle & Carlisle feature north of 25 across (4,4,6)
9 Large Welsh slate quarry served by the Padarn Railway (8)
10 Jet in a chimney to create draught when a 26 down is stationary (6)
12 Shepherd's ___ (4)
13 ___ *Abbey*, GWR No 5087 (7)
17 ___ Railway, country park heritage line at Brownhills (10)
19 See 21 across
21 and 21 across ___ ___ *and Pen*, Class 37 No 37671 (3,3)
22 GWR station between Lampeter and Aberystwyth (4,6)
24 ___ Bridge, landmark south of York station (7)
25 and 27 down Ten-arch Settle & Carlisle line viaduct (4,4)
28 'West Country' Class No 34004 (6)
30 Headquarters of the Strathspey Railway (8)
31 'West Country' Class No 34001 (6)
32 ___ & High Peak Railway (8)

Down

1 Town with Esplanade and St Johns Road stations (4)
2 and 16 down Class 86 No 86214, named after a Rainhill competitor (4,6)
3 Class 50 No 50007, later *Sir Edward Elgar* (8)
4 Edinburgh, ___ & Newhaven (later Granton) Railway (5)
6 Track heading towards London, perhaps (2,4)
7 and 11 down Birmingham station (3,6)
8 Southern Railway 4-6-0 class of 1926 (4,6)
11 See 7 down
14 ___ Ongar Railway (6)
15 Waverley Route station near the border north of Carlisle (6,4)
16 See 2 down
18 Preserved unique No 89001 (6)
20 'Castle' No 5073 at the end of a branch from Kidlington? (8)
23 See 25 down
25 and 23 down SECR station on Admiralty Pier, renamed Western Docks in 1979 (5,6)
26 Railway engine, in short (4)
27 See 25 across
29 Station east of Hastings (3)

February crossword entry form

Name

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Send completed form (photocopies are accepted) to: February 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 April 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office.
You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.
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Solution to the December issue.

Across: 8 Waterloo 9 Empire 10 East 11 The 12 Durham 13 Wilson 15 Thompson 17 On Trent 19 In-Marsh 22 Camborne 24 Sussex 25 St Erth 27 Mam 28 King 29 Aurora 30 Llanrwst
Down: 1 Canadian 2 Kent 3 Alston 4 Roberta 5 Headcorn 6 Spur 7 Treago 14 Shrub 16 Peaks 18 Northiam 20 Skegness 21 Pen Mill 23 Arthur 24 Sam Fay 26 Rood 28 Kirk
December winner: Chris Lewis, Surrey
Runners-up: Gordon Mur, Essex and Malcolm Alder, Peterborough
The closing date for this month's crossword is Friday, March 5, 2021.

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Where is it? Our pictorial quiz, for fun only

LAST month's mystery picture showed three-car 'Berkshire' unit No. 1133 at Bramley station, Hampshire with a Reading-Salisbury working in August 1974. While the signalbox has long gone and the level crossing across Sherfield Road is now a full automatic barrier type, the station building and canopy has survived. Today, Bramley, on the Reading-Basingstoke line, enjoys a frequent service provided by GWR and the station is used by just over 300,000 passengers annually. There is also a greater proliferation of trees today than in the view nearly 50 years ago.

Now, for this month, can you identify where this busy freight yard is? Answer next month.

Next month The March issue will be on sale on March 3, 2021. Thank you for choosing *The Railway Magazine*

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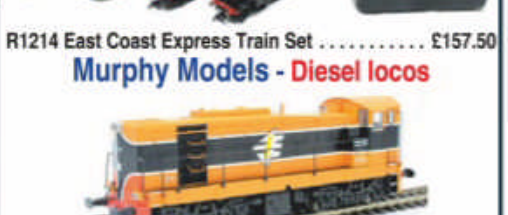

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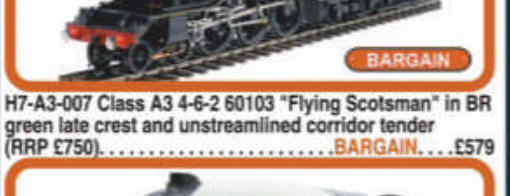

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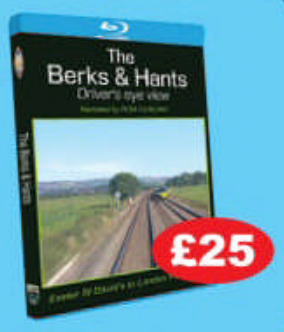

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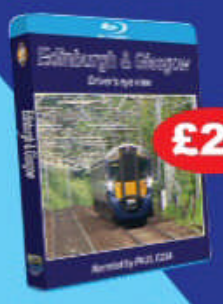

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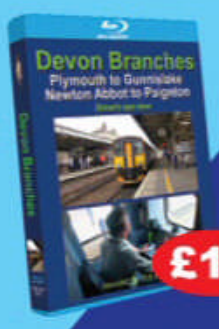

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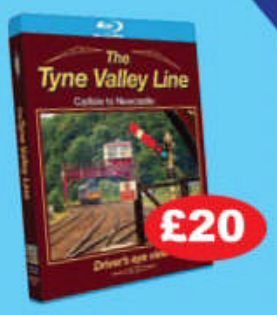

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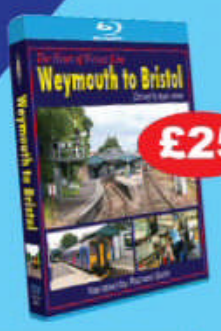

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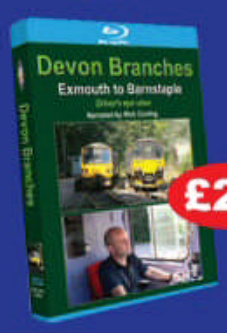

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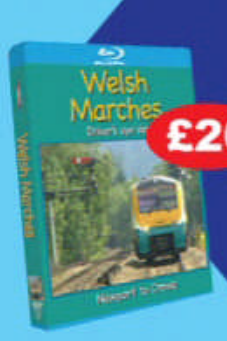

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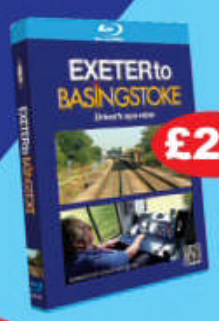

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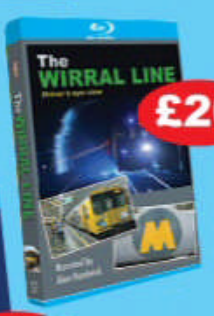

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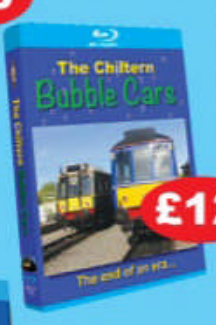

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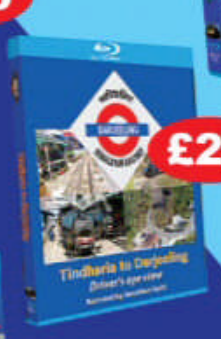

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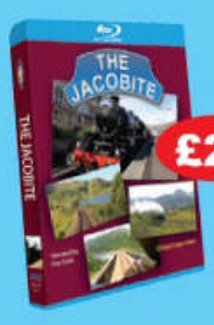

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