

TESTING BEGINS FOR GBRf CLASS 69

The RAILWAY Magazine

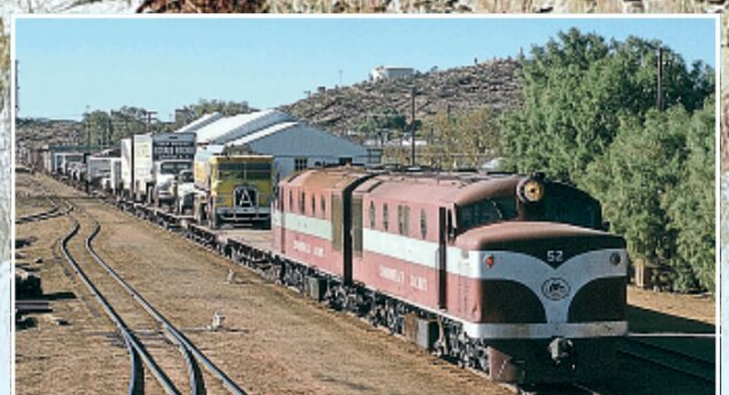
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Royal Assent for HS2 Crewe extension

- Network battered by winter weather
- *Green Arrow* returns to Doncaster



PICTURES BY POST: THE RCTS PORTFOLIOS



FROM BLACK COUNTRY TO RED CENTRE

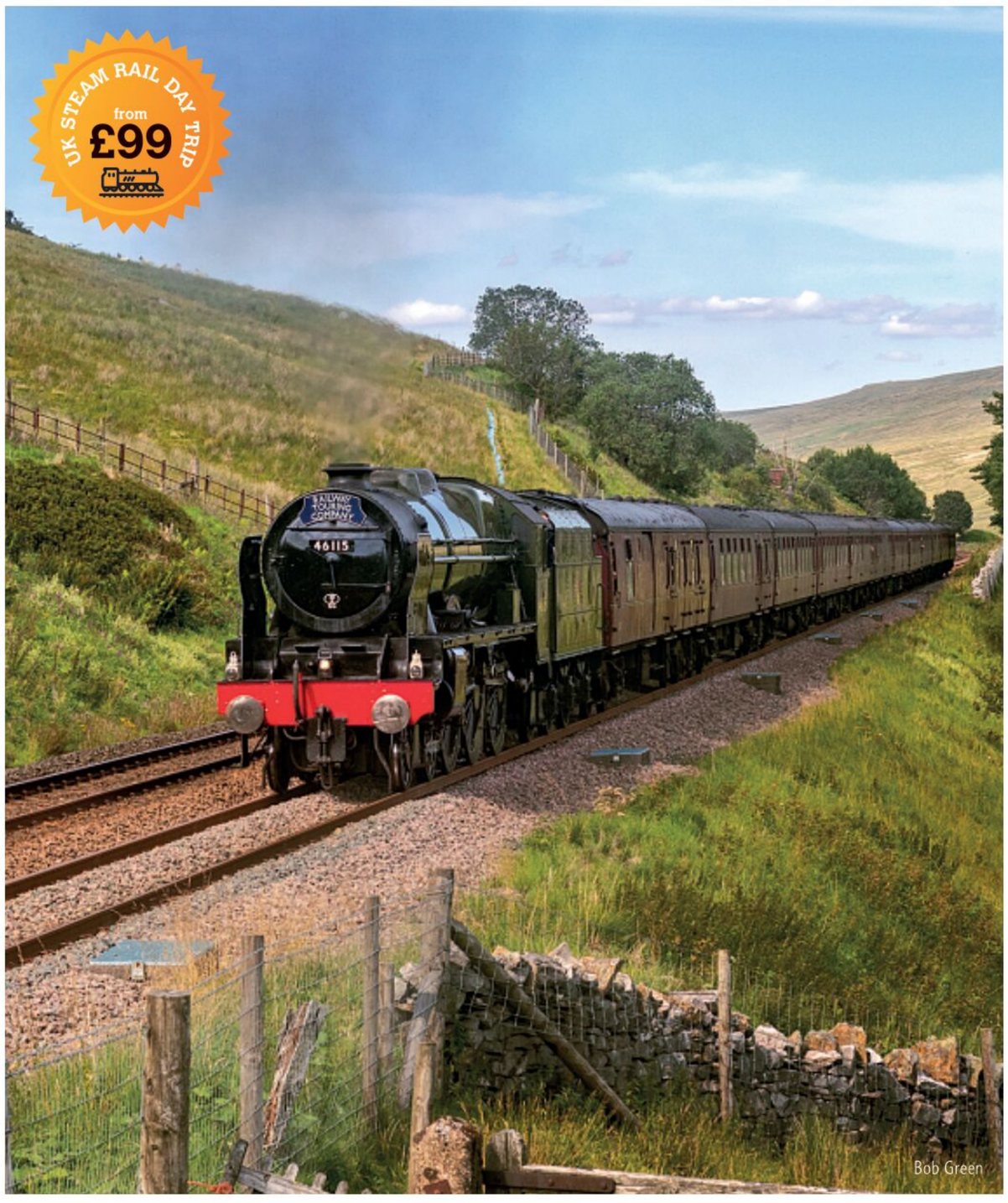


ROYAL TRAIN OPERATIONS – PART 2

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LNER 'BEAVERTAIL' RESTORATION COMPLETED



The Cumbrian Mountain Express

Saturday 26th June and 7th August 2021

This day trip provides a wonderful opportunity to get out and about during the summer months, with the added bonus of steam haulage over the Northern Fells, including the spectacular Settle & Carlisle Railway.

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The Royal Duchy
Sunday 11th July, 1st and 29th August
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The Cheshireman
Saturday 17th July
London Euston, Watford Junction, Milton Keynes, Northampton, Rugby and Nuneaton. Arrives Chester.

The Cumbrian Mountain Express
Saturday 17th July
Departs Crewe, Runcorn, Liverpool Lime Street, Broad Green, St Helens Central, Wigan North Western and Blackburn. Arrives Carlisle.

The North Wales Coast Express
Saturday 18th July
Departs Liverpool Lime Street, Broad Green, Warrington Bank Quay, Frodsham, Chester and Llandudno Junction. Arrives Bangor or Holyhead.

The Kentish Belle
Thursday 22nd July
Departs London Victoria and Bromley South.
Arrives Canterbury West, Ramsgate, Broadstairs, Margate, Herne Bay and Faversham.

The West Somerset Steam Express
Saturday 24th July, 14th August
Departs London Paddington, Slough, Reading and Newbury. Arrives Minehead.

The Hadrian
Thursday 24th July
Departs Derby, Long Eaton, Beeston, Ilkeston, Alfreton, and Chesterfield. Arrives Carlisle.

The Dorset Coast Express
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This issue was published on March 3, 2021.
The next will be on sale on April 7, 2021.

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Light at the end of the tunnel

So after 11 months and three lockdowns, Prime Minister Boris Johnson has announced a cautious lifting of the coronavirus restrictions that have impacted every facet of our lives.

The Government's plan – aiming to lift all restrictions by June 21 – has many caveats, but after so many wrong or delayed decisions, it cannot afford to get this plan to restore freedoms wrong. It will be a difficult path over the next four months, but there does appear to genuinely be light at the end of the tunnel.

What Mr Johnson has called a 'road map to freedom' will be definitely welcomed by the railway heritage movement, railtour operators and by thousands of *RM* readers. Whether it goes to plan all depends on the public remaining sensible, while at time of going to press plans for Wales, Scotland and Northern Ireland were awaited.

Like many of you, I am keen to visit several heritage lines after restrictions prevented me from doing so last year. I am also looking forward to travelling by train again, and therein lies another massive challenge for Government and the industry, to win back passengers. With many people working from home or furloughed, it is impossible to predict to what extent commuting will return to pre-Covid levels, but leisure travel is expected to be greater than before.

Several heritage railways have anticipated the reopening plan and announced gala events, while other lines are carefully assessing what the announcement means for them.

Every heritage line and museum has suffered financially and wants to welcome visitors back as soon as is possible while maintaining a safe environment to prevent further spreading of this awful virus, something with which we will have to live, like flu.

As lines outline their reopening plans, these will be detailed in *The Railway Magazine*, on our website and Facebook pages.

At last, we have something to look forward to.



TRAIN OF THOUGHT
Editor's Comment

Britain's electrification record... simply shocking

WITH decarbonisation remaining high on the environmental agenda, the fact that in the past five years this and previous Conservative administrations have managed to electrify just 686 single track miles of the rail network is shocking. That's less than 140 miles per year. I am not making a political point here. It is fact.

Train operators, Network Rail and leading rail industry figures are adamant electrification is the right way forward, yet plans are being distracted by thoughts of hydrogen trains which need far more electricity to make the gas in the first place as part of a complex infrastructure requirement.

As the country begins to emerge from the pandemic, it will be some time before we begin to establish what the long term impacts are, but as Network Rail has produced a 'wish list' of priority schemes, it is important work begins on these sooner rather than later.

Should we name locos after our great pioneers and inventors?

MOST of us enjoy seeing a name on a locomotive, and while we know the importance of the names on the sides of 'Castles', 'Halls', racehorses, regiments, poets, writers and even birds, one genre never properly honoured by locomotive or unit namings has been British pioneers and inventors.

So which pioneers and inventors might deserve such an honour? Perhaps jet engine inventor Sir Frank Whittle, DNA profiling pioneer Sir Alec Jeffreys, cypher and coding expert Alan Turing, world wide web creator Sir Tim Berners-Lee, microbiologist Sir Alexander Fleming, television inventor John Logie Baird, fellow Scottish inventor Alexander Graham Bell or women's rights campaigner Emmeline Pankhurst are possible suggestions. The nearest we've ever had was the four Hull Trains Class 222 'Pioneers', but the names used were more of a local nature.

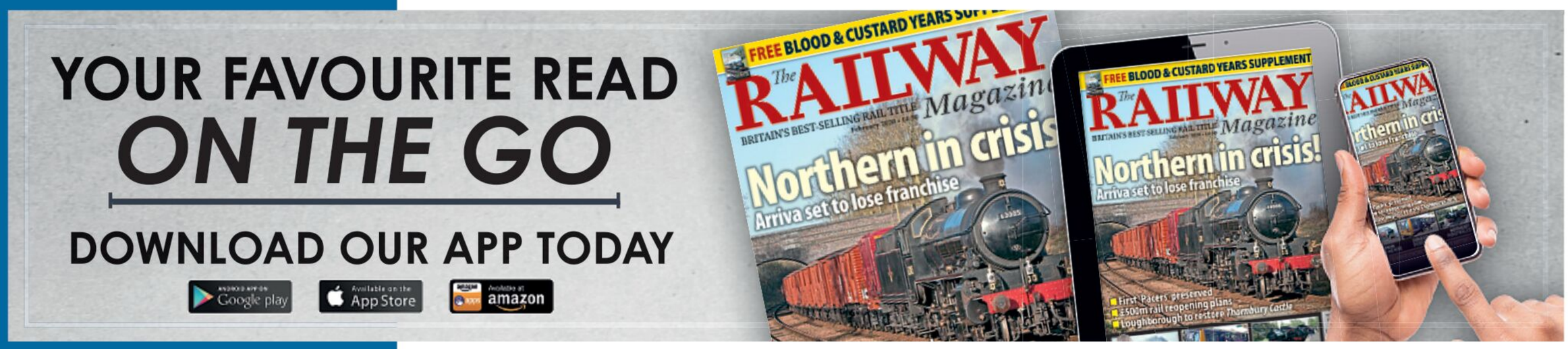
What names would you like to see on modern trains? Write and let us know.

Pre-ordering *The RM*

WITH many readers still shielding from the risks of coronavirus and not wanting to mix with other people at the shops, from this issue forward comes the opportunity to pre-order the next issue either online or by calling our Customer Services team. Unlike a subscription, there is no minimum commitment, you order in advance and *The RM* is delivered to your door.

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CHRIS MILNER, Editor



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March 2021. No. 1,440. Vol 167. A journal of record since 1897.

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Stanier '8F' 2-8-0 No. 48624 passes beneath Rabbit Bridge, Great Central Railway, during a Timeline Events photo charter on February 15, 2018. PETER ZABEK



In a very low key and surprising move, the National Railway Museum's Gresley 'V2' No. 4771 *Green Arrow* is offloaded at the Danum Gallery Library and Museum in Doncaster on February 21 following its move by road from Shildon. See page 9 for details. CHARLOTTE GRAHAM / NRM

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Franchise termination negotiations pass revised January deadline

by Tony Miles

NEGOTIATIONS between the Department for Transport (DfT) and passenger franchise owning groups over termination payments to bring franchises to an end failed to be concluded by January 29, the revised date set for the process to be concluded.

This was already a revision to the December 14 deadline set by the Government.

Currently most franchises are operating on emergency contracts termed either EMAs or ERMAs and, as previously reported, the 'termination sums' are based on the DfT's calculation of the total losses incurred by each franchise, which would have been payable at the end of the franchise period had Covid-19 not intervened and the contract had run to its conclusion.

Once the payment has been agreed the DfT engages with the owning group to agree terms for a new Direct Award contract which will be put in place as part of the process to move towards concession agreements.

Both stages of the process are understood to be causing difficulties, with some termination sums yet to be agreed and in other cases the Direct Awards are still being discussed. It is reported that the new target date is around the end of March, with the DfT only prepared to state: "We continue to engage with some operators as part of the ERMA termination process. As the process remains ongoing." The DfT added: "It would be inappropriate to comment further on commercial matters."

Termination fees

Addressing the Transport Select Committee on February 3, Transport Secretary Grant Shapps commented: "The rail operating companies right now are involved in paying back tens of millions, hundreds of millions of pounds in termination fees. These fees have been agreed with, I think six operators; it's real money."

Part of the delay stems from an initial decision by the DfT not to allow owning groups to see the 'modelling' that was being used to arrive at the final sums, despite promising that the process would be "fair, reasonable and transparent".

When the process was opened up, owning groups lodged a number of challenges and changes were made, but a number of issues remained unresolved through February.

The DfT has maintained close control of discussions with owning groups tied into Non-Disclosure Agreements. Some termination sums will run into tens of millions of pounds, others could be zero, depending when the franchise was awarded although there is concern the DfT modelling may be flawed.

Of concern is what the industry is calling 'Tier One' franchises – seen by the DfT to be in the most difficult positions financially and due to be resolved by January 29 in order to move to new contracts from April 1.

Of these c2c and TransPennine Express were still subject to negotiation as *The RM* closed for press, while the announcement by First Group it had agreed a termination sum of £33m for SWR is now understood to have been only the first step in the process, with a significant gap still to be resolved over the Direct Award contract it will move onto at the end of the ERMA agreement. This process is complicated by uncertainty at the DfT over exactly what the next set of contracts will involve.

Evolving contracts

As one senior manager explained: "The National Rail Contracts are still evolving, which means the DfT doesn't really know what they are. Meanwhile the deadline for the first group of contracts has been moved back as the uncertainty over the contracts means that on one side there is a reluctance to sign by owning groups and on the other the DfT doesn't want to take more franchises back into its control."

The DfT is seeking significant cost reductions in the NRCs, telling owning groups: "There is no more money." One manager explained the frustration dealing with the DfT, saying: "The DfT thinks running 80% timetable would mean it costs 80% to provide, but in the short term, reductions in timetables save marginal costs, they don't save much. If we're not running trains we don't 'not pay drivers' but DfT doesn't understand that."

Industry sources also highlight confusion over plans for future service levels, with the DfT demanding very efficient diagrams and rosters, along with elimination of rest day working, commonly used across the industry.

With managers explaining to the DfT that while it retains a requirement for timetables to be stepped back up at four weeks' notice there is little scope for short term efficiency improvements. TOCs are reporting discrepancies between issued public statements and the messages they are receiving from the DfT. Industry sources say the public are being told the timetable could be reduced to a 70% level but telling train operators it could be as much as 50%.

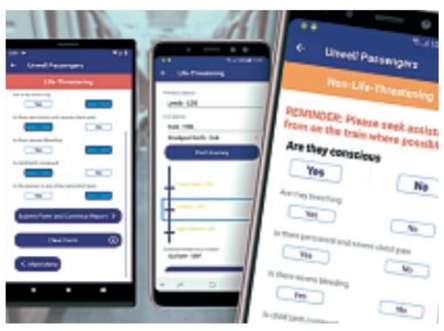
App for Northern staff to help passengers taken ill

NORTHERN is trialling a mobile phone app which will provide on-train staff with step-by-step instructions to help passengers who become ill or are injured.

Currently in the first phase of testing, the app uses both GSM mobile signals and GPS positioning together with a digital interface which allows colleagues, control teams and operational staff to simultaneously liaise with each other and, if required, the emergency services. The £300,000 trial was funded by Innovate UK and will be developed further.

A second phase will look at automating the app by including tracking which train the user is on, as well as the exact location of the train on the network making it easier for emergency services to attend to a passenger.

Additionally, it will be integrated with the train's communications – meaning the customer information system can updated with delays or other messages.



Second Blue Pullman charter train set planned

ALTHOUGH the Locomotive Services Limited (LSL) Blue Pullman HST has had just one outing because of the imposition of a third lockdown, *RM* understands LSL plans have moved forward to create a second HST charter train.

On February 9, a rake of six Mk3 trailer cars was moved from Crewe to Arlington Eastleigh to be refurbished. Also moved was vehicle 41169 from the Blue Pullman set for remedial work.

The cancellation of Pullman tours in January and February could, if lockdowns are lifted, see the set working to Whitby on March 20.

Four of the Blue Pullman's first six tours have already sold out.



ORR Rejects Grand Union London – Cardiff plans

by Tony Miles

THE Office of Rail and Road (ORR) has rejected the application submitted by Grand Union Trains to introduce an open access service between London and Cardiff.

The proposal was to operate seven return services a day between Cardiff Central and London Paddington, calling at Newport, Severn Tunnel Junction and Bristol Parkway from December 2021 with an extension to/from Carmarthen, adding limited stops at Llanelli and Swansea, from late 2023.

The latter would have been achieved through the acquisition of Class 802 Hitachi bi-mode trains which would have replaced the electric-only Class 91, Mk4 coaches and DVTs which were to be used for the initial service.

However, Network Rail identified only six return paths had been identified and Grand Union agreed to proceed on the basis of the slightly reduced service. Objections received from Freightliner, GWR, Crossrail, TfL and CrossCountry trains cited both performance and financial impacts in their correspondence.

After careful evaluation, the ORR concluded the application did pass the 'Not Primarily Abstractive' (NPA) test but it would abstract £28.6m of revenue per annum, for six return paths or £34.2m for seven paths, "predominantly from GWR", and would see "an impact on government funds by £25.6, or £30.8m per annum." All evaluation was done on per-Covid performance and revenue.

In reaching its conclusion ORR also noted the "high degree of uncertainty over future rail demand following the shift to home working that has taken place as a result of Covid".

It added: "We expect there to be a material and permanent reduction in the number of short to medium distance commuting journeys by rail," although it considers it too early to determine whether there will be "a lasting effect on business, leisure, education or longer distance commuting journeys".

Summarising, the ORR said: "We considered carefully the beneficial aspects of this application, but decided to place additional emphasis on the absolute level of abstraction due to the current exceptional state of rail finances, and therefore gave additional weight to our duty to have regard to the funds available to the Secretary of State. We have therefore rejected this application."

GBRf's Class 69 moves to Severn Valley for testing



THE first Class 69 diesel loco arrived at the Severn Valley Railway for dynamic testing on February 15 after being outshopped by Progress Rail. It will be at the heritage line for about a month.

The Class 69 uses a Class 56 bodyshell dating from the late 1970s, cabs, bogies, brakes and some other parts, but has been fitted with a modern 3,200hp power unit which meets emission standards, along with the traction control equipment and cab controls of a Class 66.

For GBRf it is a bespoke solution, much cheaper than a new build loco, while retaining standardisation with the ubiquitous Class 66, which is the mainstay of the company's fleet.

At the Severn Valley, No. 69001 (ex-56031) will undergo a series of tests including type testing, haulage tests and fine tuning of any software which will be fed back into the build programme. Some driver training will be undertaken too before the loco returns to Longport for some final testing and then off for painting. GBRf has ordered 10 locos, and has options on six more.

A second loco, No. 69002 (ex 56311), was also nearing completion and will be sent to Arlington Fleet Services at Eastleigh for painting in GBRf colours, and is expected to be the first to enter traffic. By the summer, four locos are expected to be in service, all will be based at Tonbridge West Yard, Kent.

In a plain dark grey undercoat, No. 69001 makes its way along the Severn Valley Railway past Northwood towards Arley on February 15 hauling a 'Shark' brake van. Below: The new roof fans on the loco, the cooler groups being from an EMD GT42AC loco.
BOTH: JACK BOSKETT



GBRf in new partnership to transform weed control

GB Railfreight (GBRf), has embarked on a unique partnership with Bayer Environmental Science, Network Rail and a number of start-up companies, which will transform essential weed control and maintenance.

The collaboration will see the introduction of the first of three new 'Smart Weed System' trains to be introduced from the spring. They will have the capability to eliminate potentially dangerous weed infestations with advanced precision.

Responsible for supplying the end-to-end rail operations, GB Railfreight will provide rail expertise for this project.

Weeds will be detected using cameras mounted on the trains, which will allow only the most appropriate herbicide to be used, therefore improving the environmental footprint. Data generated will be uploaded to a cloud database using GPS software, which will enable weed control to be monitored and reported 24/7 from a central point. A GPS tracking system will also automatically shut off spray nozzles when the train approaches a 'non-treatment zone', such as a watercourse or bridge. The second and third trains will enter service from April 2022.



The exterior of the new smart weed system train. GB RAILFREIGHT.

Ploughs on duty as snow, ice and rain batter network

SEVERE winter weather in the form of snow, ice and rain brought problems to a number of parts of the rail network, particularly Scotland, during mid February.

Deep snow blocked the line at Huntley between Aberdeen and Inverness and necessitated a snow plough train hauled by Class 37 Nos. 37423 and 37419 clearing the line, with dramatic footage of the work appearing on social media sites. The 37s also ran over the Far North line to Georgemas Jct on February 17 where drifts were several feet deep. Earlier in the month, snow blocked the Highland Main Line in the Dalwhinnie area.

There was a line blockage beyond Ardrossan South Beach which closed the line to Largs from February 5 after heavy rain caused a series of three landslips near Ardrossan, West Kilbride and Fairlie. One had deposited an estimated 4,000 tonnes of earth onto the track, over a 100m stretch. As we closed for press, the section from Ardrossan to West Kilbride had been repaired and was due to reopen.

Heavy rain and flooding caused problems between between Dunkeld and Perth on February 19, and the next day, the West Coast Main Line just south Beattock village became flooded.

Snow also brought problems to a number of lines in East Anglia, while rain in Kent led to a landslide near Tunbridge Wells, and many other places – such as Ledbury and Grantshouse – reported localised flooding too. Snow ploughs also worked over the Settle and Carlisle line.

Icicles formed in a number of tunnels, such as Standedge and Blea Moor necessitating specialist teams being used to remove them, while elsewhere the icicles created the risk of arcing on the overhead electric wires.



Class 37 Nos. 37423 *Spirit of the Lakes* and 37419 *Carl Haviland 1952-2012* on a snowplough train near County March Summit in remote terrain on the Far North Line between Forsinard and Altnabreac. The line had been closed because of snow for five days, and the working, 1Z99, is on its way back to Inverness. NIALL LAYBOURNE



No. 37422 stands by the entrance to Standedge tunnel to allow crews to remove icicles manually. NETWORK RAIL

Avanti to launch smartcards

AVANTI West Coast customers are being offered smartcards by the long-distance operator.

Following a successful trial, customers will be able to store tickets securely on one card, preventing issues around paper tickets being mixed up or damaged.

A customer can purchase a ticket online and then load it on to their smartcard at a station using an enabled ticket vending machine (TVM), an automated gate or a hand-held device used by Avanti West Coast Customer Service Assistants. The smartcard can be ordered from the Avanti West Coast website free of charge.

Alongside digital tickets, which now accounts for 65% of Avanti West Coast customer journeys, the introduction of the smartcard will give rail users another option for moving away from traditional paper tickets, ensuring less waste.

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Royal Assent for HS2 Crewe extension

by Ben Jones

PHASE 2a of the £88billion High Speed 2 (HS2) project cleared its final parliamentary hurdle on February 11, paving the way for construction of the West Midlands-Crewe extension.

A year after the initial Act of Parliament was passed, the HS2 Phase 2a: High Speed Rail (West Midlands to Crewe) Bill has been given Royal Assent, allowing HS2 Ltd to begin preparatory works alongside Phase 1.

Construction north towards Crewe is expected to begin in 2024, earlier than originally planned, creating about 5,000 jobs.

The Secretary of State for Transport, Grant Shapps, said: "Whatever your view of this project, HS2 is now a reality – heading north, creating jobs and building a brighter future for our country. This vital project is at the heart of the Government's commitment to build back better from the pandemic, tackle the north-south divide, and drive growth across the country."

The 36-mile 350kph railway will reduce Crewe-London journey times from 90 minutes to just 56 minutes, further accelerating services to the North West and Scotland and creating capacity at the southern end of the West Coast Main Line for more freight and regional passenger services.

Links

New infrastructure will include 17 viaducts, 65 bridges, 36 embankments, 26 cuttings and two tunnels, plus a permanent maintenance base employing 140 staff near Stone in Staffordshire. Crewe station will also be completely redeveloped to create a new interchange between high-speed, WCML and regional services, linking into HS2.

HS2 Ltd chief executive Mark Thurston said: "As the first major railway built in the North [of England] for over 100 years, HS2 will spur massive economic growth for our towns and cities and help to level up the country."

Tim Wood, Northern Powerhouse rail director at Transport for the North, said it was "brilliant news" and had been a long time coming.

Fears over the future of HS2's eastern leg to the East Midlands and Yorkshire were heightened in February when it emerged that the Government ordered HS2 Ltd to modify its plans for the Euston terminus, reducing the number of high-speed platforms to reduce costs.

Cutting platform numbers from 11 to 10 would allow construction to take place in one phase, rather than two, but would also reduce operational flexibility and capacity of the terminus to handle Phase 2b services. Sources close to the project, however, insist this reduction (recommended by last year's Oakervee Report), does not compromise the ability of the station to handle a full HS2 service of up to 16 trains per hour.



An artist's impression of the Weston Road entrance to Crewe station after rebuilding for HS2. PICTURE: HS2 LTD.

Concerns

Further concerns were raised on February 17 when the DfT instructed Transport for the North (TfN) to push back the unveiling of its business plan for the Northern Powerhouse Rail project, which was due to be published this month. TfN has been told to hold all NPR discussions in private until the Government has published its Integrated Rail Plan (IRP), expected next month.

The IRP will outline how HS2 can work with existing rail plans and Northern Powerhouse Rail to deliver the benefits of HS2 to the East Midlands, Yorkshire and beyond. However, many NPR supporters fear that the proposed high-speed and high-capacity network will be scaled back to a programme of incremental improvements to existing lines.

Burrowing HS2 protestors defy bailiffs

By Ben Jones

ANTI-HS2 protestors continued to occupy makeshift tunnels outside Euston station in late February, despite efforts to remove them for their own safety.

Although most of the protestors camping in Euston Square Gardens were removed by February 23, four remained underground as we closed for press, having been there for a month as part of a campaign to halt construction of the new railway. At least one activist was locked into position in the tunnel, further increasing the risk to themselves and the bailiffs called in to remove them.

The tunnels, claimed to be about 100ft long, were dug in an area that will become a temporary taxi rank during the construction of improved links between Euston and Euston Square Underground station.

Despite an application to the High Court in late January to halt their eviction, the protestors were ordered to cease all tunnelling activity and inform HS2 Ltd and the emergency services about how many people were in the tunnels, their design, size and layout, and to leave safely.

However, just a small number of protestors, who had been suffering from health problems, have since left the tunnels.

Collapse risk

Risks to those inside included potential collapse of the partially supported tunnels, the proximity of underground utilities, flooding and suffocation.

For the latter, HS2 Ltd was forced to supply a specialist air pump to circulate air through the tunnels as the protestors had not made any provision for fresh air supply. Experts estimate that the cost of extra security, excavations and safety measures at the illegal camp could be as high as £3 million.

A second tunnel camp discovered at Highbury Corner on February 9 was not related to anti-HS2 protests, but the activists have hinted that the Euston protest will be the first of a new wave of activities to disrupt construction along the HS2 route.

However, the longest-running anti-HS2 protest camp was finally removed after three-and-a-half years on February 13. The National Eviction Team and police officers evicted seven protestors from the Harvil Road site in the Colne Valley, 25 miles north of London.

According to a report in *The Times* on February 10, almost £50million has been spent by the Government on tackling climate change activists protesting against HS2 since it was first announced in 2009.

Green Party members challenge policy over HS2

GREENS4HS2, a group of Green Party members who support the HS2 rail project, have launched a new campaign website to challenge their party's position on the scheme.

The website, hs2.green, details the group's position and how members see HS2 as a core part of a low-carbon future for British transport.

There has been growing concern over how the Green Party claims to 'support the principle of a new north-south high speed line which would reduce the number of short-haul flights within the UK', yet a number of senior members and party leaders are steadfastly and publicly outspoken against HS2.

Solihull councillor Tim Hodgson said: "The Green Party's policy remains unclear on HS2 – we have contradictory statements that just don't add up. The last time we looked at this question was 10 years ago, so it's really important we examine the facts and data again to make sure our position is correct.

"We're out of step with our sister parties in Scotland and Europe, and we're not listening to the rail experts who are telling us this project is essential if we're going to help people get out of their cars and into public transport."

Evidence

Coun Hodgson's view was echoed by town planner Adam Turner, who said: "The climate crisis needs to be tackled as quickly as possible, but this Government is currently planning to build 4,000 miles of new roads; so it's more important than ever that the Green Party is following the evidence.

"The problem is that there are so many myths around HS2 – why it's needed, how much it really costs, how long before it's carbon-neutral, what the environmental impact is – and unfortunately my party has been taken in by them."

An increasing number of Green Party members are seeing HS2 and rail more widely as an integral part of a net-zero carbon future, and the capacity released by HS2 a part of the process to enable people to leave their cars at home for local journeys.

ScotRail provides temporary West Highland train

SCOTRAIL has introduced a temporary train service to help locals living between Fort William and Rannoch who have no other access to public transport.

Part of the reason is the suspension of the Caledonian Sleeper working into Fort William has restricted the ability to get to Fort William in the morning for essential business such as medical appointments.

As a result, there is now a Rannoch-Fort William working using a two-car Class 156, starting at 08.52 and calling at Corrour, Tulloch, Roy Bridge and Spean Bridge before arriving in Fort William at 09.55. The train allows passengers time in the town before returning on the 11.40 from Fort William.

To get the 156 to Rannoch, a set is attached at Fort William to the 06.03 Mallaig-Glasgow Queen Street, and split off at Rannoch. The service will operate every Monday and Thursday until the Caledonian Sleeper service between London and Fort William is reinstated.

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East Midlands Railway prepares to retire its HST fleet

WITH East Midlands Railway preparing to retire its remaining HST fleet in May after 39 years of service, EMR and Porterbrook have paid tribute to the HSTs by painting power car No. 43302 into the Intercity Swallow livery and reinstating its original number 43102.

The power car also carries the name *The Journey Shrinker 148. mph The World's Fastest Diesel Train.*

No. 43102 broke the Intercity World Speed Record in November 1987, when it achieved 148.5mph between Northallerton and York during a test a run. The power car is destined for the NRM York to join No. 43002, and the repaint and renumbering has been carried out by depot staff at Neville Hill.

Also see page 82. PICTURE: EMR

Middleton Press to continue publishing

FOLLOWING the death of Middleton Press owner and preservation pioneer Vic Mitchell (*TRM* February), Vic's daughter, Deborah Esher, has confirmed the team at the specialist publishing house is to continue his legacy and endeavour to complete the Ultimate Rail Encyclopedia for him.

Support from existing authors and contributors, plus the small staff team, helped them make the decision.

Local railway historians and anyone with material/photographs for areas not already covered (mainly Northern England and West Scotland/Highlands), are invited to contribute to the series, and should contact Ray or Deborah Esher on 01730 813619 to discuss any aspects of Middleton Press, or email info@middletonpress.co.uk

RMT wants on-train ticket checks suspended

RAIL union RMT has written to the Department for Transport calling for all on-train ticket checks to be suspended for the duration of the coronavirus lockdown.

Checks were suspended during the first lockdown in March 2020, but the latest Government advice is ticket and revenue protection checks should take place where social distancing can be maintained.

A survey of RMT on-board staff indicated that out of 17 TOCs, seven – CrossCountry, LNER, Northern, GWR, SWR, Avanti West Coast and C2C – are requiring staff to complete the on-board checks.

The RMT says this is putting staff at risk of contracting the virus, but is also concerned at the disparity between TOCs when all franchises are under DfT control.



Green Arrow joins Atlantic in new museum

ONE of the National Railway Museum's most popular locomotives – LNER 'V2' No. 4771 *Green Arrow* – has joined Great Northern Railway 4-4-2 Nos. 251 at the Danum Gallery, Library and Museum in Doncaster.

The move of the Gresley 2-6-2 to the town of its construction was carried out in the utmost secrecy on February 22. Both the NRM and Doncaster Council were keen to discourage people from breaking lockdown restrictions in order to see the loco arrive.

The two locomotives will form the centrepiece of a new exhibition telling the story of Doncaster's famous 'plant' and how it helped shaped the economy and fabric of the town.

A third loco – GNR small boilered Atlantic No. 990 *Henry Oakley* – is also expected to form part of the exhibition, which will also feature a selection of railwayana and memorabilia from the Doncaster Grammar School Railway Collection.

The new exhibition 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.

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

SIDELINES

Track worker killed

A 30-YEAR-OLD track worker for Network Rail was killed in an incident at Surbiton on February 9. He was named as Tyler Byrne. Network Rail said it was working with the British Transport Police and the Rail Accident Investigation Branch, as well as carrying out its own, investigation to understand how the accident happened.

Wagons roll away at Toton yard

THE RAIB is investigating why 22 wagons, 21 loaded, ran away from a siding within Old Bank sidings, Toton, on January 17. The wagons ran past two red signals, travelling around a half-mile, before being derailed on a set of trap points at Toton South junction. The wagons weighed just under 1900 tonnes.

Grand Central aims for March resumption

AS a result of the Prime Minister's announcement on reversing lockdown, open access operator Grand Central has said it plans to resume services from Sunderland and Bradford to London from March 27 – or earlier if circumstances permit.

GWR helps virus vaccination plan

SINCE February 8, Great Western Railway has been stopping 17 extra London Paddington to Bedwyn trains per day at Newbury Racecourse to provide additional public transport access to a coronavirus vaccination centre. The extras are in addition to the timetabled services.

Red plaque for Alloa

THE National Transport Trust has plans to unveil one of its Red Wheel plaques on Mar Street, Alloa – pandemic permitting. The plaque will recognise the historic Alloa Waggonway, which opened circa 1768 by the 7th Earl of Mar and connected coal mines at Sauchie and Fishcross to the harbour.

Wales rail in public ownership

FROM February 7, the Welsh Government took control of the Wales & Borders franchise as a result of the dramatic fall in passenger numbers during the coronavirus pandemic. Until further notice, rail services will be under the Wales operator of last resort, Transport for Wales Ltd. Previous franchisee Keolis Amey will have a minor role in operations.

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GREAT RATES SEE PAGE 80

OBITUARIES

John Yonge

JOHN Yonge, proprietor of the Quail Map Company, died in a nursing home in January aged 89.

Born in Chester, John was the son of Wing Commander John Yonge, a Second World War pilot, and led a somewhat disrupted childhood because of his father's various RAF postings in the UK and overseas.

After leaving boarding school, which he hated, John worked for London Transport. In his spare time he qualified as a cartographer and during an extended stay in New Zealand set up the Quail Map Company. He took on the ambitious task of mapping railway systems throughout the world and very successfully sold many of these by mail order.

Knowing his brother Mark was about to visit Russia on a business trip, John asked him to take some large, detailed railway maps of the Soviet Union to drum up sales. A visit to a leading map shop in Moscow generated much praise and interest but, unsurprisingly, no orders. The shop manager was given several free maps, with the message to pass these on to the relevant authorities. On his return to the UK, Mark advised John 'that he shouldn't hold his breath'. Astonishingly, after several months a huge purchase order arrived, which forced John to produce Soviet maps on an almost industrial scale.

John spent his later life in Exeter where he produced, among many others, his well-known Regional Track Plans for the UK and Ireland. They were all drawn by hand and so detailed that one of his largest customers was Network Rail.

These maps are still produced in John's style but these days, with his approval, computer generated.

Dedicated to the use of public transport and his trusted bicycle, John had a deep loathing of cars and was regularly seen around the cycle lanes of his home city. He is survived by siblings Elizabeth, Jane and Mark.

Mark Yonge

Marina Linke

MARINA Linke, managing director of Golden Eagle Luxury Trains, passed away suddenly on January 4 at the age of 53.

Well known to Golden Eagle's many regular customers on rail-based trips across the world, Marina was instrumental in the growth and development of the business from its early days almost 30 years ago.

Golden Eagle founder and president Tim Littler said: "Marina's passion for travel was unbridled and infectious. Her knowledge of the many places we visited and routes we travelled was unsurpassed.

"Her desire to provide unique travel experiences for the thousands of our guests was always at the forefront of her mind."

Marina took over as managing director from Mr Littler in March 2020 after 26 years with the luxury travel company, and had ambitious plans for the business as it recovers from the disruption to the travel industry in 2020/21.

Mr Littler added: "It's a tragedy. Her passing has left a massive void in the company but I am confident that can be filled by the Golden Eagle 'family' pulling together in her memory."

A Book of Condolence is now open at www.goldeneagleluxurytrains.com, enabling customers and friends to share their memories of Marina.

John Clemmens 1934-2021

JOHN Clemmens, a well-known photographer of British steam and, particularly, the Darjeeling Himalayan Railway, has passed away after short period in hospital which was not Covid-related.

Born in London, John's first contact with railways was visiting an aunt in Margate during the Second World War under cover of a special permit by train from Victoria during the school holidays.

His railway photography began in 1946, using early Kodak Box Brownies, followed by the brilliant Voiglander Bessa models.

Later John adopted a Hasselblad camera from the mid-1970s and continued to use them in a digital age.

In 1951, John was selected for an indentured apprenticeship with the de Havilland Engine Company and became involved with the gas turbine engines and for more than 50 years was a member of the Institution of Mechanical Engineers.

After retiring in 1989, John embarked on an exclusive handwritten book of remarkable quality covering half a century of photographing the Darjeeling Himalayan Railway, an area of India he knew intimately.

His images of the railway adorn the walls of his favourite hotel in the mountain town.

In 2015, his local station at North Queensferry became for one weekend 'Darjeeling' to mark the Forth Bridge having joined the DHR in securing UNESCO World Heritage status.

Well known by older members of the railway photographic fraternity, John was a contributing member and supporter of the Rail Camera Club, and helped with its travelling exhibition some years ago.

Horace Gamble - 1922-2021

HORACE Gamble, the founder of the Leicester Railway Society in 1939 and latterly its honorary vice president, died on February 8. He was 98.

As a boy in the 1930s, Horace discovered the joy of watching trains from the north end of Leicester Midland station. It was at this time that he met up with others with the same passion, which led the formation of the Leicester Railway Society in May 1939.

A keen photographer, he took his first railway photograph in 1938 on a borrowed camera, but went on to own a Zeiss Nettar folding camera on which he recorded every aspect of our railways all over the UK and was still taking modern images on a digital pocket camera in 2019.

A local historian of some note, he produced articles for magazines and was a regular contributor to the 'Mr Leicester' page of the *Leicester Mercury*.

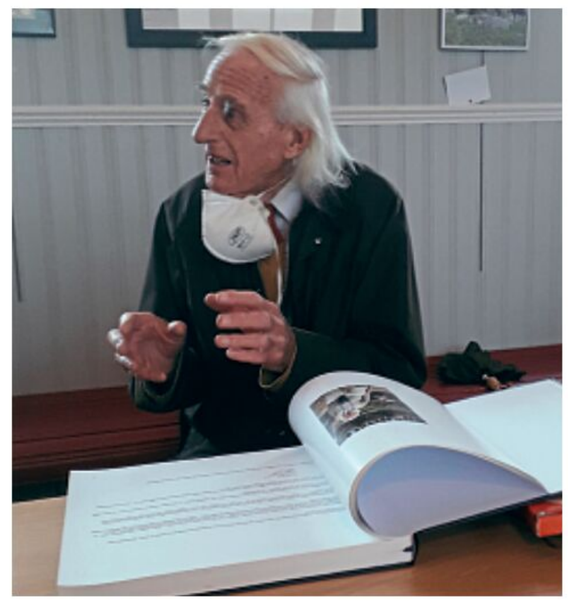
His book, Railways Around Leicester, was published in 1989 and lavishly illustrated.

Other self-taught skills included poetry and art, and an example of his work is on display in the Butler-Henderson refreshment room at Quorn & Woodhouse station.

Horace leaves a daughter and grandchildren.

John Stevenson





Left: Horace Gamble at Quorn & Woodhouse station in 2019 with the Leicester Railway Society's 80th anniversary special.

Right: John Clemmens with his own Darjeeling Himalayan Railway book, taken in September last year by John Yellowlees.

Siemens awards £40m Goole factory contract

GMI Construction has won a £40 million contract to build Siemens' new train building plant in Goole. As well as the main buildings, GMI will construct 4.5km of track across the East Yorkshire site, including a link to the main line network. The contract is part of a £200 million investment by Siemens, much of which is being awarded to Yorkshire-based companies.

When the plant opens in 2023, it will assemble the £1.5 billion Piccadilly Line fleet for London Underground, and undertake refurbishment of existing Siemens trains.

Heathrow Southern link gains Mayor's support

HEATHROW Southern Railway Ltd, the private venture hoping to build a rail link from the Staines area into Heathrow Airport, has welcomed the inclusion of the proposal in the Mayor of London's new Spatial Development Strategy. HSRL chief executive Chris Stokes said: "We congratulate London Mayor Sadiq Khan for recognising the strategic need to resolve the decades-long issue of a southern rail link to Heathrow Airport. A link to Heathrow remains essential if congestion and air quality issues are to be addressed."

Electrification for East Kilbride

WORK to electrify the route from Muirhouse Central Jct to East Kilbride is about to get underway as part of a Network Rail-managed project.

Just over six miles of route, a mix of double track, single track and a loop at Hairmyres, will be electrified, opening up the branch to electric multiple units.

Additionally, Hairmyres station will be relocated to a site 600m west of its current location, platforms will be extended, accessibility improved, and enhanced timetables will be introduced.

Centrally funded

Funding is being provided by the Scottish Government, with contractors, SPL, due to begin on-site activities between Muirhouse South junction and Busby junction – including piling and constructing steelwork foundations to support overhead power masts.

This electrification work will also support future electrification plans between Busby junction and Barrhead.

Michael Matheson, cabinet secretary for transport, infrastructure and connectivity, said: "Electrification of routes such as East Kilbride are a great example of how we aim to achieve this as we work towards our commitment of decarbonising rail passenger services by 2035."

Masts appear at Colton Junction

WORK to electrify a five-mile section of line between Colton Junction and Church Fenton is underway.

OLE mast piling work has been taking place during January and February, and the first mast was installed at Colton Junction on February 17. New signalling equipment and associated troughing is also being installed, through Ulleskelf, Bolton Percy and on to Church Fenton.

The work is the first stage of the £600 million Transpennine upgrade on the route between York and Manchester.

DB Cargo No. 66020 passes the first masts installed at Colton Junction, York, on the line towards Church Fenton. DAVID TILLOTSON



Stonehaven-Montrose line reopens

NETWORK Rail reopened the Stonehaven-Montrose line on February 22 after it was closed on January 15 following the collapse of part of a parapet (*RM* Jan, p7).

Work to repair and strengthen the Victorian structure, situated in a remote location, has taken place around the clock. It has included reconstruction of the failed parapet wall, the installation of additional concrete supports on the bridge deck to help retain and support the track, and installing ties through the bridge to strengthen the overall structure.

The bridge was last inspected in October 2020 but had received a detailed examination in March 2018. Following the incident, inspections were carried out on similar bridges on Scotland's network.

'Staycation Express' to make a return

AFTER the success of last year's 'Staycation Express' operation from Skipton to Appleby, promoter Rail Charter Services (RCS) has confirmed the trains will run again in 2021.

While last year's passenger numbers for the express – which ran for eight weeks from July 20 – exceeded all expectations, it showed there was an appetite for a different type of charter train which didn't tie customers up all day.

Because uncertainties still remain over how the easing of any lockdown and restriction of movement will be lifted, RCS is delaying announcing its plans, but the trains will run over the Settle and Carlisle line.

Some changes are anticipated, with one less return working due to the light loadings.

As per last year, the trains will use Locomotive Services Ltd rolling stock, motive power and crews.

Australia's No. 3801 returns to main line duties

NEW South Wales Government Railways 'C38' No. 3801 will return to railtour duty this month for the first time since the completion of its decade-long overhaul.

A special relaunch weekend is to take place on March 13 and14 that will see the celebrity Pacific working four special trains each day from Sydney's Central Station to Hurstville and back. The trains will be the first public trains to be hauled by No. 3801 since 2007.

Following the launch weekend, No. 3801 will begin a tour of New South Wales, commencing with the Southern Highlands in March, then Albury, Wagga Wagga and Junee in April, followed by the Blue Mountains in May.

The loco will also visit towns in the western and northern parts of the state later in the year.

Network Rail CEO reviews Bletchley flyover progress

By Phil Marsh

NETWORK Rail CEO Andrew Haines paid a visit on February 10 to the work taking place at Bletchley to mark the first anniversary of the East West Rail Transport & Works Order being signed – and with it the process of demolition and rebuilding of the flyover for the East West Rail project.

With Mr Haines was route director Tim Shoveller, who were shown around the main worksite by Mark Cuznor, the overall EWR project director, and Bletchley area project director Jeff Booth.

Two years ago, it was announced the flyover would be refurbished and its deck raised, but the inquiry into the Italian Morandi bridge collapse in Genoa identified potential risk, so the plan was revised to replace spans 17 to 29 inclusive, over or alongside the West Coast Main Line (WCML).

The flyover was identified as the key component in the EWR project infrastructure while also potentially carrying the most risk in terms of disruption to the existing railway given the WCML's proximity.

Former site

Preparatory work for a compound on the site of former Bletchley carriage sheds southwest of the station using 20,000 tons of material was undertaken. This was in order to accept spans 17 to 25 inclusive, to be directly lifted into this works compound and then crushed and removed from site.

Spans 20 to 25 required a 1250-ton counter-balanced crane to lift the 300-ton reinforced concrete spans above and across the WCML. This was carried out every Sunday morning in August and completed on September 20.

Supporting piers and crossbeams were then removed, requiring further delicate and accurate lifting from in between, with spans 26 to 31 removed beam by beam at the same time on the east side of the WCML.

An estimated 5,500 tons of concrete has been removed, crushed and reduced to fill, and used around the site for haul roads. The steel concrete reinforcements were recycled, as were redundant OLE stanchions and associated 25KV wires.

New entrance

Ballast from spans 34 to 37 was removed in November, enabling work to commence on two high level platforms and associated new eastern station entrance. This involved piling operations for reinforcements to support the platforms and buildings.

The last piece of the flyover to be removed, a small supporting pier section, took place in the early hours of January10. From May, as part of the rebuilding, more than 100 prefabricated beams will be craned into position across the WCML by two cranes, with the expectation that track on the rebuilt flyover will be laid in the autumn.

■ The 605-metre 37-span Bletchley flyover opened 60 years ago but never saw the use envisaged when planned in 1953 as a result of a British Railways freight study. This looked at how to direct cross-country freight away from London by creating a circular route 50 miles north of London, crossing the West Coast Main Line (WCML) on a flyover. Its construction was confirmed in the 1955 British Railways Modernisation plan when Sir Brian Robertson, chairman of the British Transport Commission, outlined plans to create a marshalling yard at Swanbourne. In 1963 Dr Beeching acknowledged the importance of the 77-mile cross-country Varsity Line between Cambridge and Oxford, but BR took a contrary view, with services finishing in 1967 and the Bletchley flyover mothballed in September 1993.

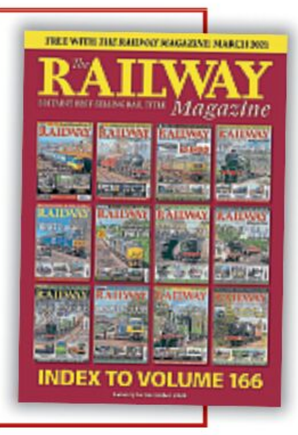


Steel reinforcement for parts of the new viaduct are being prepared ahead of the delivery of concrete. PHIL MARSH

RM 2020 Index

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The Flagship Engine Appeal

The Bodmin & Wenford Railway Trust has launched an £80000 appeal for the completion of restoration works on our locomotive, GWR small prairie No. 5552. We need to raise £80,000 to return the engine to traffic and hold a celebration event in late 2021 with a visiting locomotive.

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OPERATING THE ROYAL TRAIN

PART 2

Career railwayman Geoff Griffiths worked through the ranks from a clerical grade to become a Royal Train manager. Now enjoying retirement, Geoff concludes his story into planning of operations, and reflects on when things didn't go quite to plan.

THERE was an overnight train for The Queen from Euston to Bradford, timed to pass through Doncaster at a reasonable time in the morning. At 06.25, my mobile rang.

It was the Royal Train officer, Nick Edwards. Could I nip round to Asda to get a hairdryer? The Queen's lady in waiting was in panic mode after finding she had forgotten the hairdryer, and the one on the train wasn't working.

I nudged the wife and said: "You need to get up early today, I want to borrow your hairdryer." After she had made herself look half decent, we made our way to Doncaster station and awaited the arrival of the train on platform eight.

My mobile rang again. I said: "It's okay. We're in position with the hairdryer." The reply was: "The fridge has broken down and the milk has gone off."

I walked over to the Costa Coffee booth and asked the lady – Janet – if I could purchase two large bottles of milk, to which she replied: "We don't sell milk on its own."

I said: "If I told you that the Royal Train will be arriving right in front of you in the next 10 minutes and The Queen is waiting for a brew, would that make any difference?"

The milk appeared on the counter and Janet spent the rest of the day basking in glory, telling her customers what had happened. I later sent her a picture of herself with the milk and a letter on behalf of the Royal Household, thanking her for saving the day.

A Royal delay

In August 2007 we ran an overnight train from Aberdeen to London. The Queen and Duke of Edinburgh had been staying at Balmoral for the summer. They had been joined by the Prince of Wales and the Princess Royal, and were all due to travel to London to attend a memorial service for Princess Diana.

Unfortunately, a complete power failure at Rugeley brought the train to a stand. When power was restored, and the train now 53 minutes late, there was a distinct possibility that the royal party would not make it in time.

Network Rail decided damage limitation was the order of the day. With the co-operation of Virgin Trains, it was agreed the Royal Train would be given priority on its journey south. After all, Richard Branson was also attending the service.

Permission was sought from The Queen to run at the maximum permitted speed instead of the sedate pace normally run. The Queen gave the nod, and with a clear road ahead the train set off at lightning pace for London.

With much swirling of bath water and the rattling of breakfast cutlery, the train arrived into Euston just seven minutes late.



Royal Class 67 No. 67005 *Queen's Messenger* arrives at Scarborough with the UK's first 100% biofuel passenger train on September 14, 2007.
ALL PICTURES GEOFF GRIFFITHS (UNLESS STATED).



Saving the day! After the on-board fridge failed, Costa Coffee's Janet at Doncaster station came to the rescue. Here she hands a supply of milk for the Royal Train conveying The Queen to the author on May 24, 2007.
PAM GRIFFITHS



'A1' Pacific No. 60163 *Tornado* stands at Preston on February 4, 2010. On board are the Prince of Wales and the Duchess of Cornwall en route to the Manchester Museum of Science & Industry. Later in the day the Prince travelled on the footplate between Handforth and Sandbach as *Tornado* travelled to Crewe.

Biofuel

Early in 2007, I received a letter from Grp Cpt Tim Hewlett, the director of Royal Travel, asking why the Royal Train doesn't use biofuel.

The Royal household had picked up that Virgin Trains was about to run the first biofuel train in the UK, and this had got the Prince of Wales – champion of all things green – excited. Further investigation revealed that despite all the headlines, the train was running with just a 20% blend of biofuel.

It was subsequently discovered that there was a budget available within the railway industry to develop the use of biofuel. EWS duly presented their case and grabbed the money. Testing started at Toton running a Class 67 on various biofuel blends.

Charles wanted his train to be the first to use it, as he had posed the original question. On hearing the news that this might be a possibility, there was a small problem – The Queen also wanted to be first.

The Royal Travel Office (RTO) got involved and nominated one of the future trains for The Queen as the first to use biofuel.

However, EWS wasn't going to settle for a diluted 20% mix. They wanted to go one better. The biofuel was produced from discarded cooking oil. Unfortunately, testing turned out to be more complex than anticipated and timescales slipped, resulting in the train proposed by the RTO being missed.

However, after further testing, EWS moved into a position to run a Class 67 with 100% biofuel, and the next programmed Royal Train just happened to be for Charles.

So on September 13, 2007, Europe's first passenger train to run with 100% biofuel set off from London Euston, and on arrival at its destination the Prince decided to speak to the driver on this momentous occasion.

Once again the man up front was Doncaster driver David Court. I believe Charles remarked that the cab smelt of fish and chips – quite appropriate really, as the train had just terminated at Scarborough!

Royal Diamond

On another occasion, I had again written to The Queen asking if she would name a Class 67 in celebration of her forthcoming Diamond Wedding Anniversary, giving a few options of possible names.

Her private secretary replied, advising that The Queen had approved loco No. 67029 to be named *Royal Diamond* on her next trip, which was to be to Lichfield.

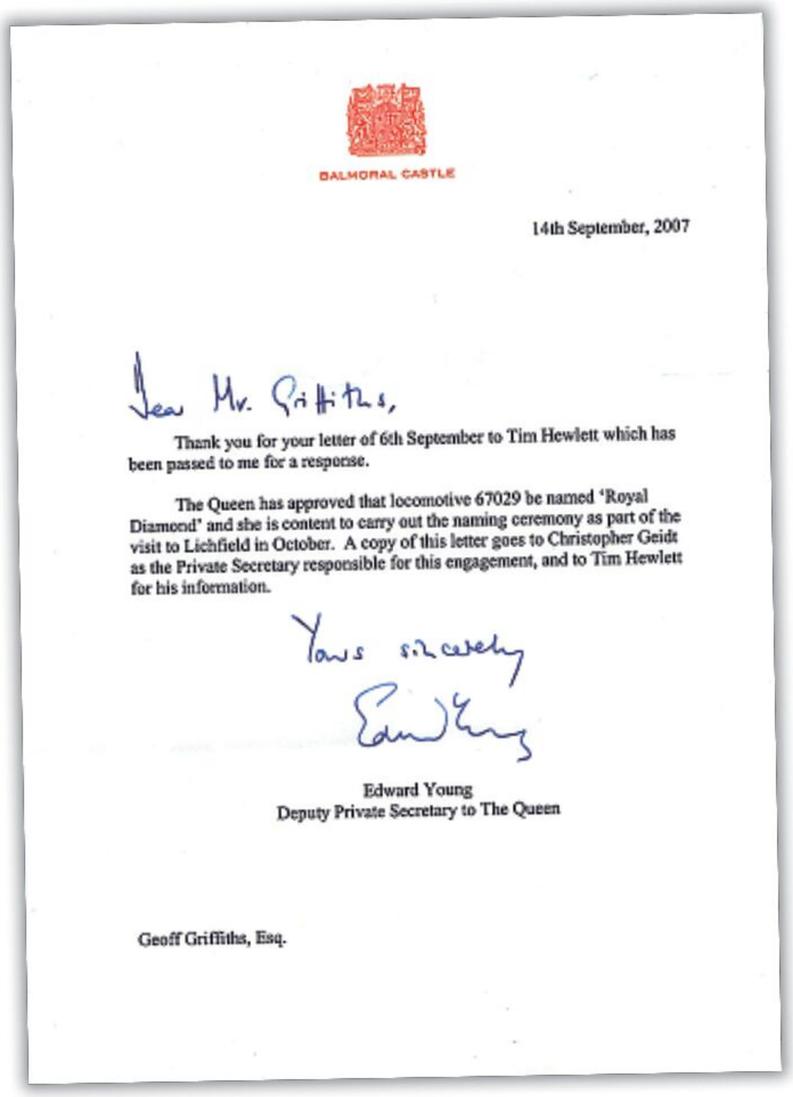
I visited Lichfield to assess exactly where the naming ceremony might take place and was shocked to find the station was like a building site. There was lots of work going on around the platforms, and with the noise of generators it was hardly conducive to holding a naming ceremony.

The RTO put me in touch with the Lord Lieutenant of Staffordshire. As The Queen's visit was to the National Memorial Arboretum at Alrewas, I suggested Rugeley Trent Valley might be a better option, and this was agreed.

I was invited to be part of the official line-up, and my wife was invited too. Waiting for the train to arrive at Rugeley, a local lady also in the line-up asked how one addressed The Queen. I told her it was Ma'am as in 'jam' and not Marm. She also asked how far down she should go when she curtsied. I advised her to not go too far down, as I once saw someone go down and they didn't come back up again!

The Icelandic volcano

There was some pressure at EWS to ensure the Royal Train made a full contribution to the company budget. In some years there was a healthy programme of journeys, but one year ▶



BALMORAL CASTLE

14th September, 2007

Dear Mr. Griffiths,

Thank you for your letter of 6th September to Tim Hewlett which has been passed to me for a response.

The Queen has approved that locomotive 67029 be named 'Royal Diamond' and she is content to carry out the naming ceremony as part of the visit to Lichfield in October. A copy of this letter goes to Christopher Geidt as the Private Secretary responsible for this engagement, and to Tim Hewlett for his information.

Yours sincerely

Edward Young
Deputy Private Secretary to The Queen

Geoff Griffiths, Esq.

Letter from the Palace.



No. 67029 *Royal Diamond* emerges from Rainbow Hill Tunnel, Worcester, with the EWS company train on a Waterloo to Bridgnorth recce for the Royal household on April 15, 2008. The loco acts as standby for the Royal Train should Nos. 67005/006 be unavailable.





Above: The unusual sight of Class 67 No. 67029 *Royal Diamond* at Bridgnorth on the Severn Valley Railway, with the EWS Company train on a recce on April 15, 2008.

Right: Approaching Doncaster on May 27, 2004, is No. 67005 *Queen's Messenger* with the Royal Train, which was conveying The Queen and Duke of Edinburgh from Euston to Halifax. This was the first Royal Train the author planned in its entirety.

the programme contained just 11 trips and my budget contribution didn't look too good.

In order to encourage a little more use of the train, I was told to let the Palace know that if they wanted the train at short notice, we could accommodate it. The thinking was we might get a few extra trains. Up to that point, the Royal household was under the impression that the train needed to be planned months in advance. In fact, I think they were quite taken aback to learn otherwise.

Sure enough, they decided to put us to the test. On the night of Saturday, April 17, 2010, I received a call from Andy Tibble, my contact in Clarence House. A volcano had erupted in Iceland and air travel in Northern Europe had come to a standstill.

Their Royal Highnesses were in Aberdeen and the Prince wanted the train in Scotland for a 22.00 departure from Aberdeen on Tuesday night, to be in London on Wednesday.

It meant we needed to go north with the empty carriage stock (e.c.s.) early on Tuesday morning. Sunday was spent making many frantic phone calls but within 24 hours of the initial request, we confirmed that the train would be ready. It duly departed from Wolverton early on the Tuesday morning.

Tornado

Charles's private secretary, Elizabeth Buchanan, would often call me at home.

"Are you busy, Geoff? I would just like to run a few ideas past you. I've received a letter. What do you know about a new steam engine being built called *Tornado*?"

She insisted I write to her with my opinion on what this meant within the railway industry. In laymen's terms, I explained the enormity of the project and how it had never been done before. It was to be the first new steam engine built in Britain since BR built *Evening Star* in 1960.

Mark Allatt, from the A1 Steam Locomotive Trust, and I were summoned to Clarence House for a meeting. Elizabeth was a little disappointed that a name had already been chosen, because she had other ideas in mind!

Following the meeting, a recce mission to York was undertaken to look at the options for the naming ceremony. This was going to be a public event and Elizabeth wanted the full works – brass bands, school children, bunting... the lot.

Although most of the planning was done well in advance, and in secret, Elizabeth was aware of the enormous public interest in *Tornado*. She insisted a press release date was agreed so railway enthusiasts, whom she referred to as 'train twitchers', would have the opportunity to witness the proceedings – the more, the merrier.

Once again Charles wanted a trip on the footplate. I didn't attend the naming ceremony as I wanted to photograph the train, so I told the driver and traction inspector where I would be so they could provide a little bit of smoke.



St David's Day, March 1, 2006, saw snow at Newtown, Wales, where No. 67029 waits to work over the single line section to Machynlleth.

The EWS company train

Meeting the then CEO of EWS, Keith Heller, on a subsequent occasion, he said if the Royal household wanted to use his private train (also known as the EWS company train) it was entirely at their disposal.

Initially they didn't show much interest because they didn't think it fitted in with their plans. They also didn't accept 'freebies' because this generated bad press.

Passing Dawlish on September 11, 2009, No. 67006 *Royal Sovereign* leads the Royal Train as it catches some sea spray on its way south towards Teignmouth.

In 2007, I was approached by the owners of No. 6024 *King Edward I* asking how to get the loco on the Royal Train, and so I helped them pen a letter to Clarence House.

At about the same time, the Severn Valley Railway suffered severe flooding which damaged the infrastructure at a number of locations.

Elizabeth Buchanan took control, and a plan was devised where perhaps Charles would like to take the Royal Train to Bridgnorth to celebrate the completion of repairs and the re-opening of the SVR.

This ticked all the boxes for the Prince – another steam-hauled Royal Train, heritage railways, historic buildings, boiler smiths, traditional skills…

Another call from Elizabeth. "Is your company train still available? We'd like to use it on the recce visit to Bridgnorth."

So, setting off on an overnight trip from Waterloo to Worcester, the Royal household staff took all the bedrooms in the sleeper. We had to bed down in sleeping bags on the floor of the DVT.

The electrics were quite delicate on the company train. It was suitable for computers and laptops, but panic set in when Elizabeth plugged in her hairdryer in the morning and blew most of the fuses! After dropping the household members off in Worcester where they began their recce, the train went e.c.s. to Kidderminster to await their arrival.

I had always wanted to get a picture of a train leaving Rainbow Hill tunnel, Worcester, which had a nice set of semaphore signals on the north side. With a Network Rail man on board and a suitable path, we stopped the train outside the tunnel, took a block on the railway, and the picture was in the bag.

The journey ran like clockwork, and another successful recce mission was completed with dinner on the train and a fast run back to Euston.



A rare visit to the Conwy Valley line on April 25, 2008, as Nos. 67005 *Queen's Messenger* and 67006 *Royal Sovereign* top and tail the Royal Train along the branch at Tal-y-Cafn.

The Germans are coming!

The Royal Train sat very comfortably with its operating company being EWS – the English, Welsh & Scottish Railway company. It sounds like it was part of the British Empire, as though they had been made for each other.

But in 2007 I was summoned by my boss to a meeting. It was about to be announced that EWS was being purchased by Deutsche Bahn, and I was given the task of telling Buckingham Palace that the Germans were coming. It was important that they received the news before the press got hold of it.

We could all see the headlines looming… 'The German Royal Train'. The national press ▶



A Royal Train Christmas card – designed by the author.



The Queen names No. 67029 *Royal Diamond* at Rugeley Trent Valley station on October 12, 2007, following a suggestion by the author to the Royal Household. The author and his wife, Pam, look on, with the Duke of Edinburgh standing just behind. ROGER LYMM



The Queen and the Duke of Edinburgh disembark from the Royal Train at Hereford in 2012. JACK BOSKETT



EWS engineer Gareth Houghton and the director of Royal Travel, Grp Cpt Tim Hewlett, in the cab of a Class 67 at Toton on July 31, 2007.



The author being formally introduced to The Queen by EWS CEO Keith Heller during the naming ceremony for loco No. 67006 at Bristol Temple Meads on February 25, 2005. BOB SWEET



The Royal Train, led by No. 67005, passes Bishton Crossing heading east, having just picked up the Duke and Duchess of Cambridge from Cardiff Central as part of their tour by train around the UK. After Cardiff they visited Bath. JACK BOSKETT

were always a pain in the backside. I once had two journalists parked outside the house all day, waiting for me or my wife to leave so they could pounce and ask questions.

My wife also worked for EWS and I never told her where I was going or who I was meeting so she couldn't unintentionally let anything slip.

Fortunately we did enjoy a few perks of the job together – an invitation to a garden party at Buckingham Palace, The Queen's Christmas ball at Windsor Castle, and several Christmas concerts at St James's Palace. It was also nice each year to open our Christmas card from their Royal Highnesses.

Operation London Bridge.

You may have heard the term Operation London Bridge. It is the codename for the plan in the days after the death of The Queen.

I've attended several meetings to update the arrangements to be put in place should The Queen die at a distant point away from London. For instance, should The Queen die at Balmoral, the Royal Train would be used to bring The Queen's coffin back to London before transfer to Buckingham Palace. It's a plan which is revised several times a year.

In my seven years looking after the Royal Train, I was responsible for 105 journeys and made 32 visits to Buckingham Palace. One of the pictures I took of the train hangs in the Royal Travel Office at the palace, and another in Clarence House.

The last train I planned for The Queen was to Sheffield in November 2010. I was summoned to see her in her coach, and she thanked me for what I had done and gave me a signed framed photograph. Incidentally, she asked me about a 'railway graveyard' she had witnessed through the window. This happened to be the long line of Class 60s stored in Toton yard.

I was also called to see the Prince of Wales on the final train I planned for him to Bradford, and received another signed photograph. I have never written about my experiences with the train until I was asked to give a talk to a society.

These recollections have been a trip down memory lane. I have thoroughly enjoyed working with the people at the Royal household and they were always so grateful for what we did. There has also been immense co-operation and help from within the railway industry to make each journey such a success.

As manager of the Royal Train and also a railway enthusiast, I hope I have left my mark and helped cement the special relationship between the railway and the Royal Family. ■



Stainer 8P No. 6201 *Princess Elizabeth* is one of a handful of steam locos to have hauled the Royal Train and is pictured at Eckington, Worcs, working from Worcester Shrub Hill to Oxford, carrying the Queen and the Duke of Edinburgh on November 7, 2012. JACK BOSKETT

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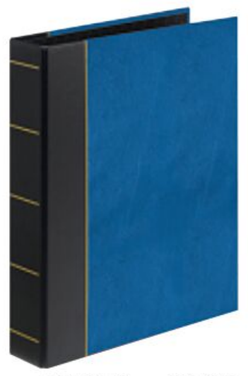
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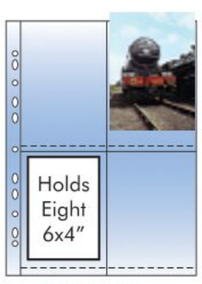
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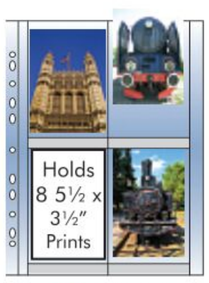
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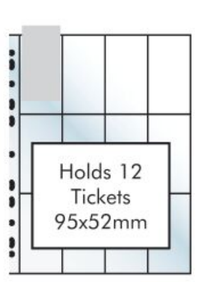
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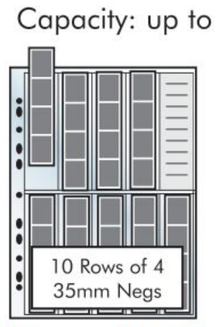
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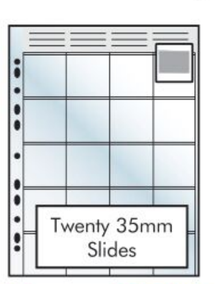
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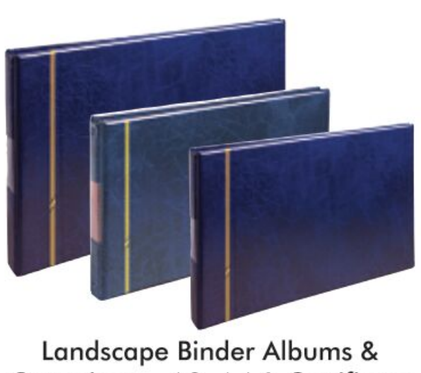
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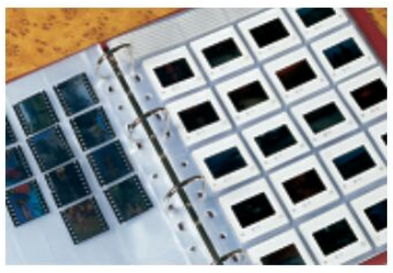
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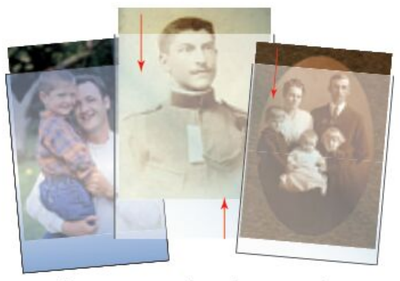
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Carrying the Lune Rivers Trust headboard, rebuilt 'Merchant Navy' No. 35018 *British India Line* is near Hellifield on September 26, 2020. KALLUM BUCKLEY

A MERCHANT VENTURER



In this month's Practice & Performance it's a change of motive power as John Heaton FCILT samples the splendour of preserved steam haulage over two of England's best known scenic main lines.

THE Covid-19 summer of 2020 will not feature highly in the annals of British train recording. With journeys restricted to 'essential travel only' or eased to an ill-defined 'necessary', it was both easier and safer to stay at home and find something else to fill the void.

It is therefore surprising, perhaps, to relate how steam railtours contributed to the needs of the rail enthusiast community by persevering with advertised excursions when the restrictions at last began to ease.

Tales of a superlative run with 'Royal Scot' No. 46115 *Scots Guardsman* on the Cumbrian Mountain Express tour on August 8 filtered through the internet, making me keen to participate in a steam run as soon as possible.

West Coast Railways was going ahead with its 'Dalesman' trip from Chester on September 8, and hotels in the North West were offering bargain prices to entice intrepid post-lockdown fugitives.

Would travel be safe from the potentially deadly coronavirus? On a more trivial level, would it be worth wearing a much maligned mask?

I had hoped for a clockwise itinerary with Carnforth to Preston steam, out via Grayrigg and Shap, back via Ais Gill and Wilpshire, but I should have done my homework. The train would be diesel-hauled to Hellifield, then with unspecified steam power from the West Coast pool from Hellifield to Carlisle and back to Carnforth before the diesels resumed charge.

Indulged

This was mildly disappointing but I am not sure why. Perhaps it was because I had managed to conduct a number of journeys on the 'Long Drag' behind various Stanier products over the years and had also indulged in the excellent 'Cotton Mill Express' over Copy Pit, with No. 45699 *Galatea* running as No. 45562 *Alberta* only a week or two before house arrest. But there was the enticing prospect that Bulleid 'Merchant Navy' 4-6-2 No. 35018 *British India Line* might just be available…

Class 47 No. 47772 sidled into Warrington Bank Quay at 08.22 with 11 Mk1s and large fuel tank No. 47804 on the rear. How would the vintage coaches suit life under coronavirus? 'Very well' was the answer. I could not have been more impressed with the space provided, additional partitions between seating bays, the attention to detail of the stewards, and regular wiping of surfaces. Furthermore, the procession of buffet car patrons was eradicated by the regular provision of a trolley.

I was asked whether I wanted to know which steam engine was to be provided but the offer was declined, although I had overheard a rumour it was indeed going to be the 'Merchant Navy'. The customer care on the train was surpassed only by the brave decision of West Coast Railways to keep faith with its customers by running the train with only 100 passengers, whereas cancellation would probably have produced a short-term gain against the longer term pain of forfeiting loyalty.

As I mused on the economics and reflected on the emergence of Covid-inspired etiquette, our Class 47 was negotiating a series of minor delays for which 5min pathing time had been granted, although 9min had been required.

The Leyland stop incurred 3min overtime and the cavalcade reached its last pick-up point at Preston 6min late. The 8min reversal allowance was pruned to six before No. 47804

led its train round onto the East Lancashire line. The Blackburn stop was not required but this simply resulted in a dead stand between Langho and Whalley and a marginally late arrival in Hellifield Down Goods Loop.

Characteristic fashion

And there was No. 35018, a magnificent example of a rebuilt 8P 'Merchant Navy', snuffling its way to the front of the train in characteristic Bulleid fashion. It was one of the first to be withdrawn in August 1964 but had the good fortune of being sent to Barry, where the chances of reincarnation transpired to be the highest.

Saved from scrap by Richard Heather and John Bunch, the loco then posed major restoration problems but again 'landed on its Bulleid Firth Brown Boxpok-style wheels' when sold to David Smith and renovated to main line standards at its new West Coast Railways' Carnforth base.

Meantime, it was confirmed that the rear Class 47 was to be detached, to the general relief of all concerned, but the weather prospects were becoming unfavourable for a run over the Settle & Carlisle (S&C). The rail was not what I would describe as greasy but it was certainly not entirely dry. The air was humid, dampened by low clouds hiding the peaks of distant mountains.

With a loco support coach completing a 12-coach consist of 438 tons tare, but a Covid-19 gross of only 447 tons, *British India Line* was ready for off and surprised a few punters by leaving 7½min early. The question was whether this was good news or whether we would dissipate the time by easy running. The initial three miles to Settle Jct are downhill at around one-in-200, ideal for letting a loco find its stride, but the top speed of 54mph was a tad disappointing compared with some more tempestuous starts.

Speed started to tail off earlier than expected on the 1-in-100 up to Settle station, passed at only 42mph. The loco obviously had steam to spare as the safety valves lifted at MP 235½ but the pace continued to fall as the continuing 1-in-100 took further toll (see Table 1).

Rallying

By Stainforth Tunnel the speed was 28mph, bottoming out at 25mph before rallying on the slight easing through Helwith Bridge, with No. 35018 snatching the opportunity given by the short level stretch at MP 241 to reach 33mph. Once again the safety valves had lifted, this time for 2½min on the 1-in-100, so our lack of progress was a puzzle. Were the clouds lowering further or was it just our gaining altitude that made it seem so? Weather conditions were certainly not improving.

Back on the 1-in-100 to Horton-in-Ribblesdale, speed fell back once again to 25mph, then rallied to 28mph on the second slight easing of the climb before digging in through Selside to balance at 23mph on the final two miles of 1-in-100 to Ribblehead.

This modest speed meant there was no need to ease over the towering arches of the legendary Batty Moss Viaduct, taken at 25mph, before passing Blea Moor signal box in 24min 33sec from Hellifield loop but only 1min late. Railway Performance Society (RPS) steam specialist Michael Rowe suggests an equivalent drawbar horsepower (edbhp) of just 925hp. A Class 4 performance?

The following week 'Royal Scot' No. 46115 would take only 19min 28sec for this section, but at least the extra time on my run meant more time to enjoy the spectacle. One might question devoting so much space to an ordinary, perhaps poor, or at best what my colleague Peter Hewitt described as a 'fair to middling' performance, but we enjoy so many superlative main line steam runs nowadays that we need 'fair to middling' ones to provide the context for the exceptional.

Perhaps the answer to our speculation about the performance statistics lay in the pre-lockdown experience with the Pacific on February 8 when it had lost 108min between Hellifield and Preston, being unable to stop the brakes from dragging. With that imponderable factor, plus the propensity of Bulleids to slip at the slightest provocation, caution was duly exercised and Carlisle was reached 5½min early. After all, Mr Bulleid's sometimes petulant ▶

TABLE 1: HELLIFIELD TO BLEA MOOR

Loco		35018 *British India Line*			35018 *British India Line*			35005 *Canadian Pacific*	
Vehicles/tare/gross tons		12/438/447			11/401/410			13/474/500	
Train		07.48 Chester-Carlisle			07.48 Chester-Carlisle			06.42 Finsbury P-Carlisle	
Date		September 8, 2020			September 22, 2020			May 29, 1999	
Recorder/ Position		J Heaton 4th of 13			J Heaton 5th of 12			G A M Wood	
Miles	**Timing Point**	**Sch**	**M S**	**M P H**	**Sch**	**M S**	**M P H**	**M S**	**M P H**
0.00	Hellifield d	0	0 00	7½E	0	0 00	2½E		
1.23	Long Preston		3 51	32		4 09	35		
3.25	Settle Jct	7	6 39	54	7	6 47	56	0 00	sigs 15 3E
5.21	Settle		9 08	42		9 02	50	4 12	35
5.73	MP 237		9 54	38		9 39	48	4 59	40
6.73	MP 238		11 40	31		10 56	45	6 26	42
7.73	MP 239		13 46	27		12 18	41	7 51	42
8.73	MP 240		see footnote			13 48	39	9 20	37/34*
9.73	MP 241		18 20	30/33		15 17	43	11 00	38
10.73	MP 242		20 13	30		16 36	45	12 24	43
11.26	Horton in R.	15½	21 20	28	15½	17 20	45	13 09	43
11.73	MP 243		22 23	25		17 58	44	13 48	43
11.98	MP 243¼		22 58	25		18 18	44	-	-
12.23	MP 243½		23 33	27		18 39	44	-	-
12.48	MP 243¾		24 04	28		18 59	44	-	-
12.73	MP 244		24 36	28		19 19	44	15 10	44/45
12.98	MP 244¼		25 07	27		19 39	44	-	-
13.23	MP 244½		25 41	27		20 00	43	-	-
13.48	MP 244¾		26 16	26		20 20	43	-	-
13.73	MP 245		26 53	23		20 41	43	16 31	43
13.98	MP 245¼		27 33	23		21 02	43	-	-
14.23	MP 245½		28 12	23		21 23	43	-	-
14.48	MP 245¾		28 51	23		21 44	42	-	-
14.73	MP 246		29 30	23		22 06	40	17 55	43
14.98	MP 246¼		30 09	23		22 30	36	-	-
15.23	MP 246½		30 47	23		22 56	33	-	-
15.48	MP 246¾		31 25	23		23 24	31	-	-
15.73	MP 247		32 03	24		23 53	31		
15.98	Ribblehead	22	32 37	26	22	24 21	30	20 07	24/17
17.21	Blea Moor	27	35 38	23	27	26 44	33	23 42	26

Full quarter mile tmings taken throughout but edited except for MP 243-247
Both tables timed to 1/100th of a second but rounded in M S column
35005 times started at MP 234½ and finished at MP 248½.* Brakes dragging MP 240
September 8 run: safety valves blowing off 14.19-16.55



As dusk descends, 'Merchant Navy' No. 35018 *British India Line* sits in the Up Loop at Hellifield Station, having just been detached from the 'Pendle Dalesman' from Carlisle on October 17, 2018. LIAM BARNES



A Bulleid on the West Coast! No. 35018 works its way past Little Strickland on September 8, 2020, with the 'Dalesman' charter returning from Carlisle to Chester. BARRY MARTIN

TABLE 2: CARLISLE TO SHAP SUMMIT

Loco	35018	35018	60532
Vehicles/tare/gross tonnes	12/438/447	11/401/410	12/437/470
Train	15.20 Carlisle-Chester	15.20 Carlisle-Chester	15.05 Carlisle-Preston
Date	September 8, 2020	September 22, 2020	September 13, 1997
Recorder/ Position	J. Heaton 10th of 13	J. Heaton 9th of 12	S. Smeaton 4th of 13

Miles	Timing Point	Sch	M S	M P H	M S	M P H	Sch	M S	M P H
0.00	CARLISLE d	0	0 00	1L	0 00	T	0	0 00	
1.33	Upperby Bridge Jct	2½	5 25	23	4 30	33		-	-
2.08	MP 67		7 14	26	5 50	35		5 11	40
3.08	MP 66		9 24	28	7 27	39		6 33	45
4.08	MP 65		11 30	29	8 57	41		7 49	49
4.90	Wreay		13 13	30	10 10	41		8 49	50
6.08	MP 63		15 22	35	11 53	42		10 12	52
7.33	Southwaite	12½	17 15	41	13 33	47		11 37	53
8.08	MP 61		18 20	43	14 29	48		12 27	54
9.08	MP 60		19 43	44	15 43	49		13 34	55
10.08	MP 59		21 08	42	16 57	46		14 40	53
11.08	MP 58		22 34	41	18 26	37		-	-
11.58	MP57½		-	-	19 21	29		16 23	52
12.83	Plumpton Loop a	23	27 12		22 35			-	-
12.83	Plumpton Loop d	43	40 45		40 23			18 16	56
14.08	MP 55		44 21	32	44 18	36		-	-
14.58	MP 54½		45 15	34	45 05	39		19 40	53
15.08	MP 54		46 07	35	45 50	41		-	-
16.08	MP 53		47 59	34	47 23	41		21 18	59
17.08	MP 52		49 28	44	48 40	51		-	-
17.83	Penrith	50	50 27	47	49 31	55	18	22 55	69
19.09	MP 50		51 58	51	50 47	61		23 58	72
21.60	Eden Valley Loop a	56	59 27		57 50			-	-
21.60	Eden Valley Loop d	69	66 49		73 56			-	-
24.09	MP 45		75 39	26	82 41	30		28 31	61½
24.34	MP 44¾		76 12	27	83 12	30		-	-
24.59	MP 44½		76 44	27	53 42	30		-	-
24.84	MP 44¼		77 17	27	84 12	30		-	-
25.09	MP 44		77 51	27	84 42	30		29 29	61
25.34	MP 43¾		78 24	28	85 11	31		-	-
25.59	MP 43½		78 56	28	85 40	31		-	-
25.84	MP 43½		79 28	28	86 09	31		-	-
26.09	Thrimby Grange		80 00	28	86 39	31		30 29	60
26.34	MP 42¾		80 32	28	87 08	31		-	-
26.59	MP 42½		81 04	28	87 37	28		-	-
26.84	MP 42½		81 36	29	88 10	27		-	-
27.09	MP 42		82 07	29	88 44	27		31 29	60
27.43	Harrison's Sidings		82 52	28	89 29	27		-	-
29.36	Shap Station		86 43	36	93 20	38		33 43	66
30.59	MP 38½		88 59	29	95 26	32		34 51	63½
31.46	Shap Summit Sign	86	90 36	38	96 54	40	-	35 40	67

Mileage calculated from middle of train at Carlisle c.69m 6ch.

protégées were not built for this kind of job.

Having had my appetite whetted by this trip, I was keen to sample a comparative performance so immediately signed up for a reprise a fortnight later. On this trip the diesel locos were Nos. 47802 (leading northbound) and No. 47772 again, this time calling as booked at Blackburn, meeting more delay and presenting their train to No. 35018 at Hellifield 7½min late.

The handover took 26min, leading to a 2½min early departure, but a true comparison was not to be possible as the load was one coach lighter than a fortnight earlier, totalling 401 tons; about 410 tons gross. The sun was shining, albeit weakly, the mountain tops were visible and the rail drier than the previous run.

Cautious exit

The exit from Hellifield loop was far more cautious and the 56mph speed at Settle Jct was still a shade below that expected. The next few minutes would determine whether possible former distrust of *British India Line*'s capabilities had been dispelled.

The figures speak for themselves: 49mph at Settle, 42mph at Stainforth tunnel followed by a minimum of 39mph and then 45mph, balancing at 43mph on the final 1-in-100 uphill gradient before easing over Batty Moss viaduct at 30mph and 33mph at Blea Moor (3min early), where an Up freight had been waiting for us to clear the single line.

The time taken from Settle Jct to Blea Moor signal box was 19min 57sec, schedule 21min. The beauty of the edbhp calculations is that it compensates for the difference in load, the second run showing a figure of 1,800; almost double the first effort.

There are just two 'Merchant Navy' Down runs over the S&C in the RPS electronic archive: No. 35028 *Clan Line* on September 23, 1978, when the 4-6-2 was less than half its current age, timed by Mr B Basterfield; and No. 35005 *Canadian Pacific* on May 29, 1999, recorded by Alastair Wood.

The former loco had charge of 13 bogies

grossing 500 tons, managing a minimum of 25mph up the 1-in-100 and taking 28min 26sec from Settle Jct to Blea Moor signal box, a ½min gain on the 35min schedule from departing Hellifield.

Alastair Wood's 'Merchant Navy' had the same load, suffered a hefty 15mph signal check at Settle Jct but recovered to 35mph at Settle station and 43mph at Horton-in-Ribblesdale, then averaged 43.6mph for 3½miles to MP 246. The highly experienced Mr Wood commented that he had "never heard a Bulleid producing such loud, harsh roars for so long". Edbhp was approximately 2,000. Unfortunately no Bulleid Pacifics made their way to the S&C during the 1948 Exchange Trials.

Back in the current era, No. 35018 was to be turned and watered in a two-hour break at Carlisle. On the first trip, a 1min late start was incurred, followed by an almost painfully careful exit to the Up main line with 5min 25sec taken for my 10th coach to pass Upperby Bridge Jct, only 1.33miles from the station.

Speed rose excruciatingly slowly on the 1-in-131 uphill gradient, reaching only 29mph. On the subsequent uphill 1-in-184, the maximum speed was 38mph through Wreay before the climb eased to 1-in-228 past Southwaite. Before the gradient steepens slightly again, back to 1-in-172, speed reached 44mph then dropped to 41mph at MP 58, where speed was reduced in preparation for a 13½min wait in Plumpton loop (see Table 2).

No sooner had we come to a stand than an impatient TransPennine Express from Edinburgh to Manchester Airport zipped through on the main line. Realtime Trains showed it on time from Carlisle and 4min late at Penrith. *British India Line* had made no friends. The safety valves lifted as it waited to depart as though showing its determination to reach its next refuge point at Eden Valley loop on time.



A nice study of No. 35018 passing Lawsings Brow near Clapham at the head of the Lune Rivers Trust special on September 26 last year. LIAM BARNES

After a Glasgow-Euston had passed and the loop exit signal cleared, we were underway 1min early. This was in some ways a pity because it probably resulted in a signal check from 35mph to 30mph, as the 'Pendolino' cleared its Penrith stop, just when the steam loco was breasting the top of the 1-in-186 stretch.

Penrith was passed at 47mph, and 51mph was attained down the brief 1-in-191 respite before preparing to enter the next loop. This had been a mere hop, skip and jump from Plumpton, 8.77 miles in 18min 42sec, but a loss of 5½min on an optimistic piece of scheduling that had required a start-to-stop

Working the final 'Dalesman' on September 22, 2020, *British India Line* crosses Dandry Mire Viaduct, having just passed Garsdale station. DAVE HEWITT



After topping Shap at 67mph, 'A2' No. 60532 *Blue Peter* threads its way through the Lune Gorge on September 13, 1997, on the 'North Briton' railtour. The popular 'A2' is now owned by Jeremy Hosking and is undergoing restoration at his Locomotive Services Ltd workshops at Crewe. EDDIE BOBROWSKI

TABLE 3: PENRITH TO SHAP SUMMIT PASS

Loco	35017
Vehicles/tare/gross tonnes	-/503/525
Train	12.55 Carlisle-Euston
Date	May 14, 1948
Recorder	C J Allen

Miles	Timing Point	Sch	M S	M P H
0.0	Penrith d	0	0 00	
3.2	Eden Valley Jct		6 14	46
4.2	Clifton		7 34	42
5.2	MP 46		9 01	41
6.2	MP 45		10 29	41
7.2	MP 44		11 57	41
8.2	MP 43		13 25	41
9.2	MP 42		14 52	42
10.2	MP 41		16 16	44
11.2	MP 40		17 37	46
11.5	Shap (Station)		17 56	-
12.2	MP 39		18 50	51
13.2	MP 38		20 08	46
13.5	Shap Summit p	27	20 31	-

Speeds rounded to whole numbers
Shap Summit timed at 37m 60ch. Modern sign is at 37m 50ch

average of 40.5mph including approach control. At least the stop for pathing purposes allowed the clock to be reset and the deficit to be expunged. Starting again 1min early, the 'Merchant Navy' was immediately faced with the six-mile 1-in-125 gradient that twists and turns through Thrimby Grange, then eases to 1-in-142, becomes level through Shap station and followed by a brief 1-in-106 before reaching Shap summit, where the hard work is finished for the day.

No. 35018 left Eden Valley loop on a green aspect and made slow but steady progress, reaching 22mph at MP 46½ and 28mph at MP 43½, which was the balancing figure for the next two miles. Speed reached 36mph at Shap station, fell again to 28mph and resumed 36mph before plunging down the River Lune gorge at 70mph.

Grayrigg was passed at only 56mph before a final flourish, averaging 73mph from 70mph at Oxenholme to a similar figure on the level at MP 12. The Bulleid Pacific then retired gracefully to the shed at Carnforth to be replaced by the Class 47s.

Punctual

The second run a fortnight later enjoyed better weather all day, even leaving Carlisle in the mid-afternoon at the end of September. In contrast to the earlier run, a punctual departure presaged the passage of Upperby Bridge Jct almost a minute quicker than the first example.

Speed rose to 40mph on the 1-in-131 and continuously then to 50mph on the 1-in-228. Easing for Plumpton loop occurred strangely early but the manoeuvre was so well judged, arrival was ½min early.

Two expresses passed as booked and the steam special left its recess 2½min early. Again this seemed to cause a signal check at MP 53¾ that once more cost 5mph to an otherwise increasing speed. No. 35018 passed Penrith at a rousing 55mph and touched 60½mph before a continuous two-mile slowing for Eden Valley loop, reached 2min late.

By now the weather conditions were akin to the first run – low cloud, a damp atmosphere and the consequential danger of slipping. It would be interesting to see how the 1-in-125 towards Shap was to be conducted. The speed at MP 46½ was almost identical to the first run and only 3mph faster by MP 43½, the loco seeming slightly winded, and finally balancing marginally lower than the first run at only 27mph. From this admittedly scant evidence, perhaps the conclusions concerning the caution of the first run were correct. Six minutes had been lost to Shap summit. Both runs produced an edbhp of approximately 950-975.

Grayrigg southbound was attacked with much more vigour, passed at 68mph. Then 12min 30sec were taken to Barton & Holme, at the end of the level stretch after Milnthorpe, at an average of 74mph. A clear run was available into Carnforth Up Goods Line, 7½min late compared to 9½min late on the first run. I wonder if there is a hint concerning timetable compilation in there somewhere.

I thought it was worth consulting the 1948 Locomotive Exchanges. *British India Line* had been a participant, but only on its home territory, with its continental cousin No. 35017 *Belgian Marine* being provided for the London Midland Region trials. C J Allen logged this loco with 503tons tare, 525tons gross, from Penrith to Preston on May 14.

My perception was that the air-smoothed No. 35017 with Bulleid chain-driven valve gear was a different beast from the rebuilt No. 35018 of 2020 with its Walschaerts replacement equipment. However, Michael Rowe and my late colleague Keith Farr thought differently, advising me that, essentially, the same firebox supplied the same boiler and the same diameter cylinders, and that the advantage No. 35017's 280psi boiler pressure over No. 35018's 250psi was minimal. Nevertheless, *Belgian Marine* had passed Eden Valley Jct at 46mph attacking the 1-in-125 gradient and balancing at 41mph while it threaded Thrimby Grange. At MP 45 edbhp was 1,860, rising to 1,920 after Milepost 40 with speed a shade below 50mph. This performance beat the 27min schedule to passing Shap summit by no fewer than 6½min. See Table 3.

Grayrigg was taken at speeds nearer to the first 2020 run than the second, and the stretch to Burton & Holme took 13min 32sec with a top speed of 75mph and an average of 68.3mph, a whole minute longer than No. 35018's second run. And the first run of No. 35018? 13min 26sec! We will sign off from 1948 with the Southern interloper passing Carnforth in 49min 10sec from Penrith, almost 8min better than scheduled.

To conclude, this article offers the opportunity to cover the exploits of another Pacific with nautical connections: those of 'A2' No. 60532 *Blue Peter* heading south from Carlisle on September 13, 1997. I covered its excellent performance from Lancaster to Preston in the 'Cotton Mill Express' Practice & Performance article (*RM,* May 2020) but space prevented adopting recorder Sandy Smeaton's suggestion of including the Peppercorn loco's superb effort between Carlisle and Shap, as had been recounted in the RPS Magazine *Milepost.*

The 'North Briton' railtour was,only the second occasion this section was used by steam after permission for the vintage traction's return to the main line. The 'load 12' schedule of 18min for almost 18 miles to Penrith and 37min thence to Tebay required ludicrous 60mph averages, the more so when compared with the booking of the crack 'Caledonian' eight-coach '50s flyer in 23min and 45min respectively. No. 60532 passed Penrith at 69mph in 23min and started the seven miles up 1-in-125 past Thrimby at 72mph balancing at 60mph on the final two miles.

Mr Smeaton carefully, and perhaps even conservatively, calculates the power output as 2,300edbhp, consistent with prime examples of British steam, with Shap summit passed at 67mph in 35min 40sec from Carlisle (see Table 2). Sandy's research suggested that the fastest known steam time conveying a similar load over this section was by 'Princess Coronation' No. 46256 *Sir William A. Stanier F.R.S.* in 38min 14sec, 154sec longer than *Blue Peter.*

The onward log to the Lancaster stop was not published in *Milepost* but suffice to say, the average from Shap summit was 67.6mph. ■

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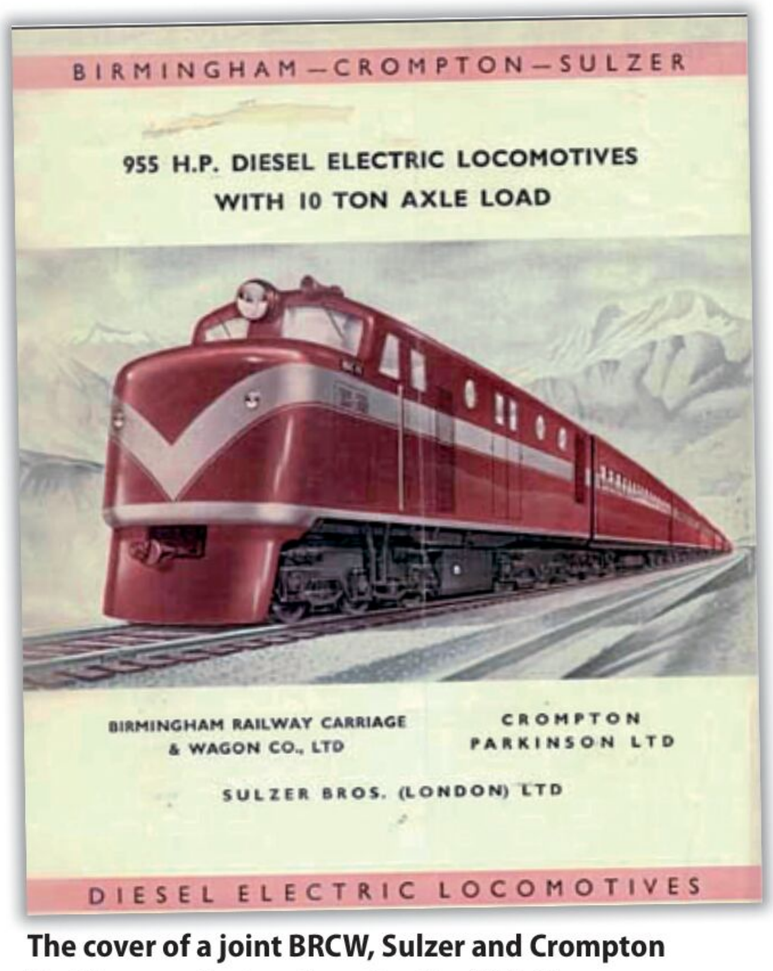
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From the Black Country to the Red Centre

For many decades, British manufacturers built steam, diesel and electric locomotives for countries all over the world. Malcolm Simister recalls a small batch of diesels built in the industrial heartlands of the West Midlands, destined for the Australian outback but tested on the BR main line.



From Birmingham to Australia's outback: NSU52 and a classmate are seen at Alice Springs in July 1971 with a mixed freight consisting mainly of vehicles.
FRANK KELLY



The cover of a joint BRCW, Sulzer and Crompton Parkinson sales brochure for the NSU Class.
COURTESY DAVID HILLS

TRAINSPOTTERS in the West Midlands in 1954 wouldn't have found a new diesel locomotive they saw on the standard gauge main line in their Ian Allan loco-spotters' books because it was, oddly, an Australian 3ft 6in gauge locomotive.

Although single-ended, its body shape was otherwise similar to some of the emerging British designs but its red and silver livery, 'Commonwealth Railways' painted boldly on its sides, and the large headlight were giveaways that this wasn't a British Railways (BR) locomotive.

Birmingham Railway Carriage & Wagon Co. Ltd (BRCW) won the Commonwealth Railways tender to build 14 NSU Class diesel-electric locomotives with a tractive effort of at least 21,000lb, and capable of operating in the extreme weather conditions experienced in the outback of South Australia and the Northern Territory.

The light track – laid with 41-60lb/yard rails on the Central Australian Railway (CAR) for approximately 750 miles (1,200km) between Port Augusta, well north of Adelaide, to Alice Springs and the approximately 315 miles (505km) between Darwin and Birdum – limited the axle load to no more than 10½ tons and restricted the maximum speed to only 50mph (80 kph). The tender also stipulated, perhaps superfluously in view of the restricted axle load, three-axle bogies, resulting in an A1A-A1A wheel arrangement. Other technical information is shown in Table A.

BRCW built the 'NSUs' at its factory in Smethwick, Birmingham, in 1954-55, the first diesel locomotives it had built. The Sulzer diesel engines and Crompton Parkinson electrical equipment made them the forerunners of several other designs that BRCW built for BR and railways in Sierra Leone, Ireland, and Ghana (see Table B).

So, from a small class of locomotives designed for Australia's outback did many things grow, and it is a tribute to their design and manufacture that so many still exist, either preserved or even in regular service (see Tables B and C).

The Black Country's sometimes damp and cold weather contrasts considerably with the conditions in which the 'NSUs' operated in Australia's 'Red Centre', which vary from extremely hot, arid summer days to freezing but dry winter nights, with occasional heavy rain. Despite these differences, before being shipped from Liverpool to Port Augusta in South Australia, the first of the class, NSU51, was road tested on standard gauge bogies over the 45¾ miles (73½km) between Smethwick ▶

BRITISH LOCOS OVERSEAS



An advert from the February 1959 issue of *Diesel Railway Traction* magazine promoting the Birmingham Railway Carriage & Wagon Company products produced for overseas. COURTESY DAVID HILLS

"The 'NSUs' proved to be good locomotives and developed a reputation for being efficient and robust."



First of the class, NSU51, is receiving its Sulzer 6LDA28 power unit at the Birmingham Railway Carriage and Wagon Company works, Smethwick, in 1954. COURTESY DAVID HILLS

The train crew have a discussion as NSU51 stands at Hatton during a test run to Banbury, with a Mk1 and Gresley 'Quad-Arts' in tow. DONALD LUSCOMBE & AUSTRALIAN RAILWAY HISTORICAL SOCIETY ARCHIVES



Route over which the NSU Class mainly operated.

and Banbury several times.

BRCW was fortunate in the location of its factory on the former broad gauge Great Western Railway (GWR) main line to London Paddington, via Birmingham Snow Hill, Leamington Spa and Banbury.

The line retained a more generous than usual loading gauge after conversion to standard gauge. Even then, NSU51 had to slow to 20mph through some platforms due to restricted clearances. It says a lot about Britain's railways that a 3ft 6in gauge Australian locomotive had difficulty in fitting the most generous loading gauge of any standard gauge railway in Britain. An unobservant onlooker might conclude that Britain's railways were of 3ft 6in gauge while the CAR was standard gauge!

On the test runs, NSU51 hauled substantial trains of British coaches weighing up to about 360 tons, although the run on February 25, 1954, was with only approximately 250 tons. The consist seems to have comprised two or three sets of Gresley ex-London & North Eastern Railway 'Quad-Art' suburban sets, normally operated out of London Liverpool Street, each weighing 100 tons 14cwt, and a new BR Mk1 carriage. The quintuple sets were used as they were some of the few British carriages with Westinghouse air brakes that matched those of NSU51. As the Mk1 was vacuum braked, it was piped through specially.

This formation and the single-ended locomotive must have required some shunting at Banbury for the return run, while the locomotive was, presumably, turned on the turntable at Banbury loco shed.

Why the Mk1 was used is uncertain. It may have been so that its knuckle coupler at one end could couple to NSU51 (even though the Mk1's coupler was slightly higher than that of NSU51), while its screw coupler at the other end could couple to the quintuple sets.

However, looking carefully at a photograph of the locomotive, a hook coupler can just be discerned so, as a new carriage with corridor access to a toilet, the Mk1 may have been used purely for the comfort of the official guests and observers, no doubt eager to hear the Sulzer engine's roar.

Journey times were about 80 minutes each way so the average speed was approximately 34mph (55kph), perhaps not too bad considering the locomotive's maximum speed of 50mph, the 20mph speed restrictions mentioned above and the load, especially as the route is quite challenging. On the outward journey, the southbound climb out of

Above: Another view at Hatton from the other side of the tracks, this time showing some of the officials who travelled in the Mk1.

TABLE A: TECHNICAL DETAILS OF THE 'NSUs'

Diesel engine	Sulzer 6LDA28, 840 hp/630 kW*
Generator	Crompton Parkinson CG390
Traction motors (4)	Crompton Parkinson CP170
Tractive effort	22,400 lbs (starting)
Length over body	41ft 10in (12.75 metres)
Weight	60.6 tons
Maximum axle load	10½ tons
Serial numbers	DEL 1 – DEL 14
Running numbers	NSU51 – NSU64

* A brochure claims 955 hp

Leamington Spa to Fenny Compton includes a stretch of three miles of 1-in-187 but the main challenge is on the return journey.

The five miles of Hatton bank, from just south of Warwick to Hatton, is on gradients mostly in the range of 1-in-103 to 1-in-114, and was a stern test for a diesel engine generating only 840hp/630 kW (less at the locomotive's wheels, of course) hauling a train of 250 or even 360 tons.

NSU51 was most likely the only diesel locomotive operating on the line in 1954 (indeed, perhaps it was the first ever, although in 1951 LMS Bo-Bo No. 10800 seems to have visited Leamington Spa on test runs from Rugby, and Banbury on freight diagrams from Bletchley on former-LMS lines) but Hatton bank tested steam locomotives on fast expresses and heavy freight trains too. Most other trains then were hauled by a variety of former GWR locomotives including 'King', 'Hall' and 'Manor' class 4-6-0s and '28XX'/'2884' class 2-8-0s. NSU51 must have looked quite surreal, easing through a platform at 20mph where passengers were waiting for their normal steam-hauled train. Imagine if one of the test trains had stopped at, say, Birmingham Snow Hill and a station announcer with a sense of humour announced to startled trainspotters and others ▶



Left: With a single cab, it was necessary to turn NSU51 for the return journey during its British test runs. The location is believed to be Banbury. IMAGES ABOVE AND LEFT COURTESY DONALD LUSCOMBE & AUSTRALIAN RAILWAY HISTORICAL SOCIETY ARCHIVES

Below: A line drawing from the sales brochure showing the principle dimensions of the loco and the location of major components. DAVID HILLS

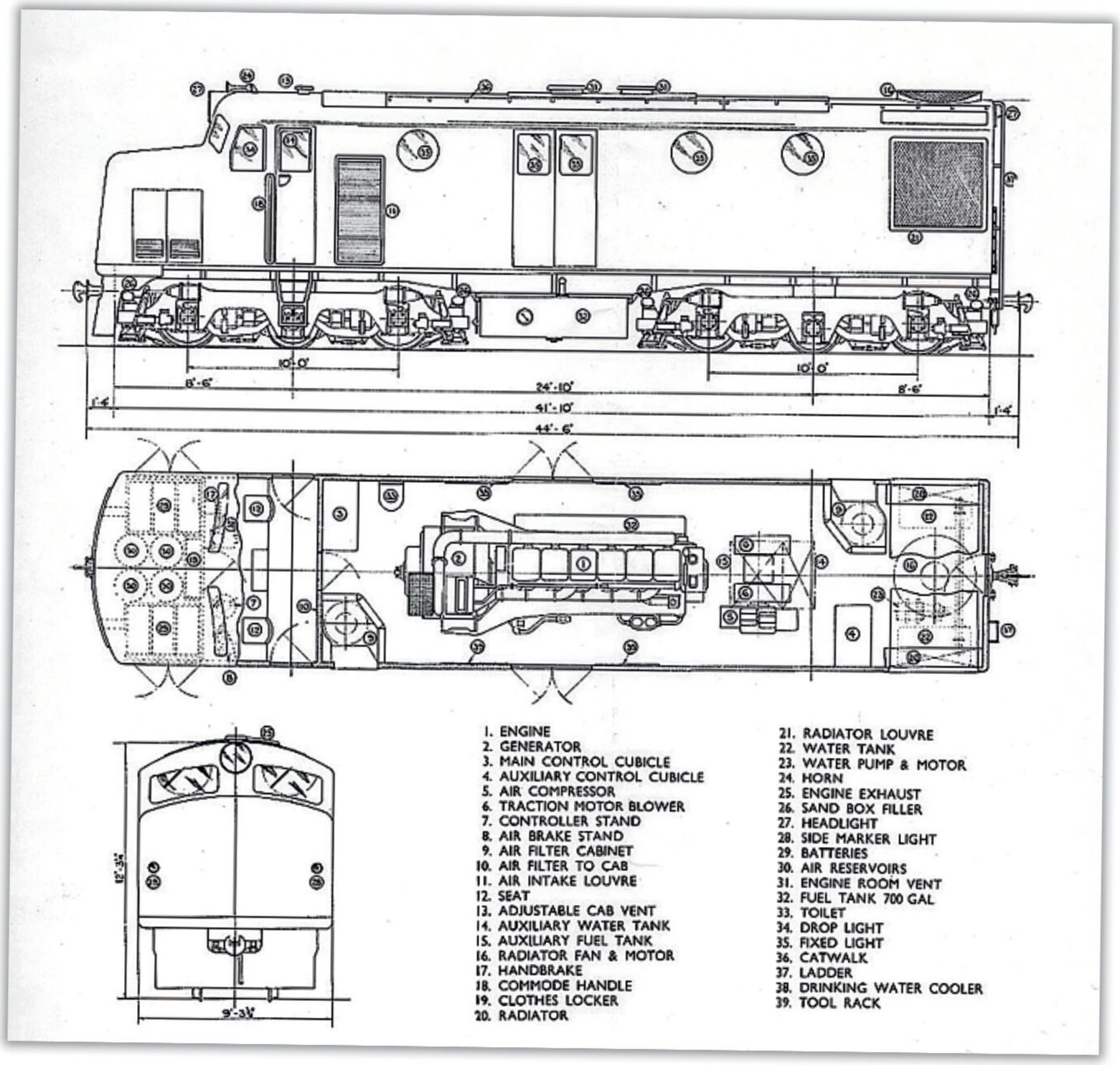


TABLE B: DIRECT DERIVATIVES OF THE 'NSUs' BUILT BY BRCW

Year	No.	Class	Wheels	Gauge	Operator	Notes
1954 & 1960	5 & 1	-	A1A-A1A	3ft 6in	Sierra Leone Development Corporation	Identical to the NSUs except for vacuum brakes and the diesel engine apparently rated at 1,000 bhp. Used on iron ore trains between Pepel and Marampa. All have been scrapped.
1956-57	12	101 B Class	A1A-A1A	5ft 3in	Córas Iompair Éireann (CIE – Irish Railways)	The same diesel engines as the NSUs but with Metropolitan Vickers electrical equipment. B103 is preserved at Carrick-on-Suir.
1957	13	-	Bo-Bo	3ft 6in	Ghana Railway and Harbours Administration	Davey Paxman 12RPH11 diesel engine of 410 bhp and Crompton Parkinson electrical equipment.
1958-59	47	Type 2, Class 26	Bo-Bo	Standard	BR Eastern then Scottish Regions	Different body shape but similar diesel engines and electrical equipment to the NSUs but rated at 1,160 bhp. Thirteen are preserved today.
1960-62	98	Type 3, Class 33	Bo-Bo	Standard	BR Southern Region	Different body shape and similar equipment to the NSUs but with eight-cylinder diesel engines and Bo-Bo wheel arrangement. Three are in service with West Coast Railway Co; 24 are preserved and two are stored.
1961-62	69	Type 2, Class 27	Bo-Bo	Standard	BR Scottish & London Midland Regions	Different body shape and eight-cylinder SLDA28-B Sulzer diesel engines of 1,250 bhp and GEC traction motors. Eight are preserved today.

on the station: "The train now at the platform is for Alice Springs, via Banbury, Liverpool and Port Augusta. Cheap Day Return tickets are not valid on this train!"

NSU51 was further tested when it arrived at Port Augusta, still on its temporary standard gauge bogies. It ran a trip approximately 51 miles (83km) to Bookaloo, a station and passing loop in the middle of nowhere on the Trans-Australian Railway to Perth, and was named *George McLeay* after the federal minister for fuel, shipping and transport.

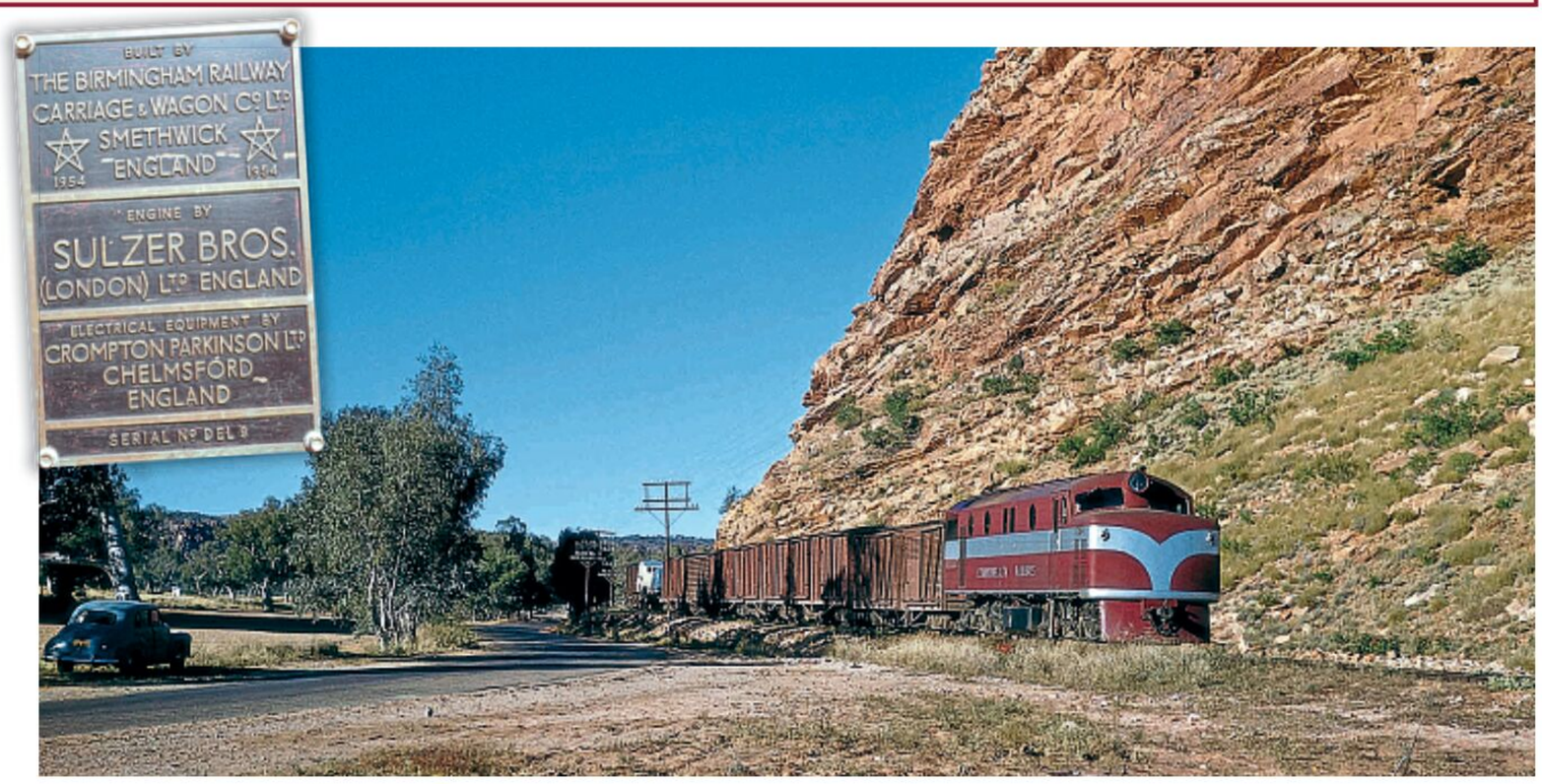
NSU54 also worked on the standard gauge for a while in 1954 over the approximately 57 miles (92km) between Port Augusta and Port Pirie. On June 26, 1954, on 3ft 6in gauge bogies, NSU51 double headed the first diesel hauled 'Ghan' to Alice Springs with NSU52.

The 'Ghan' of that era was a far cry from the standard gauge luxury train of today which runs from Adelaide, through Port Augusta and Alice Springs to Darwin. The name 'Ghan' was derived from the Afghan cameleers who plied the route with beasts of burden before the railway was built in the 1920s. The train was far from being a fast or reliable service and delays were common on the lightly ballasted track, partly due to washouts. One apocryphal story concerns a heavily pregnant woman who complained about the lateness of the train and was admonished by the guard with: "You shouldn't have got on the train in that condition." Her retort spoke volumes: "When I got on the train I wasn't in this condition!"

In addition to hauling the loss-making 'Ghan', more important in earning revenue was the heavy coal traffic the 'NSUs' hauled from Marree to Port Augusta. Such was the coal traffic's volume that in 1957 the current standard gauge line was built over a different route between these two places, replacing the 3ft 6in gauge line, part of which is now the preserved Pichi Richi Railway. The 'NSUs' were then confined to the remaining 3ft 6in gauge section from Marree to Alice Springs, although two were sent to Darwin in 1956 to work on the line south from there to Birdum.

The 'NSUs' proved to be good locomotives and developed a reputation for being efficient and robust. They not only coped with the cool, damp weather of the Black Country; they were also reliable when working in the dusty heat of the Red Centre.

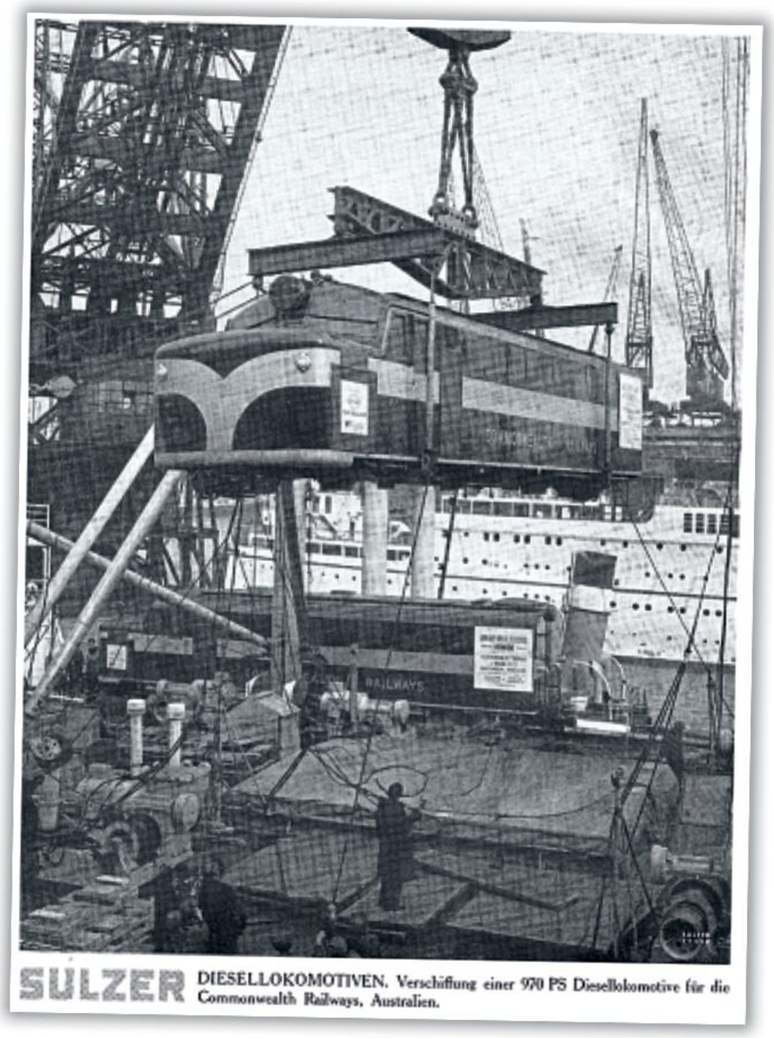
The last 'NSU' was withdrawn in 1987 but, remarkably, they all still exist in various stages of preservation, abandonment or cannibalisation, although only one appears to be operational (see Table C). More information on the class is available at https://www.derbysulzers.com/australiabrcw.html ■



Above: NSU56 passes Heavitree Gap in 1956 with a mixed freight, mainly consisting of covered vans. PETER RALPH

Inset Above: A works plate as fitted to the class. WESTON LANGFORD

Below: One of the 'NSU' locos being lifted aboard a ship bound for Australia, and used in a Sulzer advert. COURTESY DAVID HILLS





A 1965 view from the cab of an 'NSU' loco as it travels through the Australian Bush. WESTON LANGFORD

■ *The author thanks the following people who have provided information and photographs, without which this article could not have been written: Peter Clark, David Hills, Stephen McLachlan (editor of Australian Railway History magazine), Adrian Ponton and Ian Townson.*

TABLE C: CURRENT LOCATION OF THE 'NSUs'

Locomotive	Current location
NSU51	Pichi Richi Railway, South Australia
NSU52	Operational at the Pichi Richi Railway, South Australia
NSU53	The Ghan Preservation Society, Alice Springs
NSU54	Pichi Richi Railway, South Australia
NSU55	Steamtown Peterborough, South Australia
NSU56	Marree, South Australia
NSU57	Marree, South Australia
NSU58	The Ghan Preservation Society, Alice Springs
NSU59	The Ghan Preservation Society, Alice Springs
NSU60	Marree, South Australia
NSU61	Static display at the National Railway Museum, Port Adelaide
NSU62	Steamtown Peterborough, South Australia
NSU63	Shell on display at Adelaide River, Northern Territory
NSU64	The Ghan Preservation Society, Alice Springs

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- ★ 4 mainline steam excursions
- ★ Private steam photo charter on Döllnitztalbahn
- ★ Articulated 8-wheeled Saxon-Meyer locomotives
- ★ Steam on the Lŏssnitzgrundbahn Radebeul to Radeburg
- ★ A full day on the Zittau-Oybin-Jonsdorf line including shed tour
- ★ Mountain steam on the Fichtelbergbahn Cranzahl-Oberwiesenthal including shed tour
- ★ Steam the extended Weisseritztalbahn to Kipsdorf
- ★ Paddle steamer cruise on the River Elbe
- ★ Steam along the extensive Dresden Parkeisenbahn
- ★ Dresden Transport Museum & Reserve Collection



Kent & Sussex Autumn Steam Explorer

Fares From £635

DEPARTS: Thursday 23 September 2021

5 DAYS



- ★ Giants of Steam Event at the Bluebell Railway
- ★ Shepherd Neame tour & Brewer's Supper
- ★ Kent & East Sussex Railway and loco collections
- ★ Colonel Stephens Museum, Tenterden
- ★ Romney Hythe & Dymchurch Railway – the world's smallest public railway
- ★ Private Charter at the unique Sittingbourne & Kemsley Steam Railway
- ★ The Spa Valley Railway
- ★ Private Charter at The Lavender Line



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80 Years of the Pocket Peckett

Diminutive Peckett 0-4-0ST No. 2012 *Teddy* is probably best known for its links to the famous steam cleric, the Reverend Teddy Boston. However, as the loco reaches its 80th birthday, owner Gary Boyd-Hope reveals more about the loco's fascinating existence.

ALLOW me to give you advanced warning, dear reader, of a distinct amount of self-indulgence within the following feature. Whilst the telling of locomotive histories is a familiar part of *The Railway Magazine's* editorial content, be them GWR 'Castles' or lesser known industrial types, this article is slightly different as the loco in question is owned by a member of *The RM's* editorial team.

So although one could say that this is a text book case of the deputy editor abusing and exploiting his position, the fact that the now unique loco has led a varied and interesting existence, has its own following, and also turns 80 years old this month, will hopefully excuse the author for putting *his* loco in the spotlight.

The loco – Peckett 0-4-0ST *Teddy* (2012/1941) – is the last surviving example of the Bristol firm's 'Yorktown' class, and is perhaps best-known for its associations with the famous Reverend E R 'Teddy' Boston and his equally well-known Cadeby Light Railway.

Visitors to Cadeby from the early 1980s through to its closure in 2005 cannot fail to have seen the Peckett, which stood sentinel outside the rectory for more than 20 years.

It is ironic in a way that in spite of this connection to a 'man of the cloth', this loco's origins lie in the manufacture of munitions and weaponry for allied forces during the Second World War. That said, the 'Yorktown' type itself, with its 7in diameter cylinders and 2ft wheels, was created to serve an industry much less sinister – gas!

By the turn of the 20th century Peckett & Sons' Atlas Locomotive Works in Bristol had developed a broad portfolio of industrial locomotive types, primarily of the saddle tank type and the majority being of the 0-4-0 and 0-6-0 wheel arrangements. The firm shipped its wares all over the world, producing standard and one-off loco types for a variety of gauges.

Standard components

In 1906 Peckett & Sons built 0-4-0ST No. 1096 for the Luchana Mining Company in Bilbao, Spain. Although constructed to the unusual gauge of 2ft 5½in, No. 1096 utilised a number of standard Peckett components used in earlier narrow gauge types such as the 7in x 12in cylinders and 2ft diameter wheels. One only has to look at a photo of No. 1096 and subsequent locos of the '1096' class to see the strong similarities with the 'Yorktowns'.

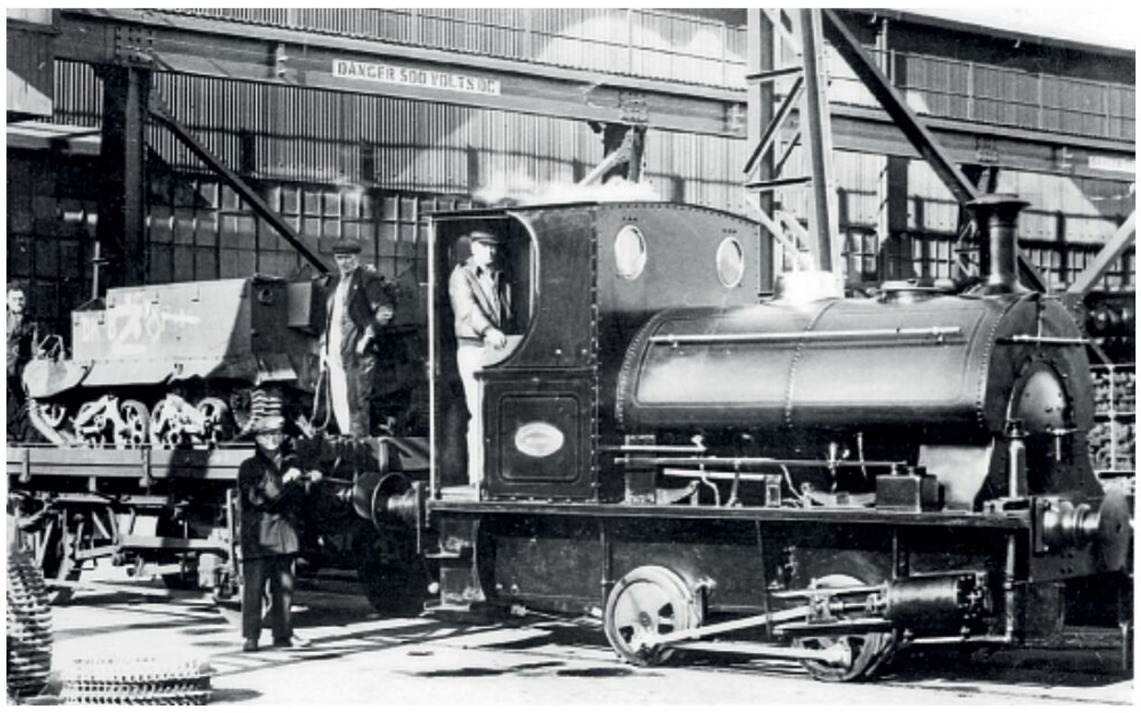
When, in late 1908, the Yorktown & Blackwater Gas Company asked the company to provide a small loco for shunting around the tight curves of its Camberley gasworks, Peckett effectively took the '1096' design, increased the wheelbase by 6in to 4ft 6in, and pushed the wheels out to 4ft 8½in. The resultant locomotive – No. 1197 – emerged from the Atlas Locomotive Works the following April; its new owner lending its name to the new type.

By standard gauge standards it was tiny, weighing in at 8 tons 15cwt empty and 11 tons 10cwt loaded. It was 17ft 7in long over buffers, 7ft 2in wide and 10ft tall, and could easily traverse curves with a radius of just 35ft. Tractive effort was 3,332lb, which on paper meant the loco, which was named *Lily*, could haul 159 tons on the level or a maximum of 28 tons on a gradient of 1-in-30.

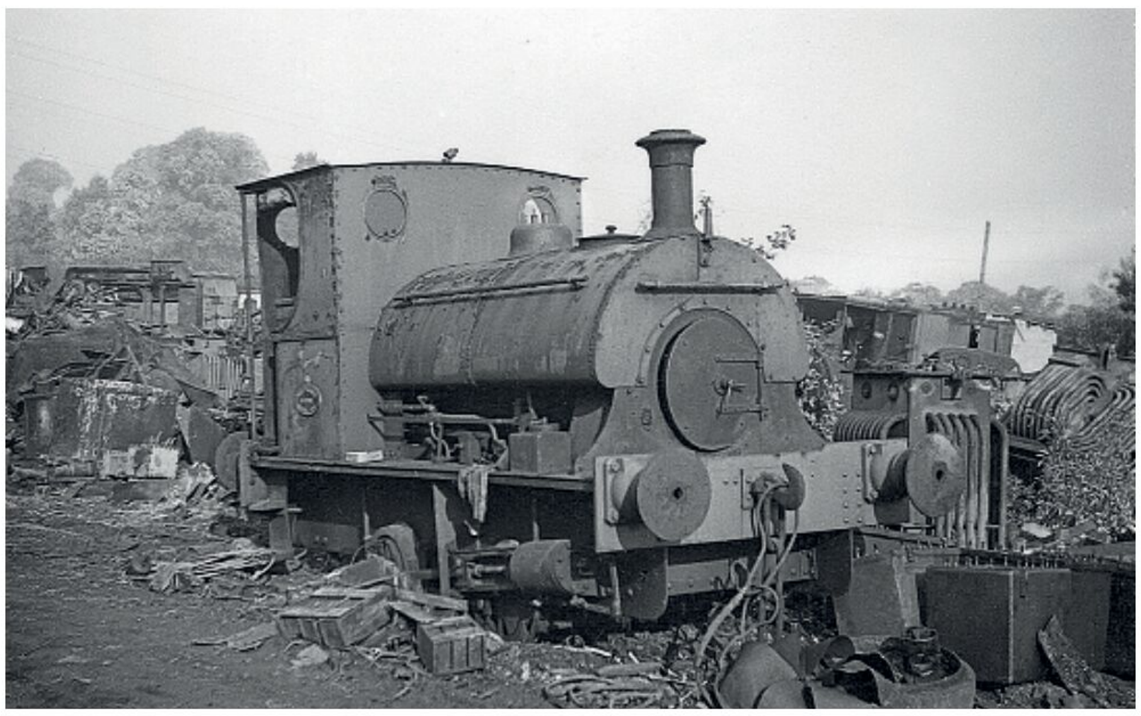
The use of 2ft diameter wheels on a standard gauge



September 2011 saw Peckett 'Yorktown' 0-4-0ST *Teddy* make a guest appearance at Beamish Museum's Power From The Past event alongside the Middleton Railway's ex-MSC Hudswell, Clarke 0-6-0T No. 67. Both locos worked in the museum's colliery area, where *Teddy* looked perfectly at home – as seen here. PAUL JARMAN



The only known photo of No. 2012 at work at ROF Llanishen is this view, also featuring a 'T-16' Universal Carrier on the back of a flat wagon. Note the individual on the footplate who appears to be in US Army uniform. SLS LIBRARY COLLECTION



No. 2012 sits in J W Hardwick & Sons' yard in West Ewell, Surrey, on October 26, 1964. It would remain there for another three years before being acquired for preservation. AUTHOR'S COLLECTION



Shorn of its cab and buffers, and with the edges cut from its bufferbeams, No. 2012 presents a sorry sight at Godalming circa 1968. Bill Lees' Clayton & Shuttleworth portable steam engine stands alongside.
F JONES COLLECTION/INDUSTRIAL LOCOMOTIVE SOCIETY



Teddy Boston (with rolled up sleeves) leans against his new acquisition at Godalming prior to the loco's move to Shackerstone in 1972. Note the makeshift half-cab fitted by Bill Lees to replace the original. AUTHOR'S COLLECTION

engine lent it a somewhat toy-like appearance, prompting Teddy Boston to describe the 'Yorktowns' as having "the appearance of an engine on roller skates".

No more locos were produced to the 'Yorktown' design until 1920 when No. 1573 was constructed for the Cheltenham Gas Light & Coke Company. Another – No. 1612 – followed in 1922 for the Weston-super-Mare Gas Company, with the fourth example of the type emerging in July 1924 for J & J Colman Ltd of Norwich. This was No. 1669, and was the last of the 'Yorktowns' to be built to the original design with open-back cab, tall chimney and a displacement lubricator behind the chimney for the regulator rod.

It's worth noting that elements of the 'Yorktown' design could also be found in the '1287' class of 0-4-0Ts, which included the now preserved *Marcia* (1631/1923) at the Kent & East Sussex Railway. These mechanically similar locos featured side tanks, but had 8in diameter cylinders and slightly larger wheels. The unique No. 1900 of 1936 (forever known as the 'Flying Bufferbeam' and preserved at the Buckinghamshire Railway Centre) also shared the same wheels as the 'Yorktowns', but again with the 8in cylinders.

Ministry of Supply

Almost two decades would pass before the design was revisited. In 1941 Peckett & Sons built 14 locos to an order from the Ministry of Supply, six of which were 'Yorktowns' and the remainder were of the larger 'W7' 0-4-0ST



Now bearing the name *Herbert*, No. 2012 makes a run into Shackerstone station following its restoration by the Lutterworth Railway Society in 1974. AUTHOR'S COLLECTION

class. Numbered 2010-2015, the 'Yorktowns' differed slightly from the earlier examples, having full height cab back sheets from new and shorter chimneys that were marginally lower than the cab height.

All were destined for Royal Ordnance Factories around the UK; No. 2010 going to Hayes (Middlesex), 2011 to Steeton (near Keighley), 2012 to Creekmoor (near Poole), 2013 to Llanishen (Cardiff), 2014 to Blackpole (Worcestershire) and 2015 joining No. 2010 at Hayes. The final example of the class – No. 2034 – followed in 1943, spending its career at Altrincham Gas Works.

Royal Ordnance Factory (ROF) No. 19 at Creekmoor, near Poole on Dorset, was one of almost 50 such plants around the UK producing armaments for the war effort. It had ▶



No. 2012 stands outside Cadeby Rectory at the Cadeby Light Railway on May 11, 2003 with Audrey Boston's Foster agricultural *Fiery Elias* and Peter Van Houten's Foden tractor *Pride of Fulham*. CHRIS MILNER



been built specifically to manufacture Hispano 20mm machine guns, which were used by the RAF on a variety of fighter aircraft including Hurricanes and Spitfires.

The line serving the factory left the Southern Railway's ex-Southampton & Dorchester Railway route about ¾ mile south of Broadstone, then entered the factory complex via a gate before dividing to serve the various factory buildings and coal wharf. No. 2012 went there from new, having its own loco shed (known as Building K), and spent its time bringing in raw materials from exchange siding at Creekmoor Halt, or taking out finished guns for onward dispatch to RAF bases.

However, it did not stay in Dorset for long, and by late 1944 it had transferred to the ROF at Llanishen, Cardiff, where it joined sister engine No. 2013. It would appear the Poole factory then managed without a resident loco until 1950 when 1925-built Avonside 0-4-0ST No. 1976 arrived from the Royal Naval Cordite Factory at Holton Heath, between Poole and Wareham.

Strategic importance

Like the Poole factory, the Cardiff ROF opened in 1940. Its initial focus was manufacturing 25lb field guns, but from 1941 priority was given to tank and anti-tank guns, and at its peak employed some 3,000 people from the Cardiff area. Such was its strategic importance the air defences against paratrooper attacks were placed in nearby fields, which were strengthened in 1941 when the RAF established a regiment base there.

The short branch serving the factory left the Great Western Railway's (GWR) line to Coryton close to Birchgrove station, just north of the present day Ty Glas station. The two Pecketts spent their time moving wagons of supplies around the factory site, and transferring metal, coal and completed arms to and from the GWR siding at Birchgrove. For this role No. 2012 (V47 in the ROF fleet) was registered to work onto GWR metals in 1945, receiving the number 257. A cast oval plate denoting this number was subsequently carried on the back of the cab.

The immediate postwar years saw the locos' work dwindle as the factory ceased manufacturing armaments and instead began to turn out such items as electrical ceramics and railway wheels. Arms manufacturing resumed from 1952 as a result of the war in Korea, but again levelled off from 1955.

In 1957 the Government published a review of the role of Royal Ordnance Factories in parallel with a Defence White Paper, which proposed the closure of the Poole factory the following year, and Llanishen in 1959 if orders failed to materialise. As a result Peckett No. 2013 was sold in 1957 to the dealer Fred Watkins, and finished its days on a siding at Whitecroft Quarry near Coleford, much dented after an incident with a runaway train. It was scrapped there in December 1963.

The Llanishen factory was subsequently passed to the control of the Ministry of Aviation, and then to the Ministry of Technology, but from 1960 it became part of the Atomic Weapons Establishment and was rechristened as AWE Cardiff. Manufacturing switched to the production of components for the British nuclear weapons programme, including the 'Polaris' missile programme.

No. 2012 is believed to have remained at Llanishen until the end of the ROF era in 1959 when it was sold to J W Hardwick & Sons (dealers) of West Ewell, Surrey. However, some sources say it was sold as part of the same disposal contract as No. 2013 in 1957. Either way, its whereabouts during the next few years remain a mystery, and it is not known whether it found any other employment following its sale, or was simply taken to Hardwick's yard.

J W Hardwick & Sons was heavily involved in the road steam movement, so that when No. 2012 did eventually reach its Surrey yard (it was photographed there in October 1964), it was just left untouched. It remained in this state until discovered by Bill Lees of Hindhead, near Godalming, and acquired by him for preservation in April 1967.

Bill Lees was a preservationist, owning both a portable steam engine and road roller, which meant that in order to accommodate the Peckett he needed to fit it into a garage. This resulted in the drastic measure of removing the cab and buffers, and gas cutting the edges off the bufferbeams.

Teddy Boston

Later Bill rented space at Blackburn's Foundry adjacent to the Godalming Navigation at Catteshall, where the loco was later transferred and some cosmetic restoration undertaken. This included the fitting of a makeshift 'half-cab' on the Peckett, although the buffers were never refitted. Later on, however, Bill acquired Hawthorn Leslie 0-4-0ST No. 2450 *Newcastle* (now preserved at Hollycombe as *Commander B*), also from Hardwick's, and thus decided to part with the Peckett.

It was at the point that Teddy Boston entered No. 2012's story. In 1972 he bought the loco from Bill Lees and had it taken from Godalming to the embryonic Market Bosworth Light Railway at Shackerstone; better known today as the Battlefield Line.

Restoration was started in late 1973 by

"It is ironic in a way that in spite of this connection to a 'man of the cloth', this loco's origins lie in the manufacture of munitions and weaponry for allied forces during the Second World War."

Back in Bristol for the first time since 1941, *Teddy* joined fellow Pecketts *Kilmersdon* and *Henbury* for a special gathering of the manufacturer's products at the Bristol Harbour Railway on June 20, 2015. PETER QUILLEY

volunteers Ray Fox and Dennis Labram, but by the following spring the loco had been 'adopted' by members of the Lutterworth Railway Society who, under the leadership of Alan Green, continued the restoration. This included installing new piston rings and a new blower ring, repairing the smokebox and ashpan, and fitting a replacement set of buffers. The latter were acquired from George Cohen & Sons' scrapyard at Cransley, near Kettering, having previously been fitted to a brakevan.

It returned to steam in late 1974, and shortly afterwards acquired the name *Herbert*. There was no particular significance to this name, except that some of the volunteers worked at the Herbert Machine Tools factory in Lutterworth, and were therefore able to lay their hands on two aluminium plates that would normally have been fitted to a machine tool bed, but which would serve as satisfactory nameplates.

Anyone who remembers the BBC television series Look, Stranger which ran from 1970 to 1978 may recall an episode entitled The Steam Powered Vicar, in which Teddy Boston talked of his love of all things steam. The 30 minute episode featured his Cadeby Light Railway, his road steam engines and his model railway, as well as a short segment featuring him driving the Peckett at Shackerstone.

During his description of the loco Teddy explained that although the loco was called *Herbert*, its true name was in fact *Little Audrey*, after his wife Audrey whom he married in 1974.

Following its return to steam *Herbert* (or *Little Audrey*) saw occasional use running around the Shackerstone site with the odd foray beyond. However, as the railway grew the Peckett was soon deemed too small to be of practical use, and was rarely steamed after 1978. Teddy thus decided to remove the loco to Cadeby Rectory, where it arrived in July 1982. There was a plan to lay a few yards of 4ft 8½in gauge at Cadeby for the loco to run on, but this plan came to nought and instead the Peckett sat as a gate guardian for the next 24 years.

Sold again

Teddy Boston died on April 1, 1986, but the Cadeby Light Railway as kept alive for the next two decades by Audrey Boston and a small, but dedicated, band of volunteers. However, all good things must come to an end as the saying goes, and the railway was closed in 2005. Much of the stock was subsequently rehomed or sold, several railway items finding their way to the Apedale Valley Light Railway and Abbey Pumping Station in Leicester.

The Peckett was acquired by Jeremy Martin and Robert Gambrill; the latter also purchasing Cadeby's famous 2ft gauge Bagnall 0-4-0ST *Pixie*. No. 2012 left Cadeby on April 4, 2006 and was initially taken to Hollycombe, but was later moved to Mr Gambrill's private engineering works in Hampshire.

Robert, together with engineer Dave Dawtry and painter Steph Pillinger, then undertook a rapid 'nut and bolt' restoration that saw the Peckett stripped down to its frames and rebuilt from the wheels up. Twenty-plus years of standing still had left flats on



As part of a BBC East Midlands production, Audrey Boston visited the National Railway Museum in York on April 18, 2013 to be reunited with the Peckett (now named after her late husband) for the first time since it left Cadeby in 2006. GARY BOYD-HOPE



On October 25, 2015 *Teddy* top-and-tails the opening day trains on the Mountsorrel Railway with North Eastern Railway 'H' class 0-4-0T No. 1310. LOUIS HURST

the wheels, which were built up and ground back, while a new open-backed cab was built to replace Bill Lees' half-cab. The bufferbeams, which still retained the jagged edges from where they had been gas cut to fit the loco in a garage, were also replaced and the ex-brakevan buffers overhauled and refitted.

The boiler, which was the original of 1941 and had last steamed in the late 1970s, was actually in a reasonable state of repair and was extensively overhauled in Hampshire, including the fitting of a new smokebox. Vacuum brake equipment was also fitted at this time.

By the autumn of 2007 the loco was back in one piece and was given a home at the Lavender Line at Isfield, where it was given the name *Teddy* in honour of its famous former owner.

Return to steam

Following its return to steam *Teddy* was a regular performer at Isfield, as well as appearing on a couple of occasions as 'Percy' at the Mid-Hants Railway's Day Out With Thomas events (double-heading with 'A4' No. 60019 *Bittern* during one visit). The loco's small size made it an ideal 'rent-a-Percy', and as such it was given a lighter green livery during its restoration to make the transformation straightforward. It even had its own face and magnetic '6s' to stick on the cabsides.

However, by late 2010 the loco's small size had seen it superseded at Isfield, and with the 'Thomas' work having dried up, the loco was put up for sale. It passed to its current owner (a former Cadeby volunteer) in early 2011, who then set about trying to find the loco a new home.

As luck would have it, a chance conversation occurred at this point with fellow Peckett owner Chris Beet, who was then the National Railway Museum's engineering and rail operations manager. It turned out the NRM was seeking a steam loco to operate on its demonstration line in the South Yard at York, and *Teddy* might fit the bill. One of the museum's engineering team was duly despatched to Isfield to inspect the loco, reporting back that it would indeed be suitable for the NRM's requirements. A hire agreement was duly drawn up and *Teddy* arrived at York in April 2011.

Under the care of the NRM's then rail operations coordinator, Matt Ellis, *Teddy* spent the next three years at York, providing passenger rides using a Southern Railway 'Queen Mary' bogie brakevan, or hauling a Mk1 on festive specials. In the September of 2011 it visited Beamish Museum for its Power From The Past event, and was also one of the few operating exhibits at the NRM's Railfest in June 2012.

During its time at the NRM the loco was fitted with steam heating apparatus for use on the festive workings, as well as receiving a bottom-end overhaul. This included the creation of a new fire grate made from cut-down redundant firebars from Stanier Pacific No. 6229 *Duchess of Hamilton*.

Somewhat amusingly, *Teddy* also carried a variety of whistles during its stay in York. These ranged from Caledonian Railway and LMS 'Hooters' to an 'A4' chime whistle, and were all a far cry from its own rather squeaky Peckett whistle. The author himself witnessed one occasion in the South Yard when the distinctive sound of an 'A4' was heard in the distance, causing great excitement for one surprised visitor. However, when *Teddy* later trundled into view sounding its chime whistle, the visitor's disappointment was both vocal and palpable.

A highlight of *Teddy's* four years in York occurred in 2013 during filming for a BBC East Midlands programme about Teddy Boston. For the filming they brought Audrey Boston up to the NRM to see and ride on the loco for the first time since it left Cadeby in 2006. It was a very special day for all concerned.

In early March 2015 *Teddy* visited the Chasewater Railway as the star guest at its Spring Steam Gala. It quickly won the hearts of the Chasewater volunteers, just as it had at York, and with the owner wishing to have it based closer to home, an agreement was reached for it to stay on the Staffordshire line, which has been its home ever since.

Roving ambassador

The loco's small size not only earned it the nickname of 'The Pocket Peckett' but also made it an ideal roving ambassador for the Chasewater line. Consequently it spent the summer of 2015 on hire to the Bristol Harbour Railway; its first return to Bristol since it left the Atlas Locomotive Works in 1941. During its stay it worked primarily on driver experience sessions as well as taking part in a Peckett gathering.

Stardom beckoned again that autumn when *Teddy* headed to the Great Central Railway for a month-long visit. Here it rubbed shoulders

PECKETT 'YORKTOWN' 0-4-0ST SPECIFICATIONS

Cylinders:	7in diameter x 12in stroke
Wheel diameter:	2ft
Wheelbase:	4ft 6in
Weight (empty):	8 tons 15cwt
Weight (loaded):	11 tons 10cwt
Tank capacity:	320 gallons
Height:	10ft
Width:	7ft 2in
Length over buffers:	17ft 6in
Working pressure:	160psi
Tractive effort:	3,332lb



Right: Celebrity 'A3' No. 60103 *Flying Scotsman* rubs shoulders with *Teddy* at Locomotion in Shildon on July 26, 2016. ANTHONY COULLS

Below: On its final day in service *Teddy* is dwarfed by its Mk1 coach as it makes its way across the causeway at the Chasewater Railway with a train for Chasewater Heaths on November 12, 2017. LAWRIE ROSE

with its main line brethren during the railway's Autumn Steam Gala on October 1-4, making an incongruous sight running along the GCR's double track line from Loughborough to Quorn.

Then, on October 25, it had the honour of working the Mountsorrel Railway's opening day trains, top-and-tailing services with Middleton Railway's North Eastern Railway 'H' class 0-4-0T No. 1310.

During the winter the loco received another bottom-end overhaul, including having the tyres turned to eliminate the remains of the Cadeby 'flats'. However, 2016 would prove to be even busier than the previous year. Easter saw it take part in the first, and hugely popular, 'Bring your teddy to meet *Teddy*' event that saw hundreds of children descend upon the Chasewater Railway.

Travels began again a couple of weeks later with the Ribble Steam Railway being the first port of call for the line's Industrial Steam Gala on April 16-17. From Preston it travelled straight to Locomotion at Shildon where it spent the early summer working brakevan rides, before returning again to the Great Central Railway in the August for its Cadeby Memorial Weekend.

This event brought together several items from the Cadeby Light Railway in the yard at Quorn station, including Teddy Boston's old Aveling & Porter steam roller *Thistledown* (now owned by Michael Stokes).

Once back at Chasewater a special event was held on October 2, six months later than originally planned, to mark *Teddy's* 75th anniversary. There was even a special birthday cake.

Solo charge

Teddy's boiler ticket expired on November 13, 2017, so to give it a proper send-off, the loco was given solo charge of all the previous day's services. Chasewater volunteers Mitchell Fellows and Luke Tucker, who had become the loco's unofficial regular crew, were rostered for its final day, hauling a single Mk1 brake composite between Brownhills West and Chasetown.

Since then *Teddy* has been on display in the Heritage Centre at Brownhills West awaiting its turn in the overhaul queue. The loco was briefly offered for sale in the summer of last year, but was soon taken off the market when the owner realised what a mistake he was making.

Work is now focusing on an overhaul plan for when space in the workshop becomes available. The aim is to return to the loco to as close to 'as built' condition as possible, restoring lost and missing original features in the process such as a wooden toolbox on the running plate and a jack beside the smokebox door. A set of genuine Peckett buffers has been purchased to replace the ex-brakevan ones, and the original cab sanding equipment has been obtained ready for re-fitting. A full height cab backsheet will also be fitted, and the author is currently trying to source two 'lift up' hinged Peckett circular brass spectacle frames for this.

The hope is that an octogenarian *Teddy* will return to Chasewater Railway action in the not-too-distant future. ■

■*The author would like to thank the following individuals for their help and support during the last 10 years of Teddy's ownership: Robert Gambrill, Jeremy Martin, Mark Sealey, Mitchell Fellows, Luke Tucker, Matt Ellis, Chris Beet, Andy Hardy, Anthony Coulls and Naomi Collett.*



Pictures by post: THE RCTS PORTFOLIOS

The incurable and diverse affliction that is railway enthusiasm takes many forms. From traditional 'trainspotting' to 'trackbashing', walking old routes, timing trains, collecting numbers, buying and selling memorabilia and, of course, recording railways and associated history through photography. Bob Avery explains the importance of photography to RCTS members through its postal portfolios.

Photography has been integral to the hobby, ever since cameras and film became available to those interested in rail transport.

Initially, photography was a means of recording aspects of railway history. This is still a very important aspect of the relationship between photography and railways, but gradually railway photography has developed into a hobby in its own right. Many are fascinated by and attracted to the appearance and aesthetic appeal of railways, and the emergence of quality photographic equipment now available to the man in the street has meant a huge surge in interest in this particular pastime, which has almost as many genres' as railway enthusiasm itself.

For the reasons outlined, railway pictures have always been important to the Railway Correspondence & Travel Society (RCTS), but for some members, producing a quality railway photograph is a goal in its own right, and photography has taken over as their 'main' branch of the rail hobby as a whole.

Origins lost

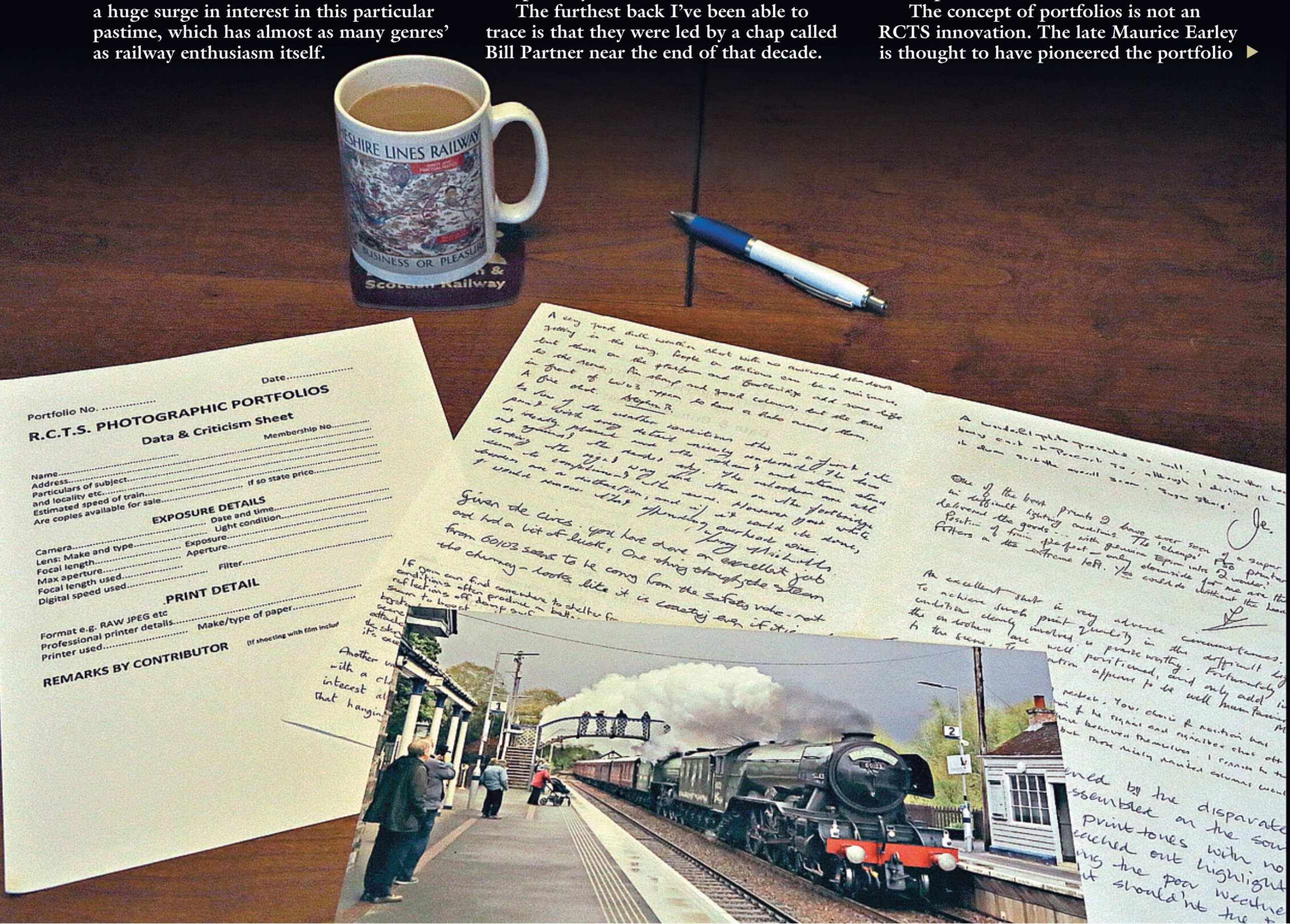
Out of this development came the RCTS Photographic Portfolios. The actual origins are lost in the mists of antiquity, but were known to be active in the 1950s and possibly earlier.

The furthest back I've been able to trace is that they were led by a chap called Bill Partner near the end of that decade.

Following Bill's passing, the late Hugh Ballantyne took over, followed in due course by Les Nixon. I took over from Les a couple of years ago. The idea is that prints are circulated among members for constructive criticism. We have four portfolios that still circulate (at least they would do if it were not for coronavirus!).

In more recent years (actual dates elude me), these have been joined by a colour slide portfolio until it was replaced by a digital one – a travelling USB memory stick. But the main portfolios use prints and are suited to those who like to have an actual print in their hands to look at!

The concept of portfolios is not an RCTS innovation. The late Maurice Earley is thought to have pioneered the portfolio ▶



'Royal Scot' No. 46115 *Scots Guardsman* steams past Llanfairfechan on the North Wales coast with a returning 'Cathedrals Express' on a sunny June 8, 2016. NEVILLE WELLINGS



The signal is off and the fireman of 'S15' class 4-6-0 No. 847 looks for the 'right away' at Horsted Keynes on the Bluebell Railway with a train for Kingscote on April 11, 2019. NEVILLE WELLINGS





Above: Freightliner Class 66 No. 66572 emerges from Stoke Tunnel with northbound intermodal from Felixstowe on September 25, 2016. JOHN HILLIER

Left: This is JS 8190 approaching Xuanmeichang (washery) with a loaded coal train on the Sandaoling Mining Railway in Xinjiang, China, about 30 minutes after sunset on December 1, 2015. DUNCAN COTTERILL



A perfectly executed silhouette of a Virgin Cross Country 'Voyager' passing East Fortune in East Lothian on November 23, 2016. KEITH SANDERS

concept in the UK with his Railway Photographic Society portfolio, started in 1922. This has been superseded by the Rail Camera Club, and that – and those run by the Phoenix Railway Photographic Circle – are the other main folios circulating within these shores.

These other organisations' activities certainly don't compete with the RCTS; in fact, we have several members who are active in more than one. There are also similar portfolios circulating concerned with other aspects of photography.

Criticism sheet

Each contributor, when he (we currently have no female members, though gender is not a bar to participation) receives the box, inserts a print of his own and completes a criticism sheet with relevant caption and technical details.



He will also retrieve his photograph which he placed in the box on its previous round and read and digest the other contributors' comments; but of course he can do this at his leisure once he has posted the box on its onward journey.

He will also probably digest comments in the 'notebook' where anything of mutual interest relating to railway photography is discussed. He may add some thoughts or observations of his own – though I can never think of anything useful to say!

But the most important thing the recipient will do is to look at and hopefully enjoy the photographs from other members.

He will add his own criticism to each picture. It may be praise, or a criticism, or a suggestion of how to overcome a perceived problem with the photo being commented on. Comments range from



Under the watchful eye of one of Blackpool's many gulls, Class 156 No. 156460 eases into North station, prior to its modernisation, on August 6, 2017, with a train from Hazel Grove. NOEL MACHELL



In fast fading light, 'A3' No. 60103 *Flying Scotsman* and 'Black Five' No. 44871 pass Teignmouth on October 4, 2018, at the head of 1Z47 16.55 Taunton to Plymouth 'Cathedrals Express'. CHRIS W BROWN



Above: As the sun rises on a winter morning in 2012, the photographer has used a contre-jour technique to capture an eastbound GWR HST passing Cholsey, destined for London Paddington. NEVILLE WELLINGS



Left: No. 6201 *Princess Elizabeth* approaches Shap village with a return 'Northern Belle' excursion to Preston on September 19, 2020. A hurried grab shot which breaks the rules - but works! BOB AVERY



They may have disappeared from Northern services, but there's no denying 'Pacers' had a following. Here at Wigan Wallgate, passengers board Class 142 No 142022 at the bay platform at the west end the station prior to its departure as the 14.40 working to Kirkby on April 4, 2019. NOEL MACHELL



Enhanced with a telephoto, Freightliner's No. 70003 heads south at Fiddlers Gill (Braidwood) with 4C07 13.26 Longannet-Ravenstruther working, while also performing crew training on October 25, 2010. STEVEN CROZIER



People can make pictures, and at Selby on November 14, 2014, the conductor braves the rain to welcome any passengers for the 11.48 to Huddersfield. S R BATTY



Above: Stoke Bank and an InterCity 225 train descends the gradient on its way to London King's Cross on December 11, 2010. JOHN HILLIER



Right: GBRf Class 66 No. 66747 hauling the 10.25 Hull Dairycoates–Rylstone empty stone hoppers through Cliffe, a couple of miles east of Selby, on October 22, 2020. The exposure was 1/1600 at f8, ISO 400, with the reading taken from the sky to preserve the highlights, with work in Photoshop used later to bring out the foreground detail. S R BATTY

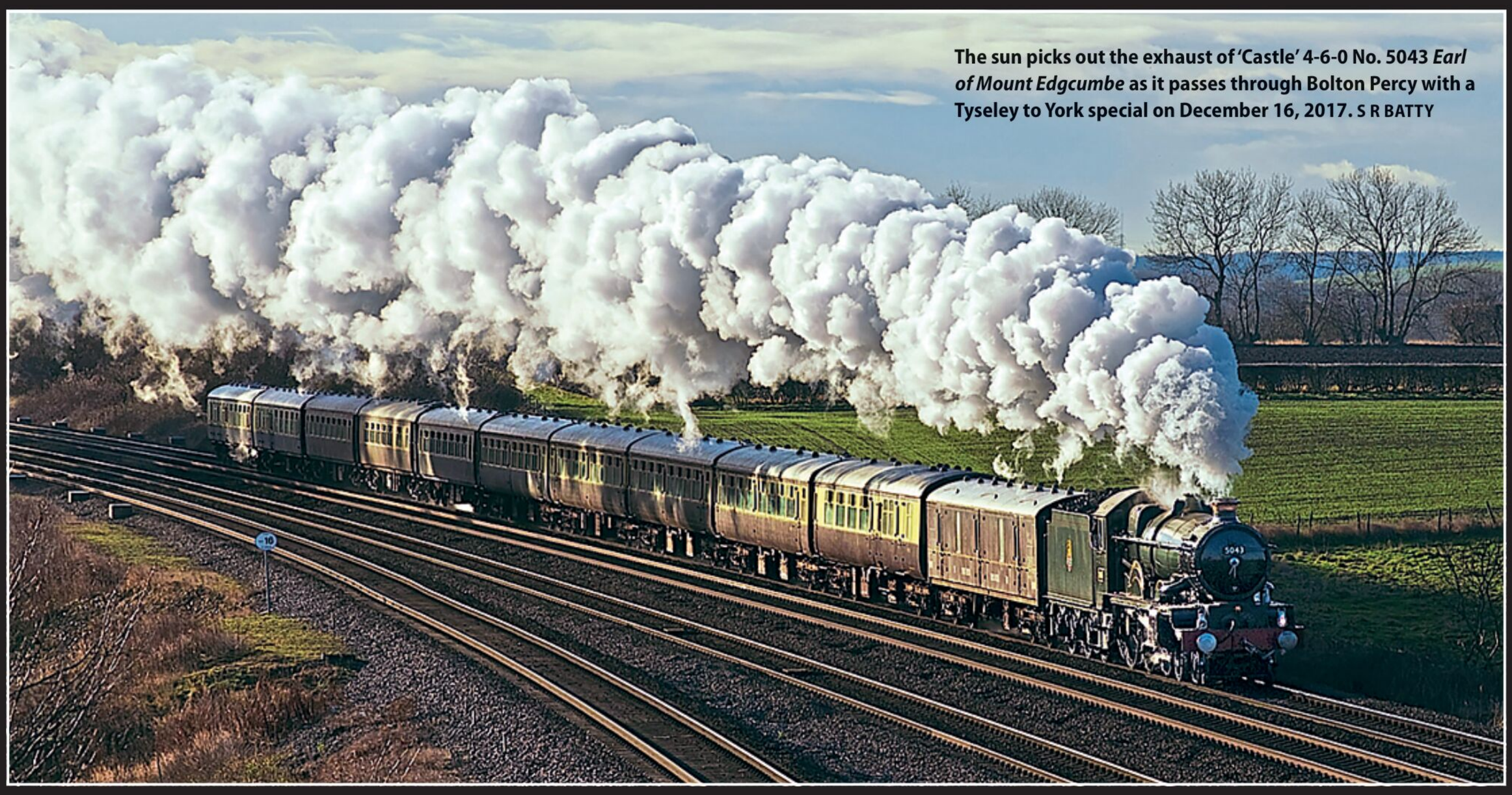
'beautiful composition and lighting' through 'absolute perfection' to, at the other end of the scale, 'are you out yet after serving your time for having your printer shot?' or 'I trust you've consigned your printer to the bin?' or 'do you always use kitchen paper?'

While those are extreme (and rare) examples, the idea is to offer constructive criticism. With online platforms such as Flickr or the railway photo groups on Facebook, the comment facility is well used but there seems to be an unwritten rule that only praiseworthy or complimentary comments are offered. In our portfolios you may be critical – indeed participants are encouraged to be so – provided it is done constructively and is not rude.

Crop issues

The most common criticisms relate to cropping (or lack of it), sharpness (same comment), and sometimes colour balance.

It's not possible to discuss particular



The sun picks out the exhaust of 'Castle' 4-6-0 No. 5043 *Earl of Mount Edgcumbe* as it passes through Bolton Percy with a Tyseley to York special on December 16, 2017. S R BATTY

BR Standard No. 70000 *Britannia* leaves Crowcombe Heathfield station at 10.25, bound for Minehead on March 22, 2012, during a West Somerset Railway Spring Steam Gala. CHRIS W BROWN

techniques via the criticism sheets due to the timescale involved, but the notebook can be used for this.

Members can bounce problems they are having off others, or discuss new software developments and their relevance and effectiveness, plus a myriad of other topics.

The types or genres of railway photography vary almost as much as branches of railway enthusiasm itself. In the folios we see everything from traditional 'chocolate box' front three-quarter views to night shots, shed portraits, and more atmospheric and unconventional treatments. Modern traction, steam, trams, miniature lines and industrial lines are all welcome.

I've been participating in the RCTS and other portfolios since the 1980s and I have certainly learned a great deal, both in terms of technique and about specific traffic flows, access to locations, photographic materials, and techniques to name but a few.

Without doubt, learning and mutual beneficial discussion is a continuous, ▶



The delayed 13.30 King's Cross-Edinburgh makes a vigorous passage through Burn, south of Hambleton Junction, on February 28, 2018, leaving a snow turbulence in its wake. S R BATTY

ongoing process. A sort of postal 'mutual improvement class' in railway photography.

It's been interesting to watch over the years the transition from traditionally produced prints to those produced digitally (though the former still make occasional appearances).

Most (but not quite all) pictures are produced digitally these days on a home computer, though that's certainly not a prerequisite.

Mobile trend

The only requirement for any entry is that it features an obviously rail related subject. We're even starting to see mobile phone shots now, as the latest generation of these devices are capable of amazing results.

But shots 'from the archives' (i.e. from a box of prints you'd forgotten about that's been hiding in a cupboard for several years) are welcome and always appreciated.

I think most participants have an interest in photography on a wider plane than purely trains, and again membership of our portfolios can give spin-off benefits to the whole spectrum of photography.

This article is illustrated by portfolio contributors, and all the shots have done the rounds in an RCTS box.

We currently have vacancies in both print and digital sections. If you're interested in joining, visit www.rcts.org.uk and go to 'Society' then 'Photographic Portfolios' for details of how to join.

RCTS membership is required, however. There is no additional fee for folio membership, and of course you get all the other membership benefits as well! ■



Above: With the gorse in bloom, an unidentified Virgin East Coast HST heads south over the Tay Bridge Dundee in the background, with the 14.25 Aberdeen-King's Cross on May 6, 2017. STEVEN CROZIER



Right: A great capture of light and shade of '8F' 2-8-0 No. 48122 inside Croes Newydd shed on March 27, 1966. JOHN HILLIER



'A3' No. 60103 *Flying Scotsman* climbs Borthwick Bank on the Borders Railway, Scotland, with a 'Cathedrals Express' on May 15, 2016. KEITH SANDERS



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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

In need of lineside housekeeping

ON page 82 last month is a photograph which shows several pieces of seemingly abandoned rail. Not only is it an eyesore, but anyone who intends causing a serious incident has the ammunition readily at hand.
Why is that still the case?

Richard White
Broadstairs

Steam in suburbia

ON page 14 of the January 2021 issue John Heaton remarks that the final steam-hauled suburban service in London was converted to diesel in 1961. At the risk of being accused of splitting the proverbial hair, as far as I recall the Clapham Junction-Kensington Olympia services were steam-hauled until Nine Elms depot closed in July 1967. Not quite in the same league as the Oxted services, perhaps, but steam nonetheless, and in the inner London suburbs.

David Wallace
By email

STAR LETTER

Disappointing timescales for Waverley Route and other projects

WHAT a treat to read Ashley Butlin's piece on the Borders Railway, but how I groan at timescales involved in any future expansion.

It took 46 years after the Beeching closure to reinstate a truncated section of the Waverley Line, much of it single track, and thus unworkable for inserting specials or freight.

Mr Butlin suggests that building towards Hawick *might* commence by 2030, but that 2040 is more likely. This is to take care of planning protocols.

But completion dates? Add at least three years. I could be a centenarian by then. How long do similar proposals take on mainland Europe?

As for HS2? I'll be lucky to be still here to travel on it.

London Crossrail? Three years late after an extraordinary building period.

Reopening Kintore station took 54 years (I was the reporter who broke the story about the reopening campaign in 1966).

The 'Boris' bridge/tunnel/crossing of the North Channel between Scotland and Northern Ireland? Dream on.

As a youngster, I wrote to the Scottish Transport Users' Consultative Committee outlining my objection to Waverley Line closure, and gave reasons. With family in Galashiels and St Boswells, I used the line very often (oh, and a Borders girlfriend 1964-66 pushed up usage further).

As a young newspaperman I attended the news conference in Edinburgh of the Border Union Railway Company, the gallant but doomed effort to reopen the line privately.

Now we possess an Edinburgh-Tweedbank line built down to a price rather than up to a standard, a real common denominator job, one that's utterly incapable of expansion as it stands without heavy further investment.

Gordon Casely
Crathes

As regards major projects, Mr Casely has a fair point, with projects often 'de-scoped' to reduce costs in order to appease the Treasury only to find shortcomings five years after the scheme opens – Ed.

WHEN the Borders Railway is eventually electrified, the improved acceleration of the new trains should allow Melrose instead of Tweedbank to be reached within an hour, easily facilitating such a short extension.

There might be a case for further reopening as far as the northern side of Hawick, but not beyond, in my view. The old route did not serve Selkirk or Langholm unless you count the branches. Bridging the gap through Hawick and the lack of other significant settlements north of Longtown would require a huge subsidy that would be better spent on a short line from near Stranraer to Cairnryan for the Northern Ireland ferries.

My alternative dream is a high-class heritage railway from the southern side of Hawick to Whitrope, based on the excellent start made south of the tunnel.

Rob Pritchard
Malvern, Worcestershire

New Class 93s

GIVEN the investment in new equipment recently, I was fascinated in the announcement that the Rail Operations Group has proposed the building of up to 30 tri-mode locomotives.

Given the present stock of traction I could see a definite requirement in these new locomotives as long as reliability is built into their construction, and can also see a number of existing locomotives becoming redundant.

The Caledonian Sleeper should be the first beneficiary of this investment. Presently, most of the journey is hauled by class 92s.

The reliability of class 92s has been questionable for a long time. As a former driver with EWS at Crewe I have experienced a number of minor problems during inclement or icy weather. Hopefully, this problem will not beset the new class 93s.

Further along the Caledonian Sleeper journey, the addition of the proposed Caterpillar power plant might make the present class 73 redundant,

Hopefully their route availability should enable their use throughout on the respective journeys.

Could the same locomotive which commenced at Euston terminate at Inverness? I shall watch this space with interest.

S M Daubney
Barnetby

How and where these locos will be deployed will be interesting, but it is positive electric locos are at last being ordered. If only electrification was expanding too – Ed.

HS2 – are the remainers still in charge?

MAYBE my memory fails me but I don't remember such a long and concerted campaign against HS1.

How come that it's a good investment for Londoners to go quickly to Paris but not to Manchester?

One might ask whether the northern sections should have come first, especially trans-Pennine and perhaps more on local improvements like the Castlefield corridor, but are we really against a new and advanced railway line up the centre of the UK?

It's now 2021 and 50 (yes 50!) years since I travelled at twice UK's rail speed along Japan's HS2 Bullet Train from Tokyo to Osaka.

Wake up public, wake up planners, wake up commentators!

Robert Woolgar
Cheshire

After years of weak rebuttal against arguments put forward by those against HS2, HS2 Ltd has at last grasped the nettle and is fighting back via social media, dispelling many of the myths and half-truths which are still leveled against the infrastructure project. Additionally, a group of Green Party members have come out in favour of HS2. See p8 – Ed.



Two locos – same number!

THE article Locomotives at War (February *RM*) illustrates the German 'Austerity' KDL 11 class of loco with a picture of the Welshpool and Llanfair Light Railway's No. 10/699.01 *Sir Drefaldwyn*.

This was one of a batch of at least 24 built by Franco-Belge at its factory in Raismes, France. Along with others it saw service in Austria, initially on the Salzkammergut Lokalbahn. As built it had short side tanks and was provided with a four-wheel tender of the type used by the Heeresfeldbahn's (German army field railway) HF 110C 0-6-0 tender/tank locos. Subsequently it went, without tender, to the Steiermärkische Landesbahnen in southern Austria where it was rebuilt with the full-length tanks and a coal bunker as seen now at the W&LLR.

The photo shows a KDL 11 in original guise on the Taurachbahn, a steam heritage railway in Austria operated by Club 760. The decoration was for that line's 25th anniversary celebration. Curiously, and unexplained, this loco also is numbered 699.01.

Mervyn Pritchard
By email

Is there a simple explanation for the two locos having the same number? – Ed

PUTTING THE RECORD STRAIGHT (*RM* FEB??)

- The rating for the Class 93s from Stadler should have been 4000kW or 5,360hp.
- Our sincere apologies to Lord Steel whom we addressed as 'the late' ... but he is very much alive.

EDITOR'S NOTE

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

Inspiring Pullmans

YOUR recent piece about the Blue Pullmans and subsequent correspondence have brought back memories of my student days in the late 1960s.

From my digs in the Notting Hill area of West London I would travel regularly from Westbourne Park station to Baker Street station near my place of study.

Westbourne Park is a mile or so west of Paddington Station, and the LT station is adjacent to the mainline tracks, and while waiting for my train I would have good views of trains as they gathered speed out of Paddington.

These of course included occasional glimpses of the Blue Pullman which appeared incredibly luxurious to me.

What struck me, however, was its slightly swaying motion compared with conventionally loco-hauled stock.

Also to be seen was the 'Cornish Riviera Express' hauled by a pair of Warships – this was claimed to be the most powerful combination of locomotive traction in use at the time!

My only actual experience of Pullman travel was on the 'Queen of Scots Pullman' from London to Leeds in 1951 when, as a four year old, I travelled with my family to visit my grandparents in Leeds following a visit to the Festival of Britain on the South Bank. I remember my father telling me we were hauled by *Foxhunter*, a Peppercorn Pacific regularly used on that train.

Philip Deane
Bishop Middleham, Co Durham

MOTHBALLED FREIGHT LINE MAY CARRY PASSENGERS AGAIN

With a focus on potential railway openings through the Restoring Your Railway programme, Fraser Pithie, who has been involved in the Stratford-upon-Avon to Honeybourne bid progressing through the DfT's process, looks at a Devon freight branch where new technology could bring passengers back after a 60-year gap.

VERY light rail train technology could be the key to a redundant Devon railway line reopening. Rolling stock company Eversholt Rail is actively considering a currently disused railway line connected to, but segregated from, the national rail network at Newton Abbot main line railway station.

Reopening the line could provide 30-minute frequency rail passenger services between Newton Abbot and Heathfield, and serve a potential new station for Kingsteignton situated near Teignbridge level crossing, where considerable housing development has occurred in recent years.

The Heath Rail Link Group (HRLG) has welcomed the news, which follows an approach by Eversholt. The railway leasing and technology company is developing new forms of light rail transit (LRT) stock to provide diesel-electric hybrid powertrain type vehicles ideal for short branch lines.

Michael Cooke, chairman of HRLG, said: "We have been working with Teignbridge District Council and GWR, and we also have the support of Anne Marie-Morris, our local MP. We submitted a bid to the first round of the DfT's Restoring Your Railway Fund but it was unsuccessful. Nevertheless we are still pursuing the RYR process."

Options available

HLRG says there are several operating options for the branch line. "We have looked at GWR operating passenger services but also leasing the line from Network Rail with a local consortium operating services," added Mr Cooke.

The disused line is part of a more extensive and redundant railway route that used to run between Newton Abbot and Moretonhampstead, with a junction at Heathfield where a line to Ashton, Longdown and Exeter also connected, but which was closed with tracks lifted in 1967.

The closed Heathfield-Exeter section of the line went through Exeter's Marsh Barton area before reaching Exeter St David's station. Passenger services along the route ceased in February 1959.

The line opened in the 19th century, and a local pottery company, British Ceramic Tiles, had a siding adjacent to Heathfield station. An oil terminal that opened along the branch in 1965 led to freight services continuing until 2009, when the line was mothballed.

In December 2011 Colas Rail announced it would be running a freight service using the line to Teignbridge level crossing, where local timber was loaded onto trains for Chirk in North Wales. This usage ceased in 2015, and the line was mothballed again.

Indeed, while not proposed, if the route between Exeter and Heathfield were still intact throughout, then an alternative railway route to the GWR's infamous and costly 'sea wall route' would have been available. So there is an irony within Devon County Council's announcement that a new railway station on the GWR's ▶

One line in the South West proposed for reopening is the former freight-only branch to Heathfield, which last saw traffic in 2015. A pair of Class 56s, led by No. 56078, approach the timber stack at Teign Bridge prior to going to run round at Heathfield in March 2015. ALL PICTURES: PETER DOEL (UNLESS STATED)



14xx 0-4-2T No. 1466 (now preserved at Didcot) restarts a train from Bovey Tracey, in the Heath Rail Link Group's sights as a possible future extension. COURTESY: HEATH RAIL LINK GROUP



Standing at the former Heathfield station site on November 27, 2011, are Class 142 Nos. 142001/063/068 which were working a farewell railtour for the class on lines in Devon. CHARLES G WOODLAND



The layout at Heathfield before rationalisation. The lines curving to the right were the remains of the Teign Valley branch. At the time of the picture, in September 1977, the line was worked by a Newton Abbot based Class 08, but later became an Exeter turn with a larger loco used.

main line near Marsh Barton is to go ahead. Construction of this new station, initially planned to be built and open by the end of 2016 at a cost of £4.5 million, was approved in January 2021, now with an eye-watering pricetag of £16 million.

As most of the track is still in place between Newton Abbot and Heathfield, HRLG believes reopening the line is just the sort of 'shovel ready' scheme the Government has repeatedly said it supports. The group aims to reopen the existing railway and return it to operational use for commuters and heritage passengers.

HRLG says this would enable local rail infrastructure to have a sustainable future and purpose for working everyday services to ease transport pressures in the region for employees, employers and the many visitors attracted to the area.

The four-mile line serves an area popular with visitors, cyclists and walkers. A new multi-million pound business park has been approved nearby at Drumbridges on the A38. A new park and ride station is seen as the preferred option for Heathfield, to serve both the Drumbridges development and those who currently use the heavily congested A38 and A380 through Newton Abbot.

Eversholt intends to announce more details about what it calls its Revolution VLR (very light rail) vehicle later this year. It's believed that this vehicle is the one in mind when considering the Heathfield line. The use of new technology would enable Eversholt to showcase the product while allowing HRLG to realise the reopening of the branch line to Heathfield for passengers. HRLG also has the ambition to reopen the line further to Bovey Tracey.

Comments

HRLG has recently launched an online survey to give people in the Newton Abbot area an opportunity to comment on their transport choices, and on what they would like to see and potentially support in the future. Results are still coming in, but some clear indicators were already emerging as *The RM* went to press.

A significant 75% of respondents stated they would like to see rail links improved in the Newton Abbot and surrounding area, with cycling links coming second at 13%. Of those, 95% who responded before we went to press said they would support the Newton Abbot to Heathfield branch line being opened, with 55% saying they would like a 30-minute service frequency. There is also support reaching the mid-90% bracket for a new station to serve Kingsteignton, and for the line to be extended to Bovey Tracey eventually.

The scale of new housing development in the area in general, and Kingsteignton in particular, suggests the local planning authority, Teignbridge District Council, has missed opportunities to secure funding from developers – through either the Section 106 or the Community Infrastructure Levy powers it has to contribute towards developing a business case and reopening the Heathfield line to provide sustainable non-road based transport.

The high level of support evident in the Heathfield scheme's survey may encourage the local transport authority, Devon County Council (DCC), to embrace the project. DCC seems to be open-minded about the project but as yet has not had direct discussions with HRLG.

A Devon County Council spokesperson said: "Having declared a climate emergency, the council is keen to support proposals that incentivise uptake of sustainable travel alternatives. Rail has the potential to help reduce carbon emissions from transport, and the Heathfield line proposals sound innovative and ambitious but we're yet to see the detail of this scheme or its business case.

"Our priority schemes through the Restoring Your Railway fund are for the reopening of the Okehampton to Exeter and the Tavistock to Plymouth (connecting at Bere Alston) rail lines, and the county council has been working closely with Network Rail and GWR to make the case for these proposals.

"We are also supportive of Mid-Devon District Council's aspirations for Cullompton station reopening."

Improvements

A spokesperson for Network Rail said: "We welcome the opportunity to work with any organisation that is looking to improve the railway for passengers.

"We've met with Heath Rail Link and understand the aspirations for a shuttle between Newton Abbot and Heathfield. We've advised that the railway line hasn't been used since 2015, and then only for freight, so there is a significant amount of work that would be required to bring the line into passenger use.

"It will be for Heath Rail Link to prove there is sufficient demand for a shuttle service, and a strategic need for the line to be reopened as part of any fully-costed business case to the Department for Transport.

"Separately, we are also keen to know more about Eversholt's plans for the light rail vehicle and its testing. There may be other railway lines and opportunities across the railway network that are more readily available and suitable for this project." ■

■ *More information about the Heathfield Rail Link project is available at www.heathraillink.org*

Right: The Heathfield branch also used to serve a china clay quarry and an oil terminal. A Class 31 has halted for an impromptu photo stop in March 1984 while hauling china clay 'hoods' and empty oil tanks.

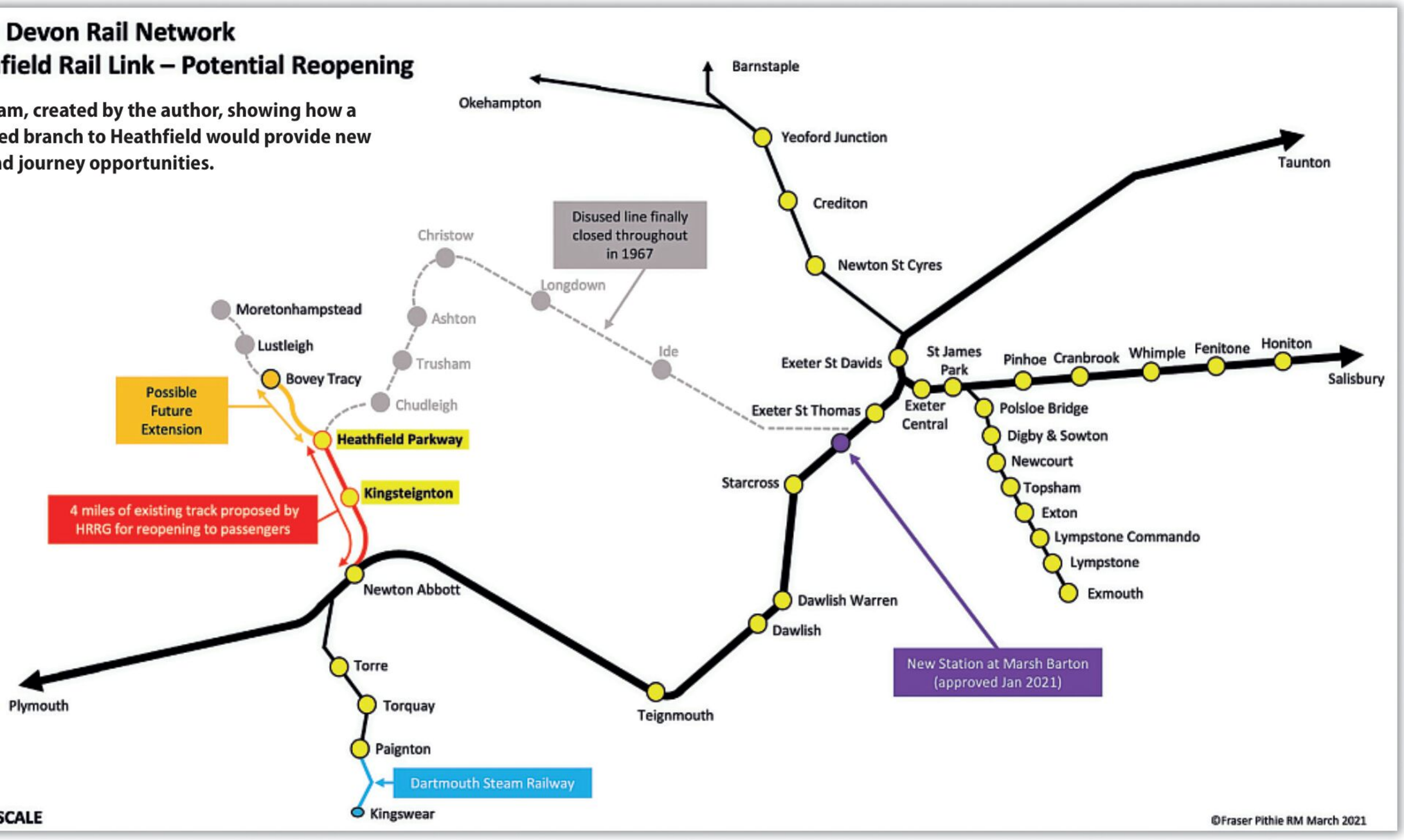
Below: In between timber train duties, Colas Rail Type 5 No. 56113 sits among the wild flowers in the former Motorail bay at Newton Abbot on May 26, 2014. This would be where any passenger service from Heathfield would terminate, and be completely segregated from the national network.





South Devon Rail Network
Heathfield Rail Link – Potential Reopening

A diagram, created by the author, showing how a reopened branch to Heathfield would provide new links and journey opportunities.



Permanent Way...

and Not So Permanent Way

Our occasional feature takes a look at the changes which have taken place at Long Stanton, Cambridgeshire – where a railway was replaced by a guided busway.

AFTER closure of the Cambridge (Chesterton Jct) to St Ives line to passengers on October 5, 1970, the former Great Eastern Railway route – immortalised in the Flanders and Swann song 'Slow Train' – remained open until 1992 for aggregate traffic when it was closed and the track subsequently removed.

In 2001 a proposal was put forward to re-use the former trackbed as a guided busway, a key feature of a wider multi-modal study for the busy route between Huntingdon and Cambridge.

It was a controversial proposal which led to more than 2,700 objections and a public enquiry, but the scheme was approved. Construction began in 2007, with the first bus running on August 7, 2011. However, the project was not without its critics, who called it a 'white elephant' and preferred a railway or tram route. *The RM* reported the opposition at the time.

Cambridgeshire County Council's determination to complete the project was not helped by a rise in costs from £116 millon to £181 million, coupled with construction delays and contractual disputes related to cost overruns.



Contrast

Pictured on May 10, 1989, are Class 31 Nos. 31134/31128 with a loaded sand train, which has paused as the Long Stanton level crossing while one of the crew opens the gates.

Contrast the historic view to that taken on February 6, 2021, where Stagecoach Volvo B7RLE with Wright Eclipse 2 bodywork approaches the road crossing on the busway.

The two factory buildings on the left survive (one is boarded up), while the cottage on the right has been re-roofed.

Behind the photographer, the station house also survives, as does part of the Down platform. Other parts of the platforms were re-located to the Mid-Norfolk Railway.

Today Long Stanton has seen substantial new house-building as Cambridge itself has expanded and developed as a thriving business and commercial centre.

Incidentally, the traffic light controlled crossing has been the site of two accidents, between a guided buses and other road vehicles, one bus being written off after catching fire. ■



Both pictures: TRACKS NORTH AND CHRIS MILNER

(Other submissions for this feature are invited. Please email the editor in the first instance).



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Panorama



A pair of 'JS' 2-8-2s Nos. 8358 and 8076 are receiving running repairs in the workshops on the coal railway at Sandaoling, China, during November 2013. GARETH JONES

Tyseley-based panniers – '57XX' No. 7760 and '8750' No. 9600 – cross the River Leam at Princes Drive, shortly after leaving Leamington Spa station and bound for Nuneaton on December 30, 2001. ANDREW BELL



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RM editor Chris Milner is seen hitching a ride in the cab of Iarnród Éireann 071 Class No. 081 as it heads a sugar beet working from Wellington Bridge to Mallow at Charleville on November 8, 2005. This was the last full year of the beet traffic, which came to an end early the following year. ROBIN STEWART-SMITH



The headlights of East Midlands Trains HST power car No. 43081 pierce the heavy fog as it stands at Derby with the 1F70 St Pancras International to Leeds service on January 23, 2017. Power car No. 43059 is on the rear. STEVE DONALD

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Panorama



The neat lineside and weed-free permanent way help create a near timeless scene as Stanier '8F' 2-8-0 No. 48624 passes beneath Rabbit Bridge, Great Central Railway, with a rake of 16T mineral wagons during a Timeline Events photo charter on February 15, 2018. PETER ZABEK

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Panorama



The neat lineside and weed-free permanent way help create a near timeless scene as Stanier '8F' 2-8-0 No. 48624 passes beneath Rabbit Bridge, Great Central Railway, with a rake of 16T mineral wagons during a Timeline Events photo charter on February 15, 2018. PETER ZABEK

Porterbrook – delivering a safe, reliable and sustainable railway

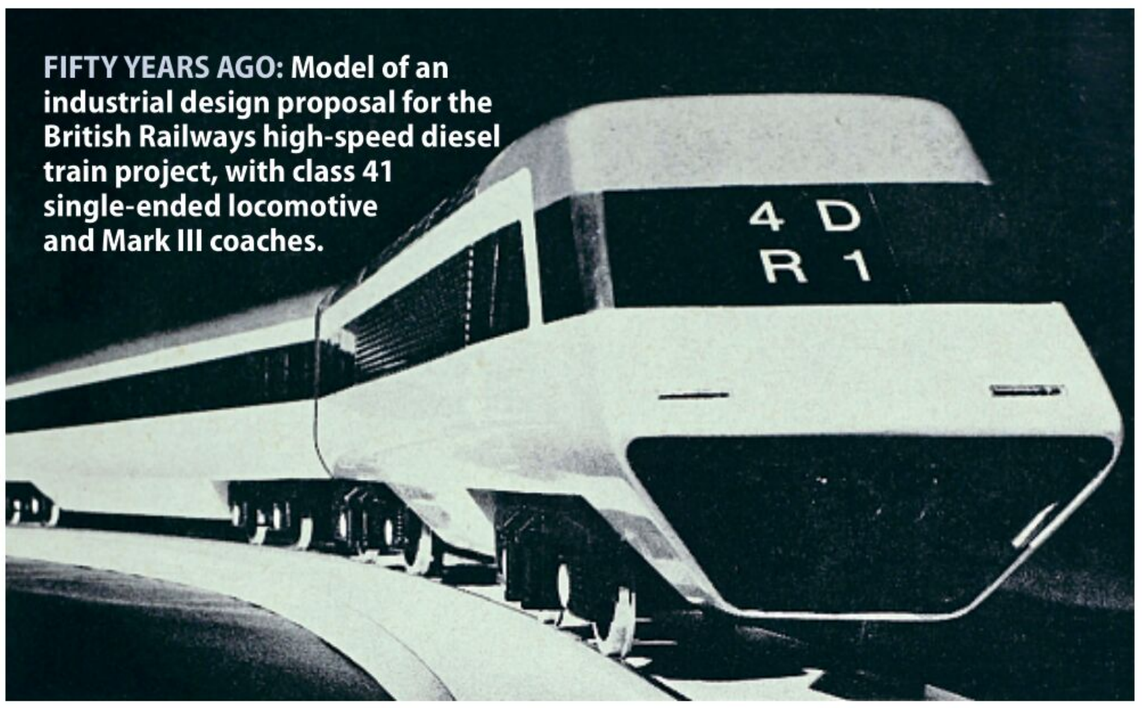
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FROM *THE RAILWAY MAGAZINE* ARCHIVES

100 YEARS AGO MAR 1921

Cross-channel night trains resume

ON and from March 21, the London, Brighton and South Coast Railway night service between London and Rouen and Paris via Newhaven and Dieppe will be resumed. The service will be first, second and third class, the train leaving Victoria at 8.20pm, arriving at Dieppe 2am, and Paris (St Lazare), 6am. The train in connection with Dieppe arrives at Rouen 7.26am The return train will leave Paris (St Lazare) on Tuesday, March 22, 9pm; Rouen, 11.15pm, and Dieppe, 1.15 am, arriving Victoria, 7.55am.



FIFTY YEARS AGO: Model of an industrial design proposal for the British Railways high-speed diesel train project, with class 41 single-ended locomotive and Mark III coaches.

50 YEARS AGO MAR 1971

Last Scottish mail snatch

THE last two mailbag pick-up points in Scotland, at Stonehaven and Laurencekirk, have been used for the last time, by the Aberdeen-Carstairs postal train. Line-side apparatus for picking up and depositing mailbags from moving trains, first introduced in March 1853, now exists only at five places on British Railways, all in the London Midland Region; four in the London area, and one at Penrith. It is expected that these will be phased out shortly.

Diesel engine for 125mph train

CHOSEN to power the class '41' Bo-Bo single-ended locomotives of British Railways, 125mph prototype high-speed diesel train is a 12-cylinder rail traction version of the Paxman 'Valenta' diesel engine, the '12-RP 200', developing a continuous output of 2,250bhp at 1500rpm. The train would comprise seven coaches with a class '41' locomotive at each end, giving an installed horsepower of 4,500bhp and a total train weight of 350 tons.

Aviemore-Boat of Garten scheme delayed

LAST-MINUTE financial difficulties have arisen between British Railways and the Scottish Railway Preservation Society (SRPS), holding up the latter's scheme to purchase the five miles of railway between Aviemore and Boat of Garten.

However, a local meeting was held at Boat of Garten in December, at which the society received general support for its scheme. In the meantime, the SRPS continues to expand its collection of rolling stock at Falkirk.

20 YEARS AGO MAR 2001

Railtrack hit by deep financial crisis

RAILTRACK has admitted that it is in "serious financial trouble" as a result of the post-Hatfield track recovery programme and adverse weather.

The cost for replacing 450 miles of rail plus compensation payments has shot up to £580 million – £330 million more than the estimated figure.

This huge miscalculation has wiped out last year's profits and put the company heavily into debt. £400 million is to be payable in compensation to train operators. The remaining £180 million is said to be the cost of re-railing 450 miles of track. Railtrack's new chief executive, Steve Marshall, has promised that shareholders and not taxpayers will pay for the disruption.

GM develops single-cab Class 67

GENERAL Motors' designers have developed a single-cab version of the Class 67 for the British passenger market. The company said the loco would be ideal as an HST power car replacement.

Entitled GT42HW-HS, the loco has a semi-streamlined cab with a blank inner end, similar to most North American locomotive designs.

The 125mph 3,300hp machine was at one time seen as an option for Virgin Trains replacement stock for CrossCountry, but the plan was dropped when VT opted for all-multiple unit technology.

GM's American drawing office in La Grange, Chicago, decided to continue blueprint work and is preparing to offer the loco to UK rail operators.

RCTS
Britain's leading Railway Society

The RCTS: Then and now

The *Railway Observer* has evolved over the years from being hand set to using the latest computer techniques, and the January 2021 edition (Vol.90 No. 1103) marked a significant change in format to the use of B5 size.

This provides a 15% enlargement of the print area, permitting the use of an increase in size of the text and the opportunity to feature larger photographic images. A number of design and format changes have also been made, something the editors of the volumes for 1939-45 did not have the luxury of enjoying. Such were the wartime restrictions in paper and printing that Volume 14 covered 1942-43 and Volume 15 1944-45, rather than the normal single year.

Shortage of paper and print setters was not the only problem faced by the editors. With the railways of strategic importance, the official censors were ready with their blue pencils, backed by the added threat of the Official Secrets Act. So it was little surprise that the January 1941 editorial spoke of 'the question of locomotive information remaining a difficult one for us'.



Fortunately a footpath runs through the fields close to the Lickey incline which can be utilised for the daily walk, although electrification photography has become more of a challenge. No. 66188 is seen descending the bank on a Corby-Margam working on January 16, 2021.

Yet there were more reports coming in from members about the ordinary everyday running of the railways for the editors to mention in October 1941 that 'members will appreciate that certain items of information cannot at present be put into print'. Two months later the paper shortage meant membership forms could not be circulated, and subscriptions for the full year (8/6d) were to be sent direct to the Assistant Hon. Treasurer.

In the April 1942 edition, the membership was told of the further reduction of the RCTS's paper allowance by the Government's Paper Control regulations. This caused the editors considerable difficulty in editing reports to fit the space available and the small volume sizes mentioned above.

These problems did not inhibit the RO of January 1942 reporting that during December 1941 LNER 'V4' 2-6-2 No. 3401 Bantam Cock was on test on the GE Section working the 1pm Liverpool Street to Norwich. The June 1943 edition mentioned that the first Swindon built Stanier '8F' 2-8-0 No. 8400 was practically complete and in July noted that it did not carry a smokebox numberplate, while the August issue recorded it working at Newport on July 7. The print run of the wartime ROs was severely limited but thanks to modern technology, all back issues of the RO will soon be available in digital form.

In recent months, although there have been fewer trains due to Covid-19, there has still been much of interest going on, with many members timing their 'permitted exercise' walks to coincide with the best of the action and thus keeping reporting in the new larger RO fully up to date.

TRACKRECORD

The Railway Magazine news digest

DB Cargo Class 66 No. 66025, still carring EWS livery, powers the 08.51 Mountsorrel Sidings to Barham loaded aggregate at Stuntney, Cambridgeshire, on January 25. AUBREY EVANS









P58 STEAM
'Saint' No. 2999 for SVR gala

P76 CLASSIC TRACTION
Appeal for MR-B Class 03

P82 TRACTION & STOCK
ROG buys Class 360/2s

ALSO INSIDE:

P62 INDUSTRIAL
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➲ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.



Second time lucky as re-created 'Saint' No. 2999 *Lady of Legend* is again lined up to appear at the Severn Valley Railway's April 15-18 Spring Steam Up gala. It is pictured at Didcot Railway Centre on November 2, 2019. JACK BOSKETT

Restoration of GWR 2-8-0 to be completed in Stockton

THE slow but steady restoration of Peter Robinson's GWR '2884' No. 3814 is to be completed at the workshops of Northern Steam Engineering in Stockton, its third base in four years.

The 2-8-0 was previously based at the Llangollen Railway, having moved there from its long term home at the North Yorkshire Moors Railway in September 2018. Here the 1940-built heavy freight loco had been the subject of a bottom-end restoration by Mr Robinson, who rescued it from Barry in 1986.

The move to Llangollen saw further progress on the loco's cladding and tender, but after the closure of the engineering business last year a new base had to be found for No. 3814.

Northern Steam will now complete the project, subject to funding, which includes the overhaul of the loco's Standard No. 1 boiler and more work on the bottom-end. The works is no stranger to GWR boilers, having recently completed the overhaul of the boiler belonging to the Severn Valley Railway's 'Hall' No. 4930 *Hagley Hall*.

No. 3814's 4,000 gallon tender will however remain at Llangollen, where it is being restored to run with No. 6880 *Betton Grange*.

Take Two: 'Saint' for Severn Valley gala after 2020 Covid cancellation

THE Severn Valley Railway (SVR) is hoping it will be a case of 'second time lucky' next month, after confirming that Great Western Society's 'Saint' No. 2999 *Lady of Legend* will be star guest at the line's Spring Steam Up on April 15 to 18.

The re-created Churchward 4-6-0 had been booked to visit the SVR for the line's Spring Steam Gala last April; a visit which was subsequently postponed owing to the event's cancellation as a result of the Covid-19 pandemic. At the time of writing in mid-February, the railway was hopeful that coronavirus lockdown restriction would be lifted to allow the event to take place, albeit in a socially-distanced and Covid-safe manner.

If it does, it will allow the Didcot Railway Centre-based 'Saint' to be matched with the SVR's Churchward 'Toplight' stock for the first time; what many GWR enthusiasts have been calling for since before No. 2999 was completed.

The event will also be the 'Saint's' first visit away from Didcot since the completion of the project in 2019; something of a coup for the SVR.

The Spring Steam Up is expected to feature up to eight locomotives in steam each day, and several with a strong Western contingent, including No. 2999, '28XX' 2-8-0 No. 2857, 0-6-0ST No. 813, '57XX' pannier No. 7714, and on-loan 'Modified Hall' No. 6960 *Raveningham Hall*. The latter is making one of its final gala appearances at the SVR as it enters its final year in traffic before overhaul.

Appearances by Bulleid 'West Country' No. 34027 *Taw Valley*, '4MT' 4-6-0 No. 75069 and Ivatt '4MT' No. 43106 are also expected during the event.

Tickets will enable visitors to make three round trips of the line, with each leg of the journey hauled by a different loco, including one double-headed working.

The timetable will mean that visitors are able to travel behind every loco running on any particular day.

Advanced tickets can be bought at www.svr.co.uk or alternatively by calling 01562 757900.

SEVERN VALLEY RAILWAY SETS OUT STALL FOR THE 2021 SEASON

APRIL 2 is the date on which the Severn Valley Railway hopes to reopen for the 2021 season, subject to the Government lifting lockdown restrictions by then.

The plans for the year build on the railway's successful Covid-safe operation in 2020, with two departures from Kidderminster and one from Bridgnorth on most days.

The three trains – named the 'Explorer', 'Flyer' and 'Adventurer' – will all be steam-hauled, with the 'Explorer' also serving Hampton Loade and Arley stations, reopening for the first time since March last year.

These stations will not open to the general public and no journeys will commence or end there, thereby giving 'Explorer' passengers exclusive access to them.

A limited number of special events are also included in the plans for the year, principally the Spring Steam Up gala in April (see separate story).

This will be followed by the Spring Diesel Bash over four days from May 13, which will showcase the best of the SVR's sizeable and popular diesel fleet.

Furthermore, fans of more modern traction will also welcome the return of the popular 'Pioneer' service, which will run diesel-hauled on selected dates throughout the year - see page 76.

Helen Smith, the railway's general manager, said: "We're really looking forward to our spring reopening and welcoming visitors back, in line with government restrictions. We're particularly pleased to be able to offer two large events for our enthusiast visitors, who we know are keen to get back to the railway.

"It is very important to the SVR to be able to offer these events, as a thank-you to our loyal followers who have supported us throughout these trying times."

Tickets for services in April, May and June can be booked online at www.svr.co.uk



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First post-lockdown railway reopening dates are announced

PRESERVED railways the length and breadth of the country remain closed at the time of writing as they await further Government guidance on when – and how – they might reopen to the public.

Ordinarily railways would by now be gearing up for reopening at Easter after the winter closure period, although some would have operated during the February half-term.

Sadly this is no ordinary year and, as the Covid-19 pandemic continues, the majority of heritage lines are still 'playing it by ear' and have yet to announce when they might operate trains again.

However, a handful of lines have published their timetables online already, with some even making public announcements as to when services will resume for 2021, albeit subject to Government restrictions.

The **Avon Valley Railway** plans to run trains most weekends (diesel-hauled on Saturdays and steam on Sundays) from April to September, with additional Wednesdays during school half terms and summer holidays. However, it has not said when in April it hopes to reopen.

The website of Cornwall's **Bodmin & Wenford Railway** states it hopes to start running "around Easter time", while the **East Somerset Railway** has a date of March 13 currently pencilled in, with its annual Steam Gala scheduled for April 24 to 25.

The **Keighley & Worth Valley Railway**, meanwhile, has announced it is unable to run its previously planned Alice In Wonderland event over Easter. A statement from the railway said: "Should the Covid-19 restrictions lift by Easter, we will look to run a simple service."

Three lines planning to start 2021 operations with events are the East Lancashire, Isle of Wight and Mid-Hants railways.

At the time of writing, the **Isle of Wight Steam Railway** has Mother's Day Specials planned for March 14, with midweek operations starting on the 17th.

The **East Lancs Railway** is expecting a visit from the National Railway Museum's 'A3' No. 60106 *Flying Scotsman* between April 2 and April 6, while another famous loco – 'Thomas' – is set to launch the **Mid-Hants Railway's** services during a Day Out With Thomas event on April 2-11.

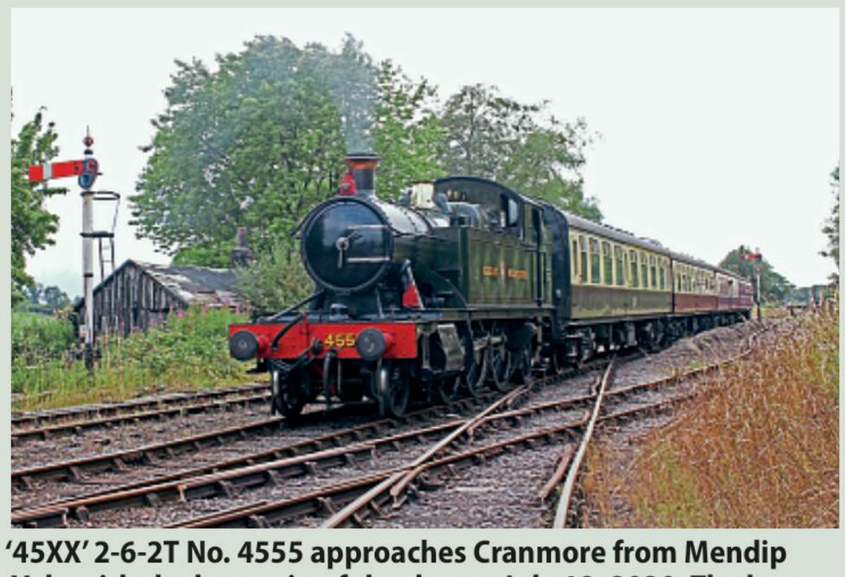
Also looking to reopen on April 2 are the **Ecclesbourne Valley Railway**, **Llangollen Railway** and the **Severn Valley Railway** (see separate story), the former kicking off its 2021 season with a string of 'Train Through the Easter Countryside' live performance specials.

The only other standard gauge line to have a tentative reopening date as this issue of *The RM* went to press was the **Middleton Railway**, which was working towards running trains on April 4.

Of the other railways *The RM* spoke to, the general consensus was that they were awaiting further information from the Government before making any plans to reopen.

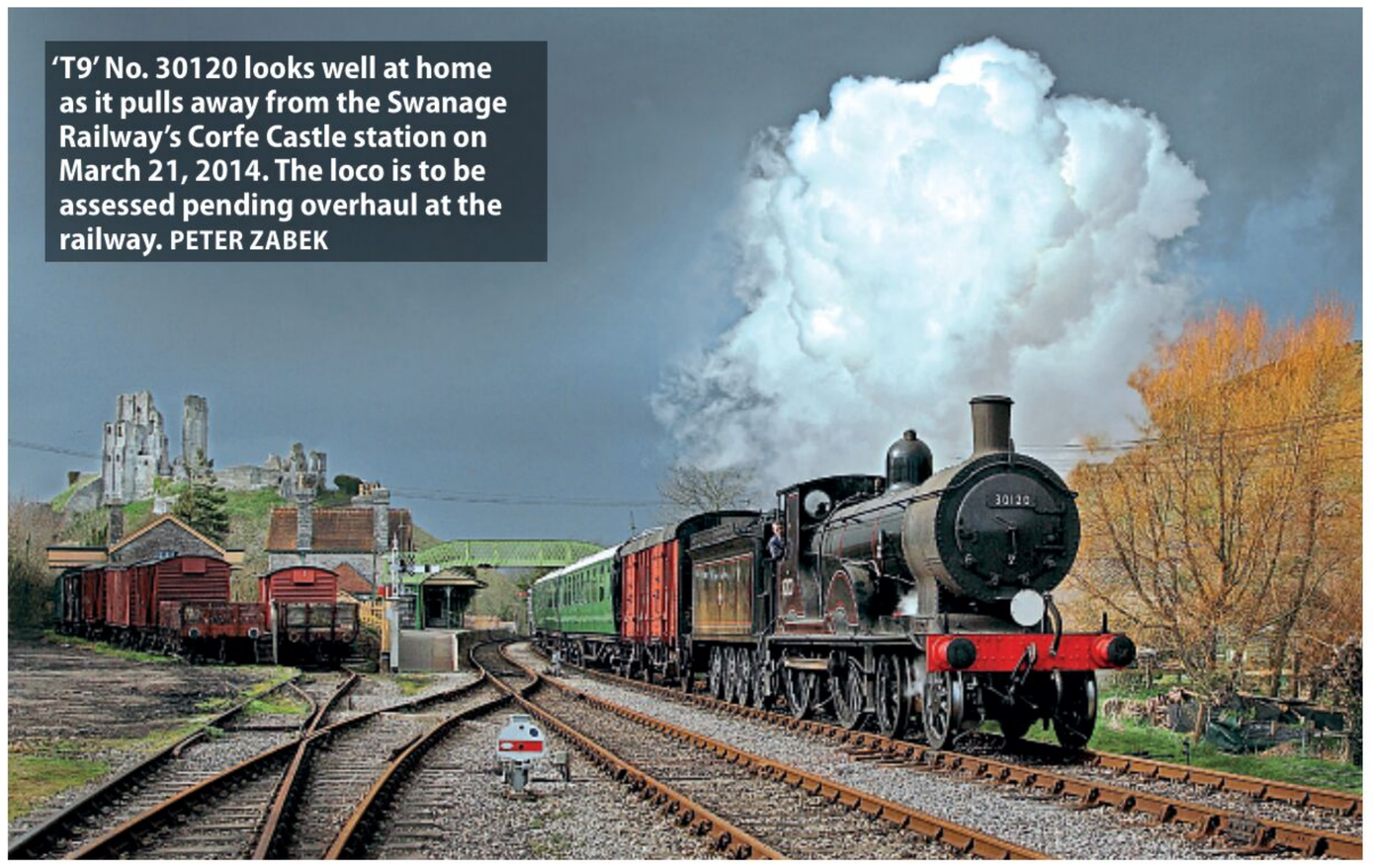
Those lines above that have announced dates in advance were keen to stress that all dates are subject to change in line with the easing of lockdown restrictions.

People wishing to book should always check the individual railway websites or social media pages for updates.



'45XX' 2-6-2T No. 4555 approaches Cranmore from Mendip Vale with the last train of the day on July 18, 2020. The loco has been at Tyseley Locomotive Works for firebox repairs, but is expected back in time for the ESR's April 24-25 steam gala. PETER NICHOLSON

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'T9' No. 30120 looks well at home as it pulls away from the Swanage Railway's Corfe Castle station on March 21, 2014. The loco is to be assessed pending overhaul at the railway. PETER ZABEK

'Greyhound' No. 30120 to remain at Swanage under new NRM agreement

THE Swanage Railway and the National Railway Museum have reached a new agreement that could see the sole-surviving Drummond 'T9' 4-4-0 No. 30120 returned to steam for use on the Dorset line.

The ex-LWSR locomotive's boiler certificate expired in August last year, and the new agreement will initially see the 1899-built 'Greyhound' stored on the railway, but includes provision for limited disassembly – including a boiler lift – in order to make an assessment of the work required to return the loco to steam.

If the loco does undergo an overhaul, it will be the first '10-yearly' it has received since its initial restoration at the Flour Mill workshop in 2010.

It was previously based at the Bodmin & Wenford Railway, close to the class's spiritual home in Wadebridge, but was transferred to Swanage in 2017.

"The 'T9' has been a popular member of the Swanage fleet and we are delighted to have reached agreement with the National Railway Museum for it to stay in our care and, hopefully, be overhauled and returned to service," said the spokesman for Swanage Railway, Matt McManus.

"No timetable has yet been set for the engineering assessment of No. 30120, although the Swanage Railway is keen to complete this as soon as possible for it to be included in its overall motive power plan."

SWANAGE RAILWAY 'T3' 4-4-0 RESTORATION CONTINUES FOLLOWING COVID SLOW-DOWN

WORK on the restoration of the Swanage Railway Trust's LSWR 'T3' 4-4-0 No. 563 is underway again at the Flour Mill, after being temporarily 'slowed' during the peak of the coronavirus pandemic.

Prior to the first lockdown in March last year, the trust authorised the purchase of the copper for the new firebox and its manufacture by the South Devon Railway.

The 563 Locomotive Group, which is overseeing the project, had also decided to renew the four firebox girder stays, as this would help reduce the need for major firebox repairs in the future.

The firebox, which represents the largest expenditure of the boiler overhaul, has now been fabricated and was being fitted in late January.

Angle ring

Work on the boiler itself has focused on removing the angle ring, which secures the front tubeplate in place. This has been deemed beyond repair and a replacement ordered from South Africa. This has been paid for by a supporter of the project.

The barrel itself is in good condition and as 'T3' is not superheated. The group expects that ressembly of the boiler, of a relatively simple design, will be straight forward.

The bottom-end of the loco is also generally in good condition, many components having been overhauled at Eastleigh prior to preservation.

The axleboxes will need attention to make them fit for future use, and the Flour Mill has taken the opportunity to polish the wheelset journals and strip the bogie down for overhaul.

The tender, meanwhile, is to be overhauled by the 563 Locomotive Group at the Swanage Railway's Herston Works.

However, plans for this have not yet been finalised as progress is dependent on space being available within works.

The tender's cast-iron brake rigging, which does not meet current standards for operational use, will be replaced as part of the overhaul, but the group says the rest will be "relatively straightforward", mainly renewing some platework, tyre profiling and axlebox repairs.

New funds

As with most projects of this nature, further progress is dependent on the Swanage Railway Trust's ability to raise funds. To date more than £240,000 has been raised, but a similar sum is required to complete the restoration. Visit www.563locomotivegroup.co.uk for more information.



The new firebox girder stays for 'T3' No. 563 are seen after being heat treated at the Boro Foundry in Lye, prior to being taken to the Flour Mill for machining and fitting. SWANAGE RAILWAY TRUST

Glorious 'Beavertail' unveiled after mammoth restoration

THE Royal Scot Locomotive & General Trust and Rail Vehicle Preservations (RVP) have unveiled the fully restored LNER 'Coronation' observation saloon No. 1729 following its extensive restoration back to original condition.

The saloon was built in 1937 as one of a pair (the other being No. 1719) for the LNER's streamlined Anglo-Scottish 'Coronation' sets and, like the 'A4' Pacifics that hauled the trains, oozed with Art Deco styling.

Both featured streamlined ends to match those of the 'A4s', later earning them the nickname of 'Beavertails', owing to their distinctive shape.

Both vehicles were later rebuilt at Cowlairs under British Railways, losing their streamlining in the process, although thankfully both survived into preservation.

No. 1719 was the subject of an extensive restoration by RVP into 'rebuilt' condition at the Great Central Railway, which was completed in 2007. However No. 1729 was a different proposition altogether.

Deteriorating

After originally being saved by the Gresley Society and based at the Keighley & Worth Valley Railway, No. 1729 found its way to Carnforth in the mid-1970s and languished there for many years, steadily deteriorating.

However, after negotiations and asbestos removal, RVP acquired the vehicle in the mid-2000s and subsequently announced its intention of returning it to its 1938 condition, once the restoration of No. 1719 was complete.

The restoration has been made possible through funding from Jeremy Hosking and the Royal Scot Locomotive & General Trust, which acquired the saloon in 2014, but left it in RVP's custodianship.

The work has been carried out to the highest degree of accuracy and historical integrity by Nemesis Rail at Burton-upon-Trent, which rolled it out on January 3 prior to the saloon's move to the 1:1 Collection in Margate on January 11.

Mock-up

With only one original drawing surviving, the project team had to act as both detectives and engineers to recreate No. 1729's distinctive shape, and fit it out in the manner in which it saw service on the 'Coronation'.

This included building a quarter-scale mock-up of the streamlined end in order to fathom the positions of the cant rails.

From the start, RVP insisted on exacting standards and historical authenticity to the degree that no metric fittings were used and bespoke materials, such as roof canvas and floor matting, had to be shipped from overseas to closely replicate those employed in the 1930s.

As work on the structure was underway, samples of the original seating moquette were obtained from the National Railway Museum and replicated, the original carpet pattern also matched and replicated, and bespoke new furniture built and upholstered.

Final internal detailing was recreated from photographs or copied from components in sister car No. 1719, and a new chrome trim, numbers and lettering made for the exterior.

The 'Coronation' livery of Marlborough blue and Garter blue has been faithfully recreated and applied to the exterior, the bogie wheels even being painted Indian red to match those of the 'A4s' that hauled the service in its heyday.





Above: The unmistakable profile of an LNER 'Coronation' observation saloon can be seen again after the outstanding restoration of No. 1729 at Nemesis Rail in Burton-upon-Trent. RAIL VEHICLE PRESERVATIONS

Right: Interior view looking towards the sloping end. The attention to detail in the restoration is remarkable, including having original upholstery and carpet patterns recreated. MARTIN SARGENT/ NEMESIS RAIL

Delight

The end result is a joy to behold and the saloon will undoubtedly delight all who see it and travel in it in due course.

For the time being it will be displayed with 'A4' No. 4464 *Bittern* at Margate, but will be made available for hire by heritage lines.

A reunion with RVP's No. 1719 is also likely at some point, helping to tell the full story of these unique survivors which remain the only examples of the LNER's streamlined train rolling stock in preservation.

The Art Deco chrome trim of No. 1729 catches the sun after the saloon was rolled out of Nemesis Rail's works on January 3. MARTIN SARGENT/NEMESIS RAIL



Signal box progress at Llangollen line's Corwen terminus

THE signal box that will eventually control all movements in and out of the Llangollen Railway's new Corwen terminus is really starting to look the part after fittings were installed during January.

The former Weston Rhyn 'box was moved to Corwen from Carrog in October 2018 and mounted upon a purpose-built two storey base at the east end of Corwen station loop.

However, with attention focused on the completion of the station platforms, little progress on finishing the 'box was made other than essential maintenance and the renovation of the 12 main window frames.

Work on the signal box began in earnest last summer, when the foundations for the supporting columns for the entrance porch and the base for the new steps were laid.

Construction of a new veranda and staircase was undertaken off site by local joinery contractor Wynnstay Sawmills & Joinery, of Ruabon, while the Corwen project team completed the walkway from the embankment to gain access to the locking room. On January 28 the contractors delivered the new stairs and veranda and, in the course of the day, fitted them into position.

Only the balustrade parts are now needed to complete the assembly, making access to the 'box easier for when attention turns to the internal fittings in due course.



The 'new' signalbox (ex-Weston Rhyn) at Corwen following the construction of the new veranda and steps during January. GEORGE JONES



The welded and fabricated construction of No. 35011's trailing truck is readily apparent in this view, taken after the truck was removed from the frames pending independent assessment. GRAHAM MUSPRATT

Appeal for 'Merchant Navy' trailing truck

THE General Steam Navigation Locomotive Restoration Society (GSNLRS) has launched a new and exclusive club to help finance the overhaul of the trailing truck belonging to 'Merchant Navy' No. 35011 *General Steam Navigation*.

The truck was removed from the frames at the Swindon & Cricklade Railway last October and has been assessed by a third party industry and certification advisor.

The resultant estimate for its overhaul and certification is £15,000, prompting the GSNLRS to set up the Trailing Truck Transformers.

The club seeks to attract a maximum of 30 members to purchase a 'lot' for £500. Members are welcome to purchase as many lots as they wish up to the maximum target amount, and these can be bought as a single payment of £500 or by five monthly payments of £100 each.

An incentives package for club members offers a certificate of membership, the donor's name engraved on a brass plaque attached to the refurbished trailing truck and also on a Roll of Honour, and an invitation to a VIP day at Blunsdon to see the completed truck once it is returned to the railway, plus regular updates on the progress of the overhaul.

Information on how to become a Trailing Truck Transformer can be found at www.35011gsn.co.uk/funding-campaigns/trailing-truck-club.html or by emailing info@35011gsn.co.uk

■ No. 35011's trailing truck is unique in preservation, being one of the later fabricated type that replaced the original cast truck in 1955. All of the other preserved 'Merchant Navies' have the cast type.

S&D Trust's notice to quit extended

WEST Somerset Railway plc has granted the Somerset & Dorset Railway Trust an extension of its 'notice to quit' as the two organisations seek a new agreement over the future use of the Washford station site.

The controversial one-year eviction notice expired on February 10, and the S&DRT has already removed several items from its collection to new homes including the Mid-Hants Railway.

Despite an initial war of words between the two organisations following the original serving of the notice, they issued a joint statement in November saying they were exploring the opportunity to agree a new 10-year lease.

The deadline to agree a way forward was February 10, but despite intense negotiations, agreement on a new lease has not yet been achieved.

Consequently an agreement has now been signed to extend the negotiation period to August 10 this year.

Funding awarded to Bo'ness and Llangollen

GRANTS of around £150,000 each have been awarded to the Scottish Railway Preservation Society (SRPS) and the Llangollen Railway from funding bodies support culture in Scotland and Wales.

A total of £158,654 was awarded to the SRPS by Historic Environment Scotland (HES), which will be used to ensure that essential electrical works can be carried out on buildings and other areas at the Bo'ness & Kinneil Railway. These included the Wormit station building, which was relocated from the south end of the Tay Bridge. The funding will also cover the cost of enhancements to the interior of Bo'ness carriage fleet, such as the installation of Perspex screening to aid social distancing for passengers.

SRPS chairman Steve Humphreys said: "We are grateful that HES has assisted us at this time of great difficulty.

"Our volunteers are already working hard to install screening in our fleet of historic coaches to improve the protection for passengers and social distancing."

Meanwhile the Welsh Government Cultural Fund has given a grant of £147,000 to the Llangollen Railway to help cover operational costs, essential maintenance and staff wages during the first quarter of 2021.

Additionally the railway's appeal to repair the Dee Bridge was successful in raising more than £20,000 to cover the cost of renewing the bridge deck timbers. This work was well underway at the time of writing, and will allow the railway to reopen fully as soon as Government guidelines allow.

Fabricated cylinders for new-build Gresley 'B17'

THE group seeking to recreate an LNER Gresley 'B17' 4-6-0 – No. 61673 *Spirit of Sandringham* – is close to completing work on redesigning the locomotive's three cylinders so they may be fabricated rather than cast.

Computer aided design (CAD) modelling of the two outside cylinders was completed by the B17 Steam Locomotive Trust towards the end of last year and work on the design for the inside cylinder has started.

The detailed design work for all three cylinders will be combined to produce sub-assemblies that can be fabricated and assembled using appropriate welding techniques and materials.

The trust hopes that this technique will deliver significant savings in pattern design and manufacturing costs that would otherwise be required if the cylinders were cast in the traditional manner. The fabricated design of the saddle will follow.

Other revisions to the original designs have been applied to the main leaf springs on each of the coupled axles, which have been modified to suit the larger axleboxes containing roller bearings (the original 'B17s' had plain bearings).

The detailed drawings are currently being reviewed by Owen Springs Ltd of Rotherham, which will then provide a quote for their manufacture.

The recently-cast horn blocks have similarly been produced from new patterns incorporating a further design improvement to the project.

These have been cast by William Cook of Sheffield, and will be taken to the trust's nearby base at CTL Seal Ltd for machining and fitting to the frames.

SIDELINES

South Devon pannier staying at Gwili for 2021…

THE Gwili Railway has confirmed that South Devon Railway-based '57XX' 0-6-0PT No. L92, owned by the Worcester Locomotive Society, will remain on hire to the Welsh line until December 2021. The locomotive originally went to the railway for the 2020 season.

…as Bodmin pannier returns home

COLLETT '8750' 0-6-0PT No. 4612 has concluded its year-long hire to the Nene Valley Railway and returned to its Bodmin & Wenford Railway home in mid-February. The loco arrived at Wansford in March 2020, although its planned use was cut short by the coronavirus.

Locomotion to Shildon this year

GEORGE Stephenson's famous Stockton & Darlington Railway 0-4-0 *Locomotion No. 1* will leave the Head of Steam museum in Darlington this year and move to its new home at Locomotion in Shildon. The move will take place despite a high-profile campaign to keep the 1825-built machine in Darlington, and negotiations between the National Railway Museum and Darlington Borough Council to seek some sort of resolution.

Cylinders cast for new 'Night Owl' 2-8-0

THE new cylinders for the Great Western Society's Churchward '47XX' 2-8-0 re-creation No. 4709 have been cast at the Boro Foundry in Lye. The cylinders have been produced using polystyrene patterns.



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UGLY BOWS OUT AT SPA VALLEY LINE

ANDY Cottenham's RSH '56' 0-6-0ST No. 62 *Ugly* (7673/1950) has been withdrawn from traffic at the Spa Valley Railway (SVR), having reached the end of its 10-year boiler certificate. The stalwart loco first steamed at the SVR in October 2010 and since then has clocked up around 10,000 miles, proving to be both a capable and reliable performer. The loco will now go on display in the shed at Tunbridge Wells West while it awaits its turn in the overhaul queue.

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Epping Ongar Railway bags a brace of 'Uglies'

THE Epping Ongar Railway has added a pair of Robert Stephenson & Hawthorns '56' class 0-6-0STs to its steam fleet following their purchase from the East Midlands Railway Trust, the charity behind the Great Central Railway – Nottingham.

The former Stewarts & Lloyds 'Uglies' Nos. 56 (7667/1950) and 63 *Corby* (7761/1954) reached their new home on February 2, having be transported by road from the GCR-N's base at Ruddington.

News that the two engines had been sold came as something of a surprise. It was only at the end of 2018 that they were donated to the East Midlands Railway Trust (EMRT) by their previous owner, the late John Pownall.

Previously both were regular performers on the northern stretch of the GCR, and between them were the mainstay of steam services until late 2014 when No. 63 was withdrawn for overhaul. No. 56 last ran in 2013.

"The two Corby locomotives were donated to the EMRT in the hope that they would provide many years of service before each received heavy overhaul," an EMRT spokesman told *The RM*. "It became clear, however, that, despite some remedial work, both would require replacement boilers. The GCR-N attempted to raise funds to undertake their overhaul, estimated to cost well over £100,000 each, with new boilers for each. These figures were well beyond EMRT's ability to resource.

"We had to take a tough and highly charged decision to sell on these two sturdy locomotives - but our hope is that one or other will return for commemorative visits."



RSH '56' class 0-6-0STs Nos. 63 *Corby* and 56 stand at North Weald at the Epping Ongar Railway following their delivery from the Great Central Railway – Nottingham on February 2. TONY GOULDING

In house

Both engines are currently 'out of ticket' and require comprehensive overhauls before they can operate at their new home.

This work will now be done 'in house' at the EOR; a full assessment of each loco will be carried out to determine which will go through the works first. Of the two, No. 56 is understood to have the better 'bottom end' in terms of overall condition, although much will be determined by the condition of their respective boilers.

EOR rolling stock manager Tony Goulding told *The RM* that the railway will consider swapping the boilers between the locos, if required, in order to get one back in service at the earliest opportunity. The second loco would then be overhauled as time and finances allow, and staggered so that the railway will always have at least one of the pair in traffic.

However, no work is expected to be carried out until GWR Large Prairie No. 4141 is back in traffic. The bottom end of the 2-6-2T is expected to return to North Weald during March after overhaul at Locomotive Maintenance Services in Loughborough.

Economical

Once back in traffic, it is expected that Nos. 56 and 63 will form the backbone of EOR services, being well suited to the demands of the railway, and more also economical to run and maintain than the two resident ex-GWR locomotives.

Dean Forest society's plans for Wilbert revamp

THE Dean Forest Railway Society (DFRS) has purchased a 50% share in Hunslet 'Austerity' 0-6-0ST *Wilbert* (3806/1953) from the line's owner, Forest of Dean Railway Ltd (FoDRL), and now plans to put the loco through overhaul.

The one-time Rugeley Colliery loco, which is named after the author of Thomas The Tank Engine, the Rev Wilbert Awdry, has been in FoDRL ownership since the late 1970s when the members who originally bought the loco from the National Coal Board exchanged their ownership for shares in the company.

Popular

The loco entered Dean Forest Railway traffic in 1987, was overhauled again in 2012, and remained a popular performer on the line and elsewhere until being withdrawn in 2016.

The purchase of the 50% share has been made possible thanks to the success of the DFRS Emergency Fund which was launched last April and to date has raised more than £70,000. It gives FoDRL a much-needed cash injection to partially offset the loss of income caused by the pandemic.

Responsibility

The change in ownership also means the society, as the fundraising arm of the railway, will now take responsibility for arranging and financing the overhaul of *Wilbert*. The loco will be assessed to identify work required, allowing the DFRS to plan a budget and launch a dedicated appeal in due course.

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Knotty Trust's Robert Heath overhaul appeal needs £5000 to reach its target

THE Knotty Coach Trust's fundraising appeal for the overhaul of its now unique Robert Heath & Sons 0-4-0ST No. 6 needs just over £5,000 to reach its £20,000 target, which will allow work to get underway at the Foxfield Railway.

The trust purchased the 1885-built Norton & Biddulph Collieries loco in March 2020 with the eventual aim of having it run with the restored rake of North Staffordshire Railway four-wheelers.

No. 6 last ran at Foxfield in May 2008, and although the boiler was lifted several years ago, only intermittent progress was made on its overhaul before its sale.



Robert Heath No. 6 and Peckett 0-4-0ST *Lion* (1351/1941) run past the signalbox at Caverswall Road, Foxfield Railway, during *Lion's* first day in service on May 30, 1994. The Peckett has since moved to the Lincolnshire Wolds Railway. ROBIN STEWART-SMITH

New tubeplate

The greatest expense is expected to be the boiler, which was built by Bagnall of Stafford in the mid-1950s.

A new front tubeplate is required, while the firebox crown girders will also need replacing, necessitating the removal of the inner firebox.

Fortunately a set of 1951 Bagnall drawings for sister engine No.9 were discovered in the archives at Shugborough Hall, and these are expected to prove invaluable for the boiler overhaul.

Mechanically the loco is in reasonable condition, although its leaf springs will need to be renewed before it can turn a wheel again.

At the time of writing in early February, the GoFundMe appeal had raised more than £14,500, putting it within touching distance of being able to start work on the project. Anyone wishing to make a donation should visit www.gofundme.com/f/robert-heath-no6-appeal

Alternatively cheques made out to the 'NSRRSRT' can be sent to: Jon Beardmore, 9 Ouse Close, Wellingborough, Northamptonshire, NN8 5ZF.



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Downpatrick line calls on HRA support over Northern Ireland border checks

THE Downpatrick & County Down Railway (DCDR) has called upon the Heritage Railway Association to support and investigate its concerns over post-Brexit border checks and how they are impacting the transport of goods to the railway from the UK mainland.

The checks, which apply to certain goods travelling from Great Britain (GB) to Northern Ireland (NI), were first introduced in a Brexit agreement called the Northern Ireland Protocol and came into force on January 1.

It has included the creation of a new regulatory border between NI and the mainland, which has been deemed necessary as, unlike GB, NI still follows many of the European Union's rules, which allow lorries to cross between NI and the Republic of Ireland without being inspected.

Problems

The checks take place at NI ports, prompting many in the province – from political parties to industry representatives – to say that this amounts to a border in the Irish Sea, and that the system does not work.

The DCDR recently fell foul of the problems when it tried to arrange transport for some donated speed restriction signs from the Dartmouth Steam Railway.



The transportation of these signs from the Dartmouth Steam Railway to Northern Ireland left the Downpatrick & County Down Railway mired in 'red tape' following the introduction of the NI Protocol. ROBERT GARDINER

DCDR chairman Robert Gardiner approached six haulage firms he'd used in the past for such route movements, two in NI the rest in GB.

However only two replied, one saying it was no longer accepting GB-to-NI orders, and the other sending a long list of requirements that needed to be met before it would accept the order. These included such specifics as the seller's Economic Operators' Registration and Identification (EORI) numbers, Harmonised System (HS) commodity codes for all items, and the gross and net weight of the goods.

"I nearly gave up three times as when each hurdle was jumped, another obstacle came up," Mr Gardiner told *The RM*.

"I could not provide them with an EORI number for Dartmouth as they were obviously not issued with one as they don't have regular trade with NI, and the application process can take up to 15 weeks.

"Fortunately Countrywide Freight Group did accept the order and the signs were delivered to us on February 9, but our worry is that we will experience similar issues when dealing with any other heritage railway or groups we have relations with."

Availability

As Northern Ireland's only heritage railway (not including the RPSI's Whitehead Railway Museum), the DCDR is reliant on its relationships with other UK preserved lines and Network Rail.

This is because many of the materials it needs, especially for infrastructure, simply are not available there.

"In the past we've acquired point rodding, cranks and facing point locks and a treble bracket signal from Network Rail, spare doors for a Mk2 carriage, luggage rack brackets, and various items from Unipart Rail," explained Mr Gardiner.

"Indeed all our Christmas and Halloween presents come from a wholesaler on the Isle of Wight, and of course the import of coal could be impacted.

"For larger items we usually used back-loads from a local steel stockholder that had a lot of business in Great Britain, but at present we don't know if this will continue to be possible."

In early February Mr Gardiner wrote to the Heritage Railway Association and other figures of influence, including Lord Faulkner of Worcester, Baroness Margaret Ritchie and Northern Ireland Assembly member Andrew Muir, asking them to lend their voice to the DCDR's call for changes to make border processes as straight forward as possible.

At the time of writing, Baroness Ritchie had responded saying she would look into the issue, while Lord Faulkner was able to raise the issue with UK cabinet member Michael Gove at the EU Select Committee meeting on February 9.

Irish Rail completes its 'Big Lift' improvement programme

IARNRÓD Éireann-Irish Rail (IÉ) is expected to complete a major programme of accessibility improvements at 13 stations across Dublin city and county this month.

The Big Lift upgrade scheme began last August, aimed at making the selected stations easier to navigate for people with mobility issues. The work has involved the installation of heavy-duty stainless steel lifts, and in some cases new escalators too.

Investment

Malahide was the first station to be upgraded as part of the scheme, followed by Donabate, Raheny, Rush and Lusk, Bayside, Balbriggan, Salthill and Monkstown, Skerries, Dun Laoghaire, Tara Street (platform 2), Clongriffin and, most recently, Clontarf Road (platform 1) in February.

Work on platform 1 at Clonsilla was due to be finished on March 1, with platform 2 following on March 22.

While these improvements are confined to the commuter lines around Dublin, IÉ says it is "thinking big", with 52 stations across the network set for major investment up to 2024.

Work begins on C&LR's *Dromad* overhaul

THE overhaul of the Cavan & Leitrim Railway's Kerr, Stuart 0-4-2T *Dromad,* has got underway at the works of John Fowler & Co near Ulverston, Cumbria.

During December the cab and tanks were removed and the boiler lifted to allow a full inspection to be carried out. The inner firebox was subsequently removed as this requires significant repairs.

The locomotive, which was the first to steam on the revived Cavan & Leitrim line, last steamed in 2001 and spent the best part of the next two decades in store at Dromod while attention focused on the restoration of Avonside 0-6-0T *Nancy*.

Since the latter's return to steam in 2019, attention has tuned to getting *Dromad* running again and to date, around €4,500 (£4,000) has been raised and spent on the loco.



The boiler of Kerr, Stuart 0-4-2T *Dromad* is lifted as work on its restoration got underway at John Fowler & Co in Cumbria. C&LR

Separate to *Dromad*, Alex Sharphouse and his team in Cumbria have also begun the restoration of the chassis and bogies from Tralee & Dingle Railway carriage No. 7T. The bogies have been taken into the Old Hall Farm workshop for dismantling and assessment.

Anyone wishing to support the projects can donate online via https://cavanandleitrim.wixsite.com/home/vintage-train.

If you prefer to donate in sterling, email dromodrailway@gmail.com or write to the Cavan & Leitrim Railway, Station Road, Dromod, County Leitrim, Republic of Ireland.

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SINGLE LINES

■ CONSTRUCTION of the new 2ft gauge Bagnall 'Sipat' 0-4-0ST by North Bay Railway Engineering Services for West of Fife Munitions Railway members has proceeded rapidly.

The frames and stretchers have been erected and the coupling and connecting rods machined. On January 28 the completed boiler was pressure tested. The loco will bring steam to the line being developed on the site of the ex-Royal Naval Store Depot, Lathalmond.

■ CONSTRUCTION of the body of Leighton Buzzard Railway's new carriage No. 14 has been completed, including painting, lettering and a first coat of varnish. The seats incorporate timber from an oak tree felled two years ago during construction of the Munday's Hill extension. Bogies have been prepared and are ready to be mounted under the vehicle, but renewed lockdown restrictions halted progress in late December.

■ BURE Valley Railway's Winson 2-6-2 'ZB' No. 6 *Blickling Hall* departed to North Bay Railway Engineering Services on January 7. NBRES lifted the boiler on January 13 and will fit the new 'ZB' boiler NBRES manufactured last year.

■ AN opportunity has arisen for Exmoor Associates (EA) to buy a significant length - understood to be some three miles - of disused Lynton & Barnstaple Railway trackbed between Bratton Fleming and Wistlandpound. With funds depleted by the purchase of Bratton Fleming station last year, EA is offering additional shares to raise the required money.

■ EX-MoD Andrew Barclay 0-4-0DM NG51 (720/1987) and brake van NGB 8506 have been purchased from Bredgar & Wormshill Light Railway by Leighton Buzzard Railway (LBR) volunteer Rob Leah and placed on loan to LBR. The loco is likely to be fitted with LBR compliant air braking.

■ ISLE of Man Steam Railway's 'pairs' carriages Nos. F.66, F.67 and F.74 were moved in mid-December from storage in the goods yard at Port St Mary station to a hangar on Jurby airfield. The vehicles have not seen service for many years.

■ WITH cladding now added to the steel frame of Apedale Valley Light Railway's new stock storage shed, the first panels of track were laid over New Year. Connection to the running lines will follow when work to resolve a drainage issue outside the building's doors has been undertaken.

Stanhope and *Diana* booked to visit the Talyllyn Railway

THE Talyllyn Railway has invited ex-Penrhyn Kerr Stuart 0-4-2ST *Stanhope* and Kerr Stuart 'Sirdar' class 0-4-0T 1158/1917 *Diana* to its celebrations marking the centenary of Talyllyn's Kerr, Stuart 'Tattoo' class 0-4-2ST 4047/1921 No. 4 *Edward Thomas*.

The visiting pair - owned by John Rowlands, based at Apedale Valley Light Railway, and Phil Mason, at Amerton Railway, respectively - will run on short lengths of 2ft gauge track at Wharf station.

The original planned dates for a gala celebration of *Edward Thomas's* 100th birthday at Tywyn were June 12 and13, featuring a visit by Corris Railway's No. 7, a 2005-built near-replica of the loco which was originally Corris No. 4. This event was to follow a May 8-9 gala at Corris featuring a visit by TR No. 4 *Edward Thomas*.

These plans were drawn up prior to the coronavirus pandemic. With Wales in renewed lockdown during January and potential Covid-19 restrictions come May unknown, both lines are looking at possible revised arrangements with September dates being held in reserve for the events.

A critical 'deadline' is that No. 4 *Edward Thomas's* boiler certificate expires on September 17 this year.

Covid-19 funding gap for Corris station traverser

THE redevelopment of Corris station by Corris Railway has received a financial setback as a result of the coronavirus pandemic.

Due to limited available space at the site, a traverser will be employed to enable a loco to run round at the northern end of the station. The railway (CR) had secured an £8000 grant to finance the traverser, but the funding body has reduced this to £2000 as it sought to spread resources across other railways affected by the pandemic. This leaves CR having to make up the financial shortfall before it can progress the new track layout and platform arrangements.

CR did not operate any passenger trains during 2020 but intends to operate a basic service this year which, depending on restrictions, may begin at Easter.

Plans also remain in place for the line's May 8-9 gala featuring a visit by ex-Corris No. 4, now Talyllyn Railway No. 4 *Edward Thomas* (*RM*, August 2020) to work its first passenger trains over the Corris line since 1930 (see separate story).

Pixie progresses towards a return to steam

THE boiler for Richmond Light Railway's (RLR) Bagnall 0-4-0ST *Pixie* (2090/1919) has been returned following work undertaken off-site.

The work included a new riveted smokebox, building up wasted areas, overhaul of the regulator, and new tubes and studs, followed by a hydraulic test.

With the boiler back at the railway, a new chimney and smokebox door will be fitted. The steam fittings are being overhauled at RLR while the injectors have been sent away for new cones to be made. RLR will be machining new axleboxes and bearings preparatory to re-wheeling the chassis.

The components of *Pixie* joined the RLR collection in mid-2019, the loco having been dismantled for overhaul shortly after its purchase by the previous owner in March 2006 from Audrey Boston, widow of the late Rev Teddy Boston, who ran it at his Cadeby Light Railway.

Celebration of 70 years of preservation is marked

THIS year, the Talyllyn Railway is marking the 70th anniversary of its preservation, and in effect founding the railway preservation movement.

The first train in the world to be operated by a railway preservation society ran on May 14, 1951, after the Talyllyn Railway Preservation Society took over operation of the line. This date will be specifically marked, although exactly how will depend on Covid-19 restrictions.

Talks are progressing aimed at marking the anniversary by naming Network Rail's currently unnamed Class 97 No. 97303 after the railway in the autumn. No. 97302 was named after the Ffestiniog Railway in 2019.

TR also plans to have a major display stand at the Warley Model Railway Exhibition in November with the *Ffarquhar* layout built by the late Rev Wilbert Awdry, normally displayed in the Narrow Gauge Railway museum at Tywyn Wharf station, as its centrepiece.



THE replica Pickering Brake Composite Coach being constructed for the Welsh Highland Heritage Railway (WHHR) by Ffestiniog Railway (FR) under contract is approaching completion. It is pictured on January 21 being shunted from the paint shop back into the carriage shop after painting of the bodywork was completed. Although fitted, the doors are still to be painted. The carriage is fitted with both vacuum and air brakes, so will be able to run with both WHHR and FR locomotives. The build has been financed by an anonymous sponsor. GLENN WILLIAMS/FF&WHR



The replica 3ft gauge Southwold Railway Sharp, Stewart 2-4-0T No. 3 *Blyth* being constructed for Southwold Railway Trust by North Bay Railway Engineering Services (NBRES), pictured in early February with the cladding sheets added to the boiler mounted in the frames. The chassis is virtually complete and has been test-run in the workshop on compressed air. NBRES anticipates test steaming the loco by the end of March. The tanks and cab need to be fabricated, along with other finishing work. If Southwold Railway Trust can raise the required funds, *Blyth* could be ready for delivery to Southwold around June/July. NORTH BAY RAILWAY ENGINEERING SERVICES

First fire in NG/G16 No. 130

STEAM has been raised in Garratt NG/G16 No. 130 for the first time since it ceased working on the Port Shepstone-Harding branch in Natal, South Africa, in 1985.

A warming fire was lit at Dinas on January 28 to dry out the brick arch. The following day pressure was gently raised until the safety valves lifted at 180psi. Both injectors and the vacuum ejector were successfully tested, as were the brakes. Just one wash out plug and a few joints showed steam leaks needing attention.

No. 130 is owned by Peter Best's Steam Powered Services Limited and has been restored at Dinas for Welsh Highland Railway operation.



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Winter storms bring more landslips and disruption

STORMS Bella, Christoph and Darcy brought yet more heavy rain, snow and high winds to Britain in late January and February, setting off a wave of disruption as lines were closed by landslips and flooding.

Southern England once again endured more than double its average monthly rainfall in January, following a very wet December 2020 (and similar extreme conditions in winter 2019/20), creating particular problems for earthworks constructed cheaply from local clay in the 19th century.

The Tunbridge Wells-Tonbridge line was closed for almost three weeks after a 150-metre landslip caused by heavy rain at High Brooms on February 1.

After movement was detected by remote sensors fitted in response to previous landslips, the line was closed for investigation, leading to the decision to close it completely for more extensive repairs.

Damage

The closure allowed contractors to secure the 10m deep clay cutting permanently by removing more than 5,000 tonnes of material and regrading it to a shallower incline, inserting soil nails, and covering the earthworks with netting to prevent any further material falling on to the railway.

Storm Christoph brought widespread disruption to train services in Wales and the western side of England on January 21 and 22, with flooding and debris closing the Gloucester-Newport line at Lydney for several days.

Lineside earthworks again suffered significant damage on the Central Wales Line at Knighton, just weeks after the completion of repairs in the same area, and storm damage was reported at several locations on the vulnerable Cambrian Coast Line between Dovey Junction and Pwllheli. Repairs were also required to further track and ballast washouts at several locations on the Conwy Valley Line in North Wales.

Heavy rain also submerged the line through Rotherham Central on January 20 and speed restrictions were imposed along much of the West Coast Main Line, plus other routes across the north-west of England.

Flooding at Culcheth, near Warrington, affected Liverpool-Manchester services, while Freightliner's Basford Hall depot in Crewe was also inundated.

Diversions

The WCML was also disrupted for 17 days between Milton Keynes and Birmingham for emergency repairs to an embankment at Hillmorton Junction, south of Rugby.

Heavy rain caused a 10-metre high and 40-metre wide embankment to start moving under the track on January 27, requiring the urgent installation of new foundations, soil nails to pin the material in place, and 10,000 tonnes of new stone to improve drainage. During the work, which was completed two days ahead of schedule on February 13, all trains were diverted via the Northampton loop.

On January 22 an embankment at Ingatestone on the Great Eastern Main Line also became unstable, causing one of the tracks to dip.

GEML services were disrupted as single-line working was necessary until emergency repair work was completed by February 1.

January 28 saw Network Rail engineers called to a cutting in Kidderminster, where a landslip sent debris on to the track, closing the Stourbridge-Worcester line until the following day.

Further disruption occurred in the second week of February when Storm Darcy delivered heavy rain and snow across eastern and south-east England, northern England and Scotland, where the Highland Main Line was briefly closed by drifting snow.



The Tonbridge-Tunbridge Wells-Hastings line was closed for almost three weeks in February to allow emergency repairs to a saturated clay embankment at High Brooms. More than 5,000 tonnes of material was removed to protect the railway from further landslips. NETWORK RAIL

SIDELINES

Aldridge land acquired

WEST Midlands Combined Authority (WMCA) has acquired a parcel of land needed to start work on the proposed new station at Aldridge on the Birmingham-Walsall route. The £400,000 deal secures the old station approach, previously owned by an NHS health centre. The acquisition completes the land required for the new station, and paves the way for redevelopment to start.

St Helens bridge repair

NETWORK Rail contractors have refurbished a major railway bridge in St Helens, Lancashire. The bridge across the A570 Rainford bypass has been strengthened and waterproofed, steel work has been repainted and the track replaced, costing £1.4million.

1940s Esk Valley track successfully replaced

MORE than a mile and a half of track dating from the 1940s has been replaced on the Middlesbrough-Whitby line in North Yorkshire. Between February 12 and 21, the line was closed as old track, ballast and sleepers were lifted and replaced at Commondale, Castleton Moor and Danby. The £2.7million project follows similar improvements between Lealholm and Danby in September.

Two new bridges for Norfolk are complete

WORK to replace two bridges at Eccles Heath and Postwick in Norfolk was completed on January 31. The former, on the Thetford-Norwich line, was damaged in a road traffic incident in 2017 and has reopened after more than three years, while the bridge at Postwick on the Norwich-Yarmouth line was life expired and will reopen later this year.

Essex waiting rooms' £190k refurbishment

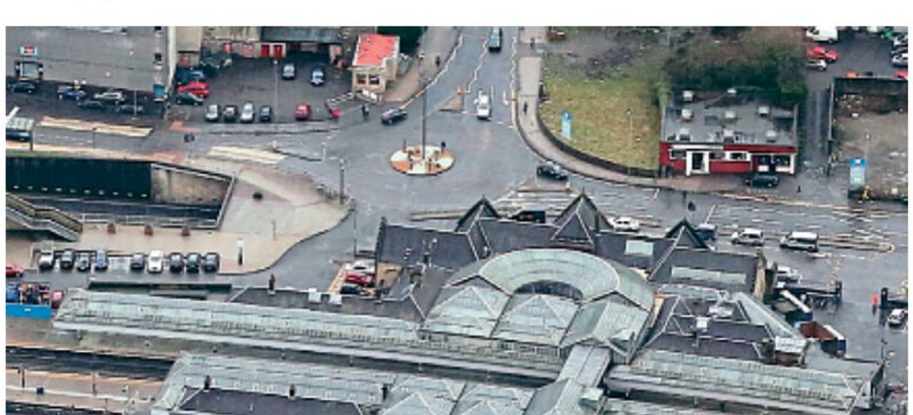
THREE station waiting rooms in Essex have been refurbished by Greater Anglia at a cost of £190,000. The facilities at Audley End, Cheshunt, and Tottenham Hale have received CCTV, new information screens, seating, flooring and fresh decoration throughout, as well as more energy efficient heating and air conditioning. Automatic doors have also been installed at Tottenham Hale and Audley End to make the waiting rooms more accessible.

£3m roof repairs at Stirling

A 10-month £3million programme to refurbish the non-glazed roofs is underway at Stirling's Grade A listed station.

All slate roofs, flat roofs, roof-lights, stone chimneys and parapets, and guttering and drainpipes on both the main station building and platform 3/6 buildings will be repaired by December.

The work will ensure the buildings are water-tight, and follows the refurbishment of the superb glazed roof in 2016. NETWORK RAIL

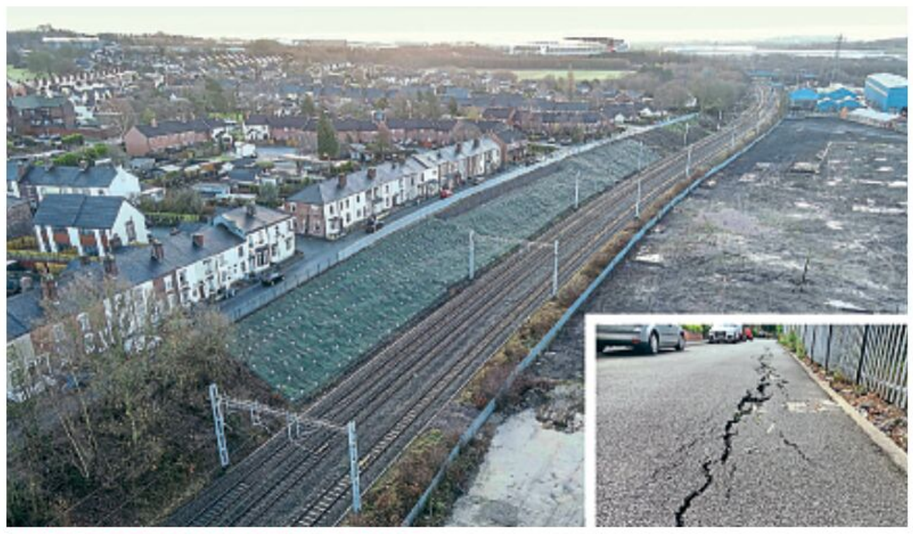




Green Light for Reston

SCOTTISH Borders Council has approved plans for a new £20 million station at Reston in Berwickshire.

Located on the East Coast Main Line close to the site of an earlier station serving the village (closed in 1964), the new station will feature two 270m platforms on a widened embankment, car parking and a new transport interchange to provide improved links for a large rural area currently poorly served by public transport. NETWORK RAIL



NR STOPS THE SLIDE IN STOKE: Two years after cracks in the road first appeared, work to repair and stabilise an embankment at West Parade in Stoke-on-Trent have been completed. After initial repairs halted the sliding embankment, £4million has been invested in protecting both the railway and the road above using 586 'soil nails' and netting to secure the earthworks. The project also saw new drainage installed along the railway cutting and the resurfacing of West Parade. NETWORK RAIL

Britain's oldest working signalbox closes

RESIGNALLING work on the Durham Coast line in early-February rendered seven vintage signalboxes redundant in early February, including the 1870-built North Eastern Railway (NER) 'box at Norton South, near Stockton.

Seven minutes before midnight on February 5, the last train to be signalled by the oldest working signalbox on the network was No. 60085 hauling 6N55 Drax-Tyne Coal Terminal empty coal hoppers.

Norton East, Norton-on-Tees, Belasis Lane, Greatham, Ferryhill, Ryhope Grange and Billingham also signalled their final trains on February 5 before a weekend blockade that saw control of the route switched over to York Railway Operating Centre.

Two other 'boxes at Norton West and Belasis Lane, near Stockton, closed prior to the blockade. New LED signals have replaced one of the country's finest remaining groups of traditional semaphore signals.

Originally planned for 2017 and deferred again in September 2020, the £50million Durham Coast resignalling project is the largest upgrade on the route since the early 1900s.

Unfortunately, despite efforts over the last few years to save them, the 'boxes at Norton West (on the little-used Stockton-Ferryhill freight line), and Billingham are due to be demolished as the land they occupied is required for new level crossing control equipment. Some of the other redundant 'boxes could follow if no further use can be found.



However, local campaigners did manage to save one of Billingham's tall semaphore signals and the historic track diagram panel from the interior.

Grade-II Listed Norton East 'box survives, and efforts are now underway to find a new use for it. Ferryhill will also remain in situ to house signalling equipment.

■ The honour of the oldest signalboxes still in use with Network Rail is now thought to be held by four 'boxes dating from 1871: Bootle and Drigg on the Cumbrian Coast Line, Poppleton between Harrogate and York, and a crossing 'box at Llanfair PG on Anglesey.

South London lines embark on four years of major track and signalling upgrades

FEBRUARY saw the start of a major track replacement and resignalling project in south London that will continue in phases until 2025.

Focusing on lines serving London Victoria and the West London Line between Clapham Junction and Shepherds Bush, the £160million first phase extends out as far as Balham and will continue on selected weekends until early 2023.

Further upgrades will take place between Tulse Hill, Peckham Rye and Crystal Palace in 2022-24, and from Stewarts Lane in Battersea to Herne Hill, Nunhead and Ravensbourne in 2023 to 2025.

Blockades

During the weekend/bank holiday closures in May, June and December, no trains will run between Victoria and East Croydon, with most services diverted to London Bridge.

The blockades will allow Network Rail is to install 93 new signals and three power supply points for signalling and point heaters, replace 17 signal gantries with new structures that are easier to maintain, install 186 axle counters for train detection, and lay 200,000 metres of new signalling, telecoms and power supply cabling.

Remodelling

Points and crossings at eight key junctions and 50 other points will also be replaced to increase the reliability and resilience of one of Britain's busiest sections of railway. Between Clapham and Victoria the track layout will be remodelled to improve line speeds and reduce congestion.

New turnback facilities are planned at Clapham and Balham, allowing signallers to keep more trains moving during planned engineering work and when the route is disrupted.

Control of the Clapham and Balham areas will eventually switch from the Victoria Area Signalling Centre to NR's Three Bridges Rail Operating Centre, which now controls large parts of the Brighton Main Line and associated routes.

Bow Street station opening

A NEW station at Bow Street, near Aberystwyth, opened to the public without ceremony on February 14.

The £8million single platform station should have opened in summer 2020, but was delayed by the Covid-19 outbreak and drainage issues creating a potential flood risk at the site. The new station lies to the south of the previous station serving the village, which closed in June 1965.

August blockade for Miles Platting

TRAINS running east of Manchester Victoria will be disrupted by a 16-day engineering blockade this summer.

Between July 31 and August 16, the lines to Rochdale and Stalybridge will be closed for track repairs, as well as renewals and repairs to several bridges, in east Manchester in preparation for the Trans-Pennine Route Upgrade (TRU).

The closure will disrupt services on two Trans-Pennine routes to Yorkshire, via the Calder Valley and Huddersfield.

The work forms part of TRU's wider goal to deliver much-needed improvements along the full 76-mile route from York to Manchester, via Leeds and Huddersfield.

Additional upgrade work between Manchester Victoria and Stalybridge is planned over several weekends and bank holidays from late August through to early 2022. Dates are to be confirmed.

£31m Feltham two-year redevelopment is complete

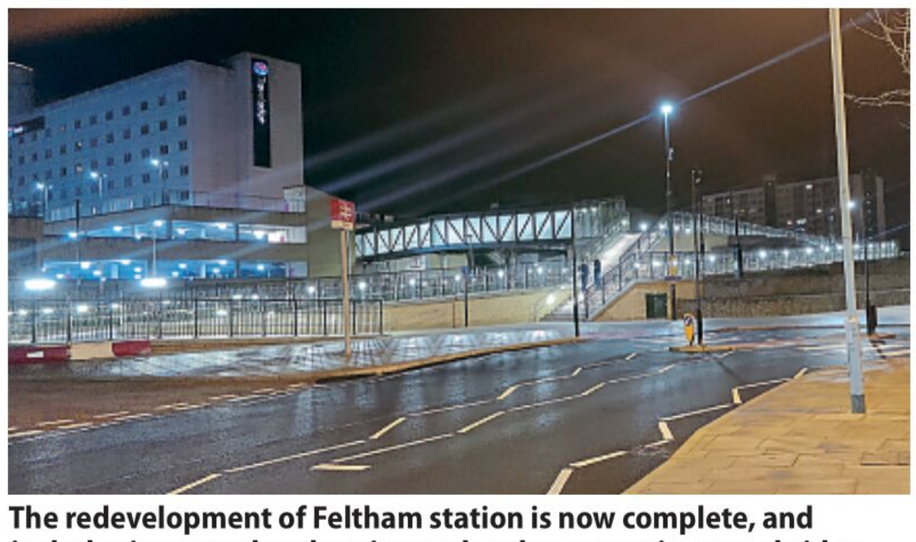
LONGER platforms, step-free access and a new pedestrian and cycle bridge are now open at Feltham station in Middlesex following the completion of a £31million upgrade.

Over the last two years, the busy commuter station has been redeveloped to increase capacity and prepare it for the introduction of South Western Railway's new 10-car Class 701 EMUs. A £375million project to replace existing signalling in the area is expected to be complete in 2024.

Feltham West level crossing, regarded as one of the highest risk crossings in the south of England, has also been closed to increase safety for road and rail users.

The Feltham and Wokingham Resignalling Programme (FWRP) involves the full renewal of the signalling systems, and is being delivered in six stages between 2021 and 2024.

As part of the work, a number of level crossings in the area are being upgraded to improve the reliability and resilience of services, and to ensure the safety of local residents using them.



The redevelopment of Feltham station is now complete, and includes improved pedestrian and cycle routes via a new bridge connecting both sides of the site. NETWORK RAIL

SIDELINES

Park and ride boost for Walkden station

WALKDEN station on the Manchester-Wigan line is to become a park and ride facility after plans were approved by local authorities. The upgraded site will feature more than 100 parking spaces, four motorcycle bays and cycle storage, electric vehicle charging points, new lighting and CCTV, landscaping and boundary fencing.

£4m access upgrade for St Mary Cray

ST MARY Cray station in Kent is being upgraded to provide better access and improved facilities for all passengers. The £4million project is adding two passenger lifts, improvements to the ticket office and the relocation of a retail unit to create more space for the new lift shaft. Existing staircases and ramps will also be upgraded with new handrails and tactile surfacing.

Attleborough revival continues apace

GREATER Anglia is tripling the number of car parking spaces at Attleborough, in Norfolk, and creating designated areas for motorcycles and bicycles. The £500,000 project will create 86 parking bays, 20 cycle spaces, new LED lighting and CCTV. The work requires the removal of two disused buildings and vegetation and is expected to be complete by the summer. In 2020, GA restored the derelict station building with assistance from a Railway Heritage Trust grant.

Bridge repairs at Canterbury

WINCHEAP Road bridge, which has carried the Dover-Faversham line over the A28 road in Canterbury for 115 years since 1906, was repaired and repainted over several weeks in January and February. The bridge had decades of grime, rust and graffiti removed before welding, strengthening and repainting took place.

Heart of Wessex line repairs

TRAIN services between Dorchester West and Castle Cary were suspended for five days in February for vital maintenance.

On February 15 to19, buses replaced trains as Network Rail engineers removed loose material and installed remote monitoring equipment at a rock cutting south of Yeovil Pen Mill.

Other tasks undertaken during the closure included the replacement of sleepers at Yeovil Pen Mill, a task complicated by the presence of delicate point and signal rodding from the station's signalbox, which controls much of the route.

Structural engineers also conducted a thorough inspection of a bridge crossing the River Yeo, using cameras mounted on a Road Rail Vehicle.

SIDELINES

HS2 Ltd chairman to depart in July

ALLAN Cook CBE, chairman of HS2 Ltd, submitted his resignation to the Department for Transport in late January and will leave his role at the end of July.

Mr Cook, who joined the company in December 2018, has helped to guide the project through the 2019 Stocktake, the Oakervee Review and the Notice to Proceed in 2020. His first term as chairman was set to end in December this year.

Mr Cook said: "I feel privileged to have provided more certainty on schedule and cost, to have helped embed a strong environmental and sustainability focus, and establish a culture of openness and transparency."

The DfT has started the search for Mr Cook's successor.

Old Oak Crossover Box under way

CONSTRUCTION of the Victoria Road Crossover Box, close to Old Oak Common in London, is now under way. The 130-metre-long underground structure will allow HS2 trains to switch tracks on their approach to the new West London interchange.

Located west of the station site, the box is 24m below ground and will have the same volume as 55 Olympic swimming pools. HS2 trains will be able to switch tracks at up to 62mph on their approach or departure from Old Oak Interchange. Victoria Road will also be the launch point for the Northolt tunnel boring machines which will start to dig 3.4 miles north-west later this year.

Chalfont vent shaft approved

BUCKINGHAMSHIRE Council has approved HS2 Ltd's plans for a tunnel ventilation shaft headhouse and emergency access point at Chalfont St Peter. The barn-like structure is the first of five headhouses for the 10-mile Chiltern Tunnels and will feature a grey zinc roof with doors and ventilation grilles in dark bronze to blend in with the surrounding countryside. It will be the only visible indication of the 78-metre deep ventilation and emergency access shaft reaching down to the twin running tunnels below.

HS2 to cost £142bn?

HS2 critic Lord Berkeley continues to question HS2 Ltd and the Government's handling of the mega-project and now claims that the final cost will be £142 billion. Originally costed at £55.7bn in 2016, the official budget is now £88bn for the full scheme. However, Lord Berkeley maintains that HS2 Ltd's inability to control costs means that the Government should now prioritise the northern sections of the route and abandon plans to terminate at London Euston.

Bidders sought for Washwood Heath 'nerve centre' contract

HS2 Ltd is seeking expressions of interest for the £275million contract to build the new railway's main depot and control centre in Birmingham.

Expected to be announced in 2023, the winner will transform a 30-hectare brownfield site at Washwood Heath into the 'nerve centre' of the new operation, featuring a 40,000 square metre rolling stock maintenance building, 14 stabling sidings, wash plant, offices, staff facilities and an automated vehicle inspection building.

The depot will be home to a fleet of at least 54 new 200-metre-long 'classic compatible' high-speed trains, serving the Euston-West Midlands route and destinations further north along the West Coast Main Line. It will be supported by smaller servicing depots planned in Crewe and at Gretna, north of Carlisle.

As well as train maintenance and servicing, Washwood Heath will also house HS2's Network Integrated Control Centre, home to the signalling and control systems for Euston-Birmingham (Phase 1) and West Midlands-Crewe (Phase 2a).

Formerly the site of the famous Metro-Cammell (later Alstom) train building plant, which closed in 2004 and was finally demolished in 2019, Washwood Heath is ideally located at the heart of the planned HS2 network and close to Birmingham's Curzon Street terminus.



The derelict former Metro-Cammell works at Washwood Heath in Birmingham, shortly before demolition in 2019 to make way for HS2's new depot and control centre. HS2 LTD

HS2 dig reveals 16th century gardens

ARCHAEOLOGISTS working on Phase 1 of HS2 have unearthed one of the best-preserved late-16th century gardens ever discovered in Britain.

The remains of Coleshill Manor in Warwickshire and an octagonal moat were originally identified by aerial photography, but the remains of 1,000ft-long formal gardens dating from the decades either side of 1600 were also discovered during the dig.

Previously undiscovered, the gardens are said to be exceptionally well preserved, complete with gravel paths, planting beds, garden pavilion foundations and ornaments organised in a geometric pattern. The site has parallels to the ornamental gardens at Kenilworth Castle and Hampton Court Palace. Excavations have revealed structures dating to the late medieval period, with evidence alluding to construction in the 14th or 15th century.



A drone view of the 16th century gardens discovered at Coleshill Manor by archaeologists working for HS2. HS2 LTD

Water Orton 'Delta' junction viaducts



HS2 Ltd has revealed designs for two new viaducts at Water Orton in Warwickshire which will carry the elevated 'Delta' junction lines on the outskirts of Birmingham. The Water Orton viaducts link the curve that heads west towards Birmingham with the main line heading north and are needed to carry the railway across a network of existing motorways, roads and footpaths. The redeveloped land below the viaducts has been earmarked for allotments, a community-led green space and wildlife habitat linked by new cycleways and footpaths. HS2 LTD

Design revealed for Euston tunnel access

Traditional blue engineering bricks will bring a Victorian-inspired look to an access point for HS2's London tunnels on the approach to Euston. The three-storey structure alongside the West Coast Main Line will be clad in blue-grey bricks to help it blend in with the existing retaining walls. Inside, the building will provide access to the new tunnels 12m below and an emergency escape route as well as housing ventilation and electrical equipment. HS2 LTD



'We need HS2 East' – Chesterfield and Sheffield

CHESTERFIELD Borough Council has called on the Government to keep its promise of delivering high-speed rail to Derbyshire and South Yorkshire.

A new report entitled Don't Cut Here outlines why the economies of both Chesterfield and Sheffield need HS2 to be built in full, rather than adopting the National Infrastructure Commission's recent recommendations.

Highlighting the huge job opportunities for the region, which continues to suffer from the mass closure of traditional heavy industries, the report says that the Chesterfield and Sheffield areas stand to gain a 'lasting legacy and a greener future' for their disadvantaged communities.

Economic boost

HS2's eastern leg and Northern Powerhouse Rail are estimated to deliver £55billion in economic benefits to the Sheffield region by 2040. However, many HS2 supporters across the north fear that the eastern leg could be cancelled or downgraded to reduce costs. A decision on Phase 2b is expected when the Government publishes its Integrated Rail Plan for the North next month (see Headline).

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Southampton remodelling improves freight access

RAIL access to the Port of Southampton has been upgraded following a £17 million project to remodel lines between the city's Central station and Redbridge.

Between February 13 and 19, passenger services were temporarily suspended west of Southampton while Network Rail commissioned 22 new signals installed in 2020. More than a mile of new track and 14 new sets of switches and crossings have also been introduced on lines serving the port.

The improvements mean that longer intermodal trains can now operate and will no longer need to move in and out of Freightliner's Maritime Terminal during loading and unloading, increasing their efficiency by as much as 30%.

Southampton is the second busiest container port in Britain after Felixstowe and generates significant intermodal traffic for Freightliner, DB Cargo UK and GB Railfreight. It also handles railborne automotive and bulk traffic.

■ Associated British Ports has invested £300,000 to help introduce the first automotive train serving Southampton's Western Docks. Operated by DB Cargo UK, the train complements an existing flow of BMW Minis from Cowley in Oxford to Southampton Eastern Docks. Together, the trains will deliver 600-800 cars per week for export. Southampton is the UK's busiest port for automotive traffic, handling around 900,000 vehicles per year.



GB Railfreight No. 59003 *Yeoman Highlander* worked the 6Y19 Mountfield-Southampton Docks for the first time on February 8 – thought to be the first '59' to visit the Mountfield branch. The train was diverted via Hastings due to the landslip at High Brooms (see Network). No. 66715 was on the rear of the train due to the need to reverse at Robertsbridge. HOWARD LEWSEY

Tilbury-Theale stone traffic doubles

AGGREGATES traffic from the Port of Tilbury to FM Conway's terminal in Theale has doubled to two trains per week after the two parties signed a new five-year deal. More than 3,000 tonnes of Norwegian aggregate are being moved by Freightliner each week, with trains on Tuesdays and Fridays. The aggregate is for use on road building and other projects.

Loco traverser for DIRFT III terminal

SHEFFIELD-BASED depot equipment specialist Mechan is supplying a bespoke locomotive traverser for the £29 million expansion of Daventry International Rail Freight Terminal (DIRFT) in Northamptonshire.

Mechan's traverser will be situated outside the DIRFT III terminal building with a span of 28 metres. With a maximum capacity of 140 tonnes it will be capable of carrying a Class 66 or similar large diesel locomotive. Mechan has already installed a similar traverser at the Port of Felixstowe.

Due to be installed in April, the new facility will be situated at the end of more than five miles of new lines, being constructed by Winvic, which is also responsible for constructing three new bridges and 79,000m^2 of concrete hard standing. A traverser was chosen to eliminate the need for a head shunt, reducing the space occupied by the rail terminal.

DIRFT III comprises a 344-hectare logistics site and expanded rail freight terminal. Construction started in June 2020 and is expected to be completed this summer. The intermodal rail terminal will be capable of handling 24 775-metre trains per day.



A Class 66 on the traverser supplied by Mechan to the Port of Felixstowe.

ROYAL MAIL HUB FOR DIRFT

ROYAL MAIL is constructing a new rail-served parcels hub at Daventry International Rail Freight Terminal (DIRFT). When it opens in 2023 it will become the company's largest sorting centre, capable of processing one million items of mail a day.

According to industry sources, the facility will have its own dedicated rail sidings and platform, allowing it to be served directly from the West Coast Main Line.

Parcels traffic grows

Although Royal Mail pulled out of rail in 2003, abandoning a recently built network of rail distribution centres, it continues to make limited use of rail, especially during the pre-Christmas period. Although Royal Mail letter volumes plummeted by 28% in the first half of the 2020/21 financial year, the company saw parcels traffic grow significantly as a result of increased online shopping and home deliveries during the Covid-19 pandemic.

Heinz means trainz for Freightliner

FREIGHTLINER announced in late January that it has operated a trial service of imported products for international foodstuffs giant Kraft Heinz.

Sponsored by Innovate UK's Liverpool-Humber Optimisation of Freight Transport (LHOFT) project, the intermodal train was part of a transport chain moving products from Elst in the Netherlands to the Kraft Heinz National Distribution Centre in Wigan.

The overnight trial was considered a complete success and Kraft Heinz is now considering options for a regular service. LHOFT aims to establish a better East-West freight transport corridor linking Liverpool with the Humber port complex on the east coast of Yorkshire.



Unusual working after stone train derails at Chichester

FREIGHTLINER-OWNED No. 59201 approaches Havant Junction on February 2 with the late-running 7V06 to Merehead, formed of just two loaded stone wagons.

The unusual working was the result of two wagons derailing on pointwork as the train was being propelled into Chichester stone terminal for unloading.

The rest of the train had to be left at its destination pending rerailing and unloading, a task complicated by the position of one of the derailed wagons under a bridge.

STEVE STUBBS

Orion showcases '319' freight potential

RAIL Operations Group's high-speed logistics subsidiary, Orion, demonstrated its converted Class 319 EMU to potential customers at Birmingham International Freight Terminal on January 18-20.

Following on from trial runs into London Liverpool Street in November, the event gave logistics and parcel companies a chance to view the revised internal design of the bi-mode train, which has been converted to carry roll cages.

Orion is to operate more trial services for customers in April and expects regular services to start later this year, using bi-mode Class 769s converted from Porterbrook-owned Class 319 EMUs.

Rail Operations (UK) was strengthened in January when venture capital company STAR Capital acquired a majority stake in the operation. The investment allows Rail Operations (UK) to pursue further expansion and diversification, including the purchase of up to 30 Class 93 tri-mode locomotives (see *The RM* February 2021) from Stadler Valencia.



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Multi-billion transit scheme proposed for West Yorkshire

THE West Yorkshire Combined Authority has announced plans for a multi-billion-pound mass transit system in the county centred on Leeds. Nine routes have been identified that could be built in stages over 20 years.

Options being considered include a light rail network, tram-trains, or guided electric buses. A business case will be put to the Government in 2022 for a share of its £4.2 billion devolved transport fund, announced in March 2020.

Leeds is currently described as the largest city in Western Europe not to have a tram system, a situation that has been described by Prime Minister Boris Johnson as "madness".

A 1990s 'Supertram' scheme progressed as far as having some preparatory works being done before the Government withdrew its funding promise in 2005. A replacement idea for a cheaper trolleybus network was also denied funding in 2016.

The authority says it has studied the tram networks in Birmingham and Manchester to help develop the project. The cost of the proposed network has not yet been published, but other tram schemes average around £40 million per mile to build, plus the cost of vehicles.

The recent development of battery powered trams will help to lower overall costs, as they avoid the need to install expensive overhead catenary.

The Leeds plan could see lines radiate out to Bradford, Dewsbury, Wakefiled, Castleford, Garforth and Thorpe Park. If approved, trams could be running by 2033.



How trams could look passing under Leeds station in the new West Yorkshire proposal.

Metrolink 'Northern Circular' proposal

MANCHESTER Metrolink's separate routes to Bury and Rochdale could be connected as part of the Greater Manchester Combined Authority's five-year transport plan.

A new 'Northern Circular' line via Middleton would allow travel between Oldham, Rochdale and Bury without having to go via the city centre as now.

The first stage would be an extension off the current Bury line to Middleton, an idea that Transport for Greater Manchester described in 2019 as 'making economic sense'. This would then be extended to connect with the Oldham Line.

Until 1965, Middleton had a railway station at the end of a short branch from the Manchester to Rochdale main line at Middleton Junction, from where another branch ran to Oldham Werneth, and the trackbed of both these routes remains largely undeveloped.

Researchers find no traces of coronavirus on Tube

AN ongoing survey of Tube trains and stations by researchers at Imperial College London has found no traces of coronavirus in air samples and swabs taken from various surfaces over the past five months.

The scientists warn this does not mean no virus is circulating or that passengers can take fewer precautions, but mask wearing and emptier trains mitigates any risk of airbourne transmission.

Heavily-touched areas such as ticket barriers, buttons, rails and handles on trains and escalators were swabbed then tested, and so far no positive results have been found. LU has been cleaning surfaces regularly and thoroughly during the pandemic.



Railways in Parliament

by Jon Longman

Heavier freight trains

LORD Berkeley asked the Department for Transport (DfT) to publish up-to-date forecasts for future demand for rail travel.

Transport Minister Baroness Vere of Norbiton replied: "The DfT continues to work to understand the impact of Covid-19 on rail demand, including close working with industry.

"We use a range of rail demand scenarios based on a series of factors that could drive rail demand over the short and long term to influence decisions.

"It does consider the impact on commuting and long-distance travel.

"These scenarios do not consider reductions in peak and other passenger services.

"Given the considerable uncertainty that the pandemic has caused, these scenarios cannot be used as forecasts. They do reflect the possible impacts of the pandemic on future rail demand.

"Network Rail (NR) has enabled Freight Operating Companies (FOCs) to run longer and heavier trains on the network in light of the reduced passenger timetable during the Covid-19 pandemic, delivering environmental and efficiency benefits.

"The DfT is working closely with NR and FOCs to explore further opportunities."

HS2 on flight path

LORD Rotherwick asked the Government to publish the risk assessment of the HS2 Colne Valley Viaduct's proximity to the main runway at Denham Aerodrome.

Baroness Vere replied: "An aeronautical study is being drafted by HS2 Ltd's specialist aeronautical advisors, following consultation with Denham Aerodrome.

"The company does not publish risk assessments but once finalised, it will be shared with Denham Aerodrome and can be made available upon request."

686 miles go live

BARONESS Randerson asked how many track miles have been electrified since 2015 and what has been the cost per mile.

Baroness Vere replied: "Between April 1, 2015, and March 31, 2020, 686 single track miles was electrified in England and Wales.

"The data on cost per mile for this electrification is held by Network Rail and needs to be verified. This will take some time."

Rail income worries

BRIGHTON MP Caroline Lucas asked what discussions the Chancellor of the Exchquer and the Secretary of State for Transport have had on a policy response to the impact of the Covid-19 outbreak on travel patterns and the need to accommodate a more flexible style of working and commuting.

HM Treasury Minister Kim Badenoch said: "The Government recognises the need to accommodate a more flexible style of working and commuting.

"Passenger demand has fallen dramatically over the last year and its recovery is uncertain.

"Due to this and a potential shift in passenger behaviour, rail income in the future is also uncertain.

"Any flexible season ticket products will aim to encourage and support passengers returning to the railway when it is safe to do so.

"HM Treasury has been engaged by the DfT on this issue. The DfT is working closely with industry to develop a solution and will provide further details in due course."

Tactile paving works

RICHMOND Park MP Sarah Olney asked what steps the DfT is taking to encourage Network Rail and Train Operator Companies to install tactile paving and accessibility features during renewal works.

Transport Minister Chris Heaton Harris said: "The DfT expects the industry to meet current accessibility requirements whenever it installs, renews or replaces station infrastructure.

"Failure to do so can lead to Office of Rail and Roads enforcement action."



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Multiple German freight operators choose Stadler's six axle Eurodual

STADLER has delivered multiple new 'EuroDual' six axle bi-mode locos to leasing company European Loc Pool (ELP) as well as directly to some freight operators.

The Stadler EuroDual design is a powerful six axle electro-diesel which utilises the 2,800kW Caterpillar C175-16 diesel engine (as used by UK Class 68, although the EuroDual uses the more modern Stage 3B version) in addition to offering 6150kW (power at wheel) as an electric loco. The 126 tonne locos have a starting tractive effort of 500kN (under both diesel and electric power) and a top speed of 120kph (although re-gearing for 160kph would be possible if required).

The three axle bogies are an improved form of those used under the Stadler Euro 4000 CoCo diesel design, using the same wheelsets as originally used for the UK Light/Class 68 and each bogie has three frame-mounted AC asynchronous traction motors. Stadler designs and builds the 'EuroDual' at its' Albuixech factory near Valencia in Spain, where the UK Class 68/88 were built and future Class 93 locos will be constructed.

Several versions of the EuroDual are being built with the 'standard' loco offered by ELP to German customers being an AC (15kV and 25 kV) electric loco fitted with the diesel engine although the original prototype was an AC/DC dual voltage plus diesel machine; this is now used by VFLI in France. Turkish open access operator Körfez Ulaştırma has ordered seven 25kV AC / diesel locos for delivery in 2021. Körfez Ulaştırma will use the locos to operate 2,000 tonne oil trains in Turkey

ELP has a framework contract for up to 90 EuroDual locos and its orders have included some with special 'winterisation' for use in Scandinavia. Two locos delivered to Swedish freight operator Green Cargo have been in use in Sweden since November 2019. By February 22 of the first 30 ELP locos had been delivered and are in use with a variety of operators, both large and small. Some German freight operators have bought their own locos, some or all of which are now in use; HVLE has an order for 10 while SNCF subsidiary Captrain has four.



Eurodual loco 159 210, leased by ELP to small German operator BSAS EisenbahnVerkehrs at Hohe Schaar in the Hamburg Docks complex on January 9, 2021. BSAS uses its three 'Euroduals', all in distinctive liveries, to operate oil trains from Hamburg Docks to Berlin and Kiefersfelden in Bavaria, close to the border with Austria. NICK PATON

9,000kW electric too

ELP has also ordered 10 of a new very powerful six axle electric loco – designated the E9000 by Stadler.

The locos are also designed to have up to two small 950kW diesel engines to allow yard shunting or trip freight work. The first two of these quadri-voltage (1.5/3kV DC and 15/25kV AC) machines was sent from Stadler's factory in Spain by sea to Bremen in Germany for testing at the Siemens-owned Wildenrath test track in January.

The prototype locos belong to Stadler for now and construction of the production batch for ELP is planned for 2021-22. ELP has already announced it has leased five of the locos to Dutch operator Rail Force One (three locos) with the other two destined for German operator RTB Cargo.

When in service, by 2023, the locos are expected to be used for long distance freight from North Sea ports such as Rotterdam or Hamburg to Italy.

Stadler locos for Uruguay

A NEW rail freight operator planning to operate wood pulp trains in Uruguay has ordered seven Stadler E4001 diesel locos.

The standard gauge 2,800kW six axle locos will be used by logistics group Christophersen to operate freight trains between a new wood pulp mill being built at Paso de los Toros and the port of Montevideo.

The 273km route is part of the former Ferrocarril Central del Uruguay main line which is being renovated; infrastructure work began in 2019 and is due for completion by 2023. The trains are planned to be 475 metres long with one loco and 26 wagons. Loco deliveries should begin in late 2022.

Decade-long wait ends as long distance service resumes in Argentina

THE South Atlantic coast resort town of Pinamar regained daily long distance trains from January 25 operated by national train operator Trenes Argentinos.

Services between Buenos Aires and Pinamar were previously operated by Buenos Aires provincial owned company Ferrobaires, although only at weekends, but these ceased in 2011 leaving the 100km long line to become overgrown as there was no freight traffic.

Repairs made

The Argentine Federal Transport ministry funded 286 million Pesos (£2.5 million) of infrastructure repairs to allow re-opening. Previous plans to resume services to Pinamar in 2015 were abandoned following weather related infrastructure damage

The new service is being operated daily as a connecting train between Pinamar and General Guido station, which is the junction with the Buenos Aires – Mar del Plata main line.

At General Guido connections with Mar del Plata to Buenos Aires long distance services, formed of modern Chinese built loco hauled trains, are scheduled for the 245km journey to Buenos Aires Plaza Constitución station. Through tickets are available from Pinamar to Buenos Aires.

Ex-Spanish DMUs

Services on the Pinamar line are being operated using a 220 seat refurbished former Spanish Railways (RENFE) Class 592 DMU, currently restricted to 170 passengers due to social distancing requirements.

Reintroduction of further long distance services elsewhere in Argentina are under discussion, privatisation of the rail network in the early 1990s led to most services being withdrawn.



Services on the Pinamar line are now being operated by a Trenes Argentinos refurbished ex RENFE Class 592 DMU imported from Spain around a decade ago. The train is seen on test on the Roca main line in the suburbs of Buenos Aires area on December 29, 2020. DARIO SAIDMAN



Just before services to Pinamar ended in 2011 Ferrobaires EMD GT22CW-2 9068 (built under license in Argentina in 1988 by ASTARSA (Astilleros Argentinos S.A.)) seen at Pinamar on November 14, 2010. The service which only ran at weekends then included a car transporter and a restaurant car! KEITH FENDER

South Korea plans to abolish all diesel passenger trains by 2029

SOUTH Korean President Moon Jae-in has announced plans to remove all diesel passenger trains in the country by 2029.

Both loco hauled and DMU operated trains will be replaced mainly by electrification and construction of new high speed lines. Currently national operator Korail has a large fleet of EMD GT26CW locos, built initially in the USA and then in Korea by Hyundai-Rotem under license. The first locos were introduced in 1971 and deliveries ended in 2000. Most of the early locos have either been completely rebuilt or withdrawn, with most scrapped although some have been sold for use in Iran and Pakistan.

Korail currently uses its diesel fleet for semi-fast (Mugunghwa-ho) trains on many routes, including some which are entirely electrified. Much of the Korail network away from the main north-south routes has been heavily modernised in the last decade with new high speed alignments. Electrification is now planned even for regional routes to enable all DMUs and diesel loco hauled passenger trains to be replaced.

Korail has introduced new six car 'EMU-250' 260kph EMUs in 2021 to operate some previously slower trains (by using new higher speed infrastructure) and is tendering for more new EMUs. Like many countries South Korea is also looking at hydrogen fuel cell powered trains and is planning a trial operation on the east coast line north of Gangneung to Jejin close to the border with North Korea which currently has no passenger services.



Eight years left – Korail, Hyundai-Rotem built EMD GT26CW 7448, dating from 1999, arrives at Tap-ri on September 12, 2015 with semi-fast (Mugunghwa-ho) train 1671 from Jeongdongsin on the country's east coast to Dongdaegu near the major city of Daegu. KEITH FENDER

Coup means Myanmar contract is unclear

IN December 2020 the biggest order for new trains in decades for the Asian country of Myanmar (formerly Burma) was announced, funded by a loan from the Japanese government.

Since the country's military staged a coup on February 1, the democratic government has been suspended with leading politicians arrested.

Railway workers joined many others in widescale strikes in February protesting against the coup. It is unclear if international sanctions led by the USA and the UK will lead to the rail contract being delayed or suspended.

The contract is for 246 vehicles formed as 11 six car trains for Yangon suburban services – the 46km long Yangon circular line, that is currently operated by a mixture of diesel locos with various coaches plus older DMUs, and 30 six car sets for services between Yangon and Mandalay via the new Capital Naypyidaw.

CAF will act as subcontractor to Mitsubishi to build the trains in a deal worth €500 million. The contract between Myanmar railways and Mitsubishi also includes infrastructure upgrades and re-signalling of both routes enabling substantial journey time reductions with the 620km Yangon – Mandalay journey time expected to be reduced from about 15 hours to around 8 hours.



The proposed new trains will replace multiple diesel locos. Alsthom built 900hp BoBo DD936,built in France in 1975, seen leaving Yangon central station on November 15, 2015 with a 'Yangon Circular' commuter service. The new trains, plus infrastructure improvements, will reduce journey times on this 46km route from 170 minutes to two hours. PAUL GRIFFIN

Taiwan's last diesel main line electrified

TAIWAN's South-Link line, which completed the 1067mm gauge railway around the entire island of Taiwan when it opened in 1991, has been electrified at 25kV AC removing the last main line diesel operation by Taiwan Railway Administration (TRA).

The last diesel-hauled trains between Fangliao and Taitung on December 23 attracted many local rail fans plus national media and were operated by heritage diesel EMD G12 R40.

TRA has announced plans for loco-hauled tourist trains on the route but whether these will be diesel hauled is unclear.



Now replaced – TRA EMD built G22CU diesel loco R102 seen at Taitung on March 23, 2019. DR IAIN C SCOTCHMAN

Flash issue stops trains

PROBLEMS with new software often delay trains entering service, however, Chinese Railways had to deal with a different type of software problem in January. Signalling and traffic management software used the now obsolete Adobe Flash software which stopped working on January 12 – as it was pre-programmed due to a fixed 'end of life'.

After nearly a day of disruption software engineers found a pragmatic solution; installing an older version of the software without the built-in end date.

30 YEARS AFTER THE END OF THE USSR

New locos from around the world working in central Asia

THE former Soviet Republics of Central Asia have been modernising their rail network and locomotive fleets in the 30 years since the end of the Soviet Union in 1991.

All started with a similar selection of standard Soviet Railways locos, such as 'VL80' Bo-Bo+Bo-Bo 25kV AC electrics, Czech-built 'ChME3' Co-Cos, Russian-built 'TEM2' Co-Cos and main line diesels of the '2TE10', 'TEP70' and '2M62' designs.

Since the 1990s the newly independent countries, which are all members of the Russian-led Commonwealth of Independent States (CIS) and are known collectively in the west as 'the Stans' (because the country names tend to end in 'stan'), have taken different approaches in modernising their railways.

Joint ventures

Kazakhstan, the biggest of the 'stans' in size and economic output, has encouraged rolling stock production within the country and several large rail manufacturers have set up joint venture production plants.

American loco builder GE (now part of Wabtec) set up a loco factory in the Kazak capital, then called Astana (now renamed Nur-Sultan) in 2008 to build the 'TE33A' six axle 4,500HP/3,356 kW diesel loco designated ES44ACi by GE designed for the former CIS countries using the 12-cylinder GEVO engine used widely in North America.

A total of 310 were ordered for Kazakhstan's national rail company Kazakhstan Temir Zholy (KTZ) in 2006; 15 of the first 16 were built at GE's factory in Erie, Pennsylvania, but from 2009 deliveries came from the new Kazak factory and others have been built there for export to Kyrgyzstan, Tajikistan, Turkmenistan and Azerbaijan, plus small numbers for Ukraine and Mongolia.

Modernising

KTZ has also invested in more than 600 Talgo coaches to modernise its passenger fleet for domestic services in Kazakhstan, while KTZ jointly with Talgo manufactured them in Astana – although production ended in 2019 as Russian-designed coaches are now being built instead.

Talgo has also delivered four 250kph high speed trains, based on the Spanish Class 130 'Alvia' design, to neighbouring Uzbekistan where they are used to operate 'Afrosiyob' services from Tashkent on rebuilt lines at up to 230kph.

Two more trains are due to be delivered this year.

Alstom agreed a contract in 2010 to supply Kazakhstan with 295 new 25kV AC locos based on its 'Prima' design, as used widely in France and Morocco.

Alstom was working with its Russian partner, Transmashholding (which it part owns), and set up a new factory near Astana, located near both the Talgo and GE joint venture factories in 2010.

French-built

The new EKZ factory initially built Class KZ8A Bo-Bo+Bo-Bo 'Prima T8' 8,800kW freight locos, 200 of which had been ordered, assembling kits made in France.

The first 10 locos were built in France at Belfort, with later examples assembled at the EKZ factory. Since 2017 Alstom has owned 75% of the EKZ factory and the overall KTZ order has been increased to 421 locos, 302 of which are the Class KZ8A double electrics; by early 2020, 53 Class KZ8A locos had been delivered.

A total of 95 passenger locos designated Class KZ4AT (Alstom Prima M4) were also part of the order, now increased to 119 locos. The first 20 'KZ4AT' 200kph locos were built in Belfort between 2013 and 2016, and local production of the type began at the EKZ plant in 2019.

Alstom is also building locos for export to neighbouring countries at the EKZ factory, with 40 of the 'Prima T8' double electric locos designated Class AZ8A for Azerbaijan Railways (ADY) part way through delivery, plus 10 passenger locomotives based on the KTZ Class KZ4AT, designated as ADY Class AZ4A; the first of these was built at Belfort in 2017.

Some of the Class AZ4A will be used to operate future trains on the Baku – Tbilisi (Georgia) – Kars (Ankara, Turkey route) with a fleet of high specification ADY-owned passenger coaches built in Switzerland by Stadler. ADY has also ordered six Flirt EMUs and four DMUs from Stadler, to be delivered from 2022.

Chinese locos

Chinese rail engineering firm CRRC has supplied locos to several CIS countries. In Kazakhstan KTZ has a 27-strong fleet of 4,800kW Class KZ4AC four-axle 25kV AC passenger locos which incorporate Siemens-made traction equipment, based on that used in European 'Eurosprinter' designs. These were built between 2004 and 2010 by Zhuzhou Locomotive Works. Like the more modern Alstom Class KZ4AT, they are designed for 200kph operation but currently limited by line speeds to 160kph.

In neighbouring Uzbekistan CRRC has supplied a six-axle version of the KTZ Class KZ4AC, also with Siemens traction equipment. The 15 Uzbek Railways (UTY) Class O'Z-Y locos were built at Zhuzhou in 2009/10. CRRC also supplied 11 Class O'Z ELR electric Co-Co freight locos in 2013. CRRC has also built diesel locos for several countries, delivering six-axle Class CKD9A 3,680kW passenger locos equipped with Chinese 16V280ZJA diesel engines to Turkmenistan along with the 2,430kW (16V240ZJB engine) Class CKD9C freight version, also sold to KTZ. The 990kW CKD6E heavy shunting/ trip loco has been sold to Turkmenistan, Tajikistan Kazakhstan, Uzbekistan; this is equipped with a 6240ZJ engine.



Left: With Alstom-built loco KZ4AT 0003 in charge, a train of Talgo stock is seen at Almaty II station waiting to depart with a train towards Osekemen on February 15, 2020. Despite being designed for 200kph operation, Class KZ4AT is currently limited to 160kph as this is the maximum speed anywhere on the KTZ network. ALL PICTURES: MARK TORKINGTON



Two of the Chinese-built Class O'Z-Y electrics for Uzbekistan Railways (O'zbekiston Temir Yo'llari) O'Z Y 0106 and O'Z Y 0101 are seen at Tashkent South station on May 17, 2018, with overnight arrivals from Bukhara and Termez. These locomotives work most of the loco-hauled passenger services in the country.



Two Chinese-built KTZ diesel locos, CKD6E 2061 and CKD6E 2016, are seen at work in Almaty II station on May 22, 2018, preparing the rakes for evening departures.



Right: Engine change at Arys, Kazakhstan, with GE diesel TE33A 0176 replaced by former Soviet Railways double electric VL80 1858 for the run to the Uzbek border with the Moscow to Tashkent international train on February 17, 2020.



Left: Kyrgyzstan Railways TE33A 0269 (built in Kazakhstan) and Chinese-built Kazak KZ4AC 0014 side by side at Lugovaya, in Kazakhstan, on May 18, 2018. TE33A 0269 has been attached to train 455 from Tashkent (Uzbekistan) to Balykchy for the next stage of its journey across the border into Kyrgyzstan, while it is passed by KZ4AC 0014 with a train to Almaty.

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We can only give a brief description here so please see our website or call us for more information. After this terrible year let us make winter 2021/22 your season for adventure!

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SIDELINES

WSR DMU appeal reaches fund target

THE West Somerset Railway Association has announced its recent fundraising campaign for the railway's Class 115 DMU (*RM* August p70) has achieved its £5,000 target. This was for refurbishment of some of the small but nevertheless important components of the unit, such as door handles, locks and striker plates.

SVR 'Pioneer' trains to make a return

FOLLOWING the successful 'Pioneer' diesel-hauled trains from Kidderminster late last season, the Severn Valley Railway is running these again on April 23 and 25; May 9 and 12; and June 6, 13 and 20. Prior booking is required for a table for two (£50), or a compartment for four or six at £100 and £150. Motive power is yet to be announced.

D1013 bogie repair appeal is launched

THE Western Locomotive Association has launched an appeal to finance bogie repairs for No. D1013 *Western Ranger*. The overhaul needs to be completed for the loco to return to service in 2022 to mark its 60th anniversary off introduction to BR service. See website www.westernlocomotives.co.uk

■ Our thanks to contributors: Peter Briddon; Josh Brinsford; Deltic Preservation Society; Paul Finch (WLA); Dave Forse; Andrew Jeffery; Matt Lindley (D1041 Project Team); Midland Railway–Butterley; and Severn Valley Railway.

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Severn Valley plans big diesel event for May

THE Severn Valley Railway has announced a 'special event of epic proportions' for May 13-16.

The Spring Diesel Bash will be the largest operation of diesel locos at the SVR since 2019.

Extensive planning has gone into coordinating a safe event, enabling enthusiasts to travel 100 miles each day behind their favourite loco classes, and there will be plenty to choose from.

Visitors will select one of four train sets, each running three round trips. Train 1 will be hauled by Class 50s, while the others will be headed by combinations of locos including Classes 42 and 52, Sulzers and English Electrics. Two visiting locos are expected, for which details will be announced shortly.

In addition to the round trips, shuttle services are scheduled between Kidderminster and Bewdley, hauled by Class 14 No. D9551 and Class 17 No. D8568 making its debut in BR blue.

To avoid overcrowding and to maintain visitor safety in line with pandemic guidance, passengers will be allocated a timed opportunity to alight at Highley to visit The Engine House museum. Passengers will be able to leave their train at Bridgnorth and Kidderminster to make use of the station facilities.

Pre-booking a chosen service is essential as tickets are limited. Compartments are available for households of four to six, while tables are available for bookings of one or two. Travel is free for children under four who do not take up a seat. Passengers are unable to change trains and will be required to use their reserved seats throughout the day.

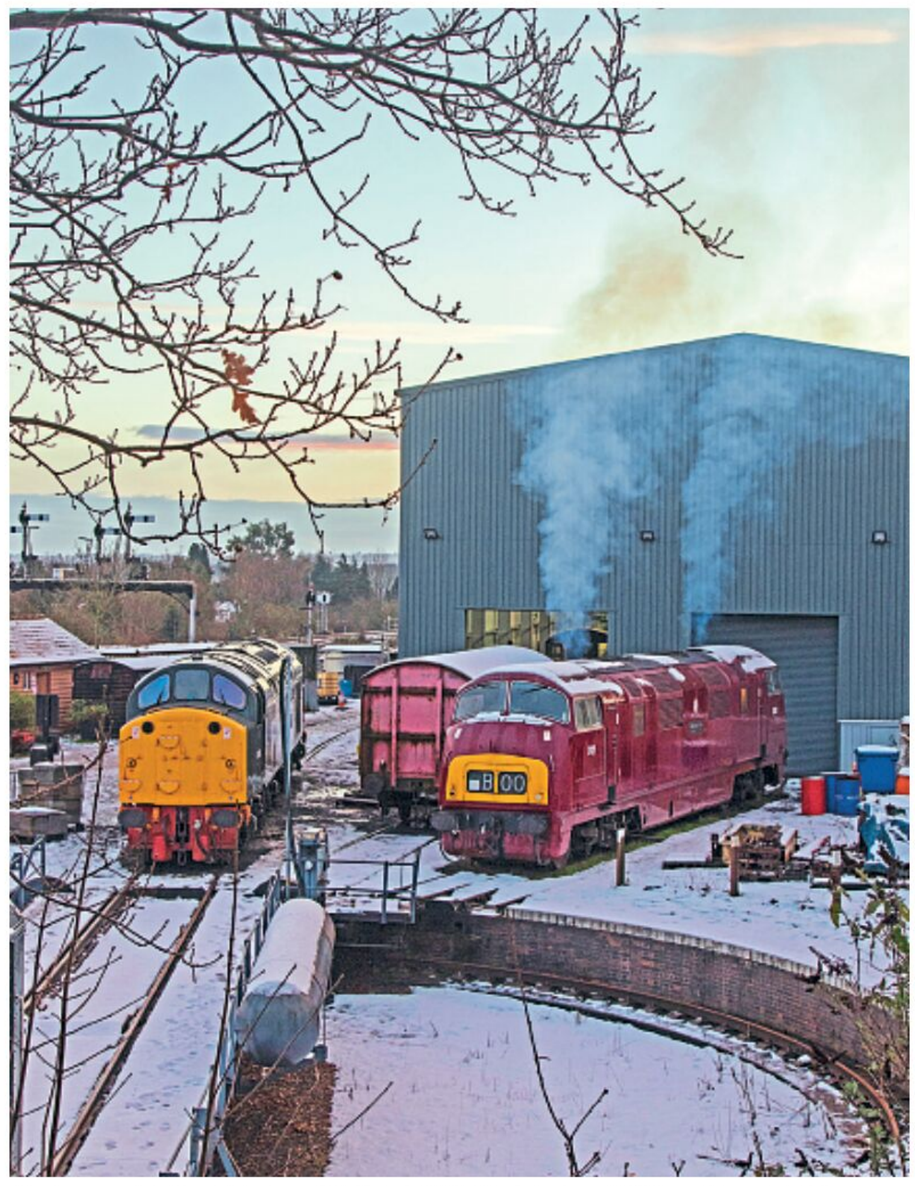
Helen Smith, the railway's general manager, said the SVR has worked hard to put together an event which protects visitors, and every care is being taken to ensure they operate in a Covid-secure way.

This includes reserved seating, complimentary hand sanitiser and distancing measures on platforms. Practices are based on experience and passenger feedback from last year, so visitors can relax and enjoy their day knowing their safety is being looked after.

To ensure passengers can book with confidence, every ticket sold is backed with a Covid Guarantee, so that ticket holders can transfer to an equivalent event on a later date or receive a full refund.

Tickets for the Class 50-hauled trains only went on sale on February 12 at www.svr.co.uk. Alternatively, call 01562 757900 to book.

Ticket availability for the other trains will be announced on the SVR's social media platforms and website.



A snowy end to Severn Valley's 2020 season: With snow on the ground on the afternoon of December 30, 'Warship' No. D821 *Greyhound* sends up plumes of exhausts by the turntable at Kidderminster TMD. The 'Warship' was being 'prepped' for what would have been its last run of 2020. The county of Shropshire was placed into Covid-19 Tier 3 the following day, and the rest of the operating season's services were cancelled. On the left is Class 40 No. 40106 *Atlantic Conveyor*. MARTYN TATTAM



Fresh hope for Embsay & Bolton Abbey Railway's celebrity Type 4?

FORLORN-LOOKING but a former celebrity, Embsay & Bolton Abbey Steam Railway's Class 47 No. D1524/47004 has been moved from storage at Bolton Abbey to Embsay, where it is seen on December 28. This is believed to be with the intention of starting its overhaul.

The Brush Type 4 was named *Old Oak Common Traction & Rolling Stock Depot* at the London depot on February 5, 1994, and given original number, D1524. It was then stored at various locations and was withdrawn in December 1998.

It was reprieved to become a display loco, appearing at the 2000 Old Oak Common open days, followed by an extended visit to the Severn Valley Railway from October. It returned to OC for restoration as a member of the EWS Heritage Fleet in 2001. ANDREW JEFFERY

MR-B launches Class 03 appeal

THE Midland Railway–Butterley is running an appeal to purchase a replacement Gardner 8L3B engine for Class 03 No. D2138.

The Derbyshire heritage centre and railway has a one-off opportunity to acquire the power unit to enable the 0-6-0DM to return to service. The loco is of local historic interest and is complete, but needs a functioning engine.

However, for this purchase to be completed, there is an urgent need to raise £4,500 to buy and transport the engine.

The MR-B said: "Unfortunately, given the prevailing conditions, the trust is having to ask for donations as this offer will only last so long. Please help us seize this opportunity. Thank you in anticipation of any amount donated." Donations to the appeal can be made via the Midland Railway–Butterley Facebook page.



Class 03 No. D2138 (built in Swindon in 1960), as displayed in the MR-B's Matthew Kirtley Building while awaiting a replacement engine. Withdrawn from 82C Swindon shed in May 1969, it went to the National Coal Board, Bestwood Colliery, Nottinghamshire, in October 1970. Transferred to Pye Hill Colliery, Jacksdale, Nottinghamshire, in 1976, it passed into the care of the Midland Railway Trust in April 1985. PETER NICHOLSON

DPS looks towards an ambitious future

THE Deltic Preservation Society (DPS) is at a pivotal moment in the history of its three Class 55s, says Graham Clarke, DPS's head of engineering.

He said that an ambitious vision has been set out for these locos and the DPS's "crown jewels", the Deltic power units. The DPS is now facing its greatest ever challenges, and failure to meet them would lead to the cessation of 'Deltic' operation within a few years.

Next year marks the 40th anniversary the 'Deltic Scotsman Farewell', the very last 'Deltic' working for BR, on January 2, 1982. This may be the last opportunity to celebrate a memorable ECML anniversary date as by the time of the 45th, and definitely the 50th anniversaries, ERTMS (in-cab signalling), will be in full flow at the south end of the route. Without this equipment, costing about £650,000 for each loco, they will not be able to be operated in that area.

New generation

The vision for the future includes a number of objectives such as passing on the skills and knowledge to keep 'Deltics' safe and working. This will allow the type to operate beyond the lives of those who saved these iconic locos, by creating a new generation of 'Deltic' fans who will support them long into the future. Also, to maintain the three locos as mainline registered with two kept available for such use at any time.

Similarly, all the power units need to be overhauled to zero hours condition over the next 10 to15 years. Other mechanical and electrical equipment, and bogies, need to be overhauled and renewed. Exhaust emissions require to be cleaned up to a high standard, suitable for a sustainable future.

The first step is to return No. 55019 *Royal Highland Fusilier* to main line use. In order to achieve this it is estimated £255,019 is required. This is to cover the fitting of OTMR and GSM-R equipment, carrying out repair work to worn components in the bogies, and for certification and testing.

Those wishing to make donations to the project to secure an operational future for No. 55019 on the main line and heritage railways, should visit the DPS Virgin Just Giving site. See also www.thedps.co.uk or the DPS Facebook page.



Wensleydale remains a 'live' railway

CLASS 20 No. 20166, in HNRC's orange livery, has been in action on the Wensleydale Railway during the winter, heading engineers' trains. Here, it passes Newton-le-Willows, North Yorkshire on December 19, running from Leeming Bar to Redmire with a brake van in tow.

These were the Type 1's first workings on the line following about 18 months out of traffic.

It is a reminder that while passenger trains may not be able to run, heritage railways can still be operational.

ANDREW JEFFERY

Two temporary exits from Crewe Heritage

CLASS 47 No. 47192 (D1842) left Crewe Heritage Centre (CHC) for Crewe Diesel Depot on January 29 for extensive bodywork repair and a full repaint.

This follows an agreement made between Crewe Heritage Trust and Locomotive Services Ltd (LSL).

The same day saw the arrival at the heritage centre of two ex-'Pretendolino' Mk3 coaches, Nos. 11007 and 12011. These have been secured for preservation by the Crewe Diesel Group.

Agreement

Another CHC loco, Class 87 No. 87035 *Robert Burns*, was moved by road to the Freightliner depot at Crewe Basford Hall on January 11. An agreement between the trust and LSL will see No. 87035 donate two of its traction motors to LSL's Class 86 No. 86101 *Sir William A Stanier FRS* and Class 87 No. 87002 *Royal Sovereign,* to allow them to continue to run on the mainline.

No. 87035 is to have traction motors Nos. 2 and 3 replaced by a pair of non-operational Class 87 motors. Crewe Heritage Trust has said they have not taken this decision lightly, and it was the last resort to keep these working examples running for the foreseeable future.



On arrival at Peak Rail, Fowler 4220015 was taken to Darley Dale by *Ludwig Mond* (6wDE GEC Traction 5578 of 1979). This was believed to be the first loco working between Darley Dale and Rowsley to occur this year. PETE BRIDDON

Chasewater Fowler saved by move to Darley Dale

FOWLER No. 4220015 of 1962 was moved from the Chasewater Railway to Andrew and Peter Briddon's base at Darley Dale on January 27.

There it has joined Fowler No. 4240015 of 1962, acquired from the Whitrope Heritage Centre, Roxburghshire in 2019 after it suffered a catastrophic engine failure. Class 422s are 0-4-0DH and 424s are an 0-6-0DH version.

The 422 was built for Royal Ordnance Factory (ROF) Radway Green, near Crewe, so has some 'flameproof' features, such as an external battery box.

When it left the ROF it ran at Chasewater for some time until it too suffered an engine failure.

There were plans to repower it with a 10-litre Cummins engine in place of the original Albion engine. However, vital parts of the loco were mislaid after dismantling and it was threatened to be scrapped.

A 'Skipper' returns to Devon

CLASS 142 No. 142023 (DMS No. 55564 and DMSL No. 55614) was delivered to the Plym Valley Railway on January 26. This is one of the 'Pacers' used on the Devon and Cornwall branches during the 1980s, where they were known as 'Skippers'.

It has been purchased to enable the railway to operate a low-cost passenger service on quieter days.

Crew training will commence after the lockdown is lifted. At present, the railway is closed to all volunteers and the public.



Preserved 'Pacers' must be clocking up more miles on roads than railways during lockdown, but to capture one on the motorway is a rare occurrence. DMSL No. 55614 of set No. 142023 was caught while being overtaken on the M5 near Weston-super-Mare, heading south at 09.30 on January 26. The journey originated from Heaton depot, Newcastle upon Tyne, and was en route to the Plym Valley Railway, Devon. CAMERON FORSE

Update for No. D1041 *Western Prince* restoration project

CLASS 52 No. D1041 *Western Prince* has been undergoing restoration by the D1041 Project Team of the Bury Hydraulic Group on the East Lancashire Railway since its withdrawal from traffic in 2004.

Work progressed well in 2019, with some important milestones reached. The pandemic has seen a big drop in volunteer working party attendance, the ELR being out of bounds for all but essential work. This has resulted in a slowing of the restoration, but enthusiasm to complete the job has not diminished.

Much electrical work has been undertaken, but a number of setbacks have occurred and been overcome. No. D1041 still requires a lot of heavy maintenance, calling for considerable financial input. This includes radiator elements, electrical machine overhauls, oils, engine parts, automatic voltage regulator attention, and bogie work.

The A-end Maybach MD655 is the next engine to be rebuilt at Bury following completion of the engine for 'Hymek' No. D7076.

Progress on the 'Western' can be followed at www.westernprince.co.uk and on the D1041 *Western Prince overhaul* Facebook page.



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Bahamas and *Mayflower* to head Steam Dreams' four-day Cornish railtour

DOUBLE-CHIMNEY 'Jubilee' No. 45596 *Bahamas* is to pair up with 'B1' No. 61306 *Mayflower* on Steam Dreams' four-day excursion to Devon and Cornwall from the September 28 to October 1.

Day one of the tour, which was postponed from last year, will take the two 4-6-0s over the Great Western Main Line from London Paddington to Taunton and on to Exeter for a short break. Upon resumption the train will take in the famous Dawlish sea wall as it heads towards Plymouth and the Cornish border, with Penzance being the ultimate destination.

Nos. 45596 and 61306 get to rest during the next day, which is given over to leisure with some optional day trips, including a visit to the Bodmin & Wenford Railway. However, both will be back in action on day three (September 30) as they top-and-tail an optional excursion from Par to Plymouth and back.

Homeward

The final day will see the 4-6-0s double-heading once again on the homeward leg, retracing the outbound route to Paddington.

The tour will see *Bahamas* make a welcome return to London, its home for two years between 1937 and 1939. It has never worked a railtour in or out of the capital in the preservation era, and was a rare visitor even in BR days as it was allocated to North West sheds such as Crewe, Edge Hill and Stockport Edgeley.

More information at https://steamdreamsblog.com/2020/12/07/journey-by-steam-to-cornwall-in-2021

New dates for Pathfinder's post-lockdown tours



DRS Class 37s Nos. 37218 and 37425 race in unison north through Eckington, Worcestershire, working the 'Autumn Scottish Weekender' for Pathfinder Tours on September 25, 2015. DRS '37s' will feature in the company's 'Blue Boys Merrymixer' and 'Cambridge & Norfolk Explorer' tours this year. JACK BOSKETT

MORE than a year has passed since Pathfinder Tours last ran any form of rail excursion, the firm being one of several railtour operators to effectively write-off its 2020 programme and sit it out until the worst of the Covid-19 crisis passes.

It had hoped to resume operations during March, but the ongoing lockdown and its associated restrictions on non-essential travel has seen several tours re-dated again, in the hope that the continuing vaccine programme may help provide some level of 'herd immunity' and with it an increased level of confidence for passengers.

Pathfinder's first tour of 2021 will therefore be the 'Galloway Fifties' run on June 5, taking a pair of Class 50 Alliance Type 4s from Tame Bridge Parkway to Stranraer. An early 05.00 start from the West Midlands will be followed by a string of West Coast Main Line (WCML) pick-ups, the last being Carlisle at 09.00.

From Carlisle the '50s' will proceed north via Dumfries and Kilmarnock, then turn 180 degrees to journey towards Troon and Ayr, and over the undulating line to the port of Stranraer. Only a short time will be available here owing to line capacity issues, so after a photo stop, an afternoon break will be had in Ayr. The return leg will include a run over the Annbank freight line to Mauchline and south via Dumfries to Carlisle and the WCML.

Also re-dated is the 'Mazey Day Cornishman' from Birmingham New Street to Truro (for the Falmouth branch), St Erth (for the St Ives branch), and Penzance on June 26.

Departures

The tour includes several optional excursions at the Cornwall end, and motive power is expected to be a GBRf Class 66 from Birmingham to Gloucester and return, with a pair of Class 50s (courtesy of the Class Fifty Alliance) from Gloucester to Penzance and back.

Next up is the rescheduled 'Blue Boys Merrymixer' on July 10, which makes use of various DRS motive power between Hampshire and the Midlands.

An 05.55 departure from Eastleigh behind a Class 68 will be followed by several pick-ups between Basingstoke and Birmingham New Street. A pair of DRS Class 37s will then take over for a tour of the Midlands lines, including the freight-only Burton – Leicester line via Coalville, and the North Chord at Nuneaton, with Crewe being the ultimate destination.

A Class 66 will head the tour from Crewe and through the West Midlands to Rugby via Shrewsbury, Walsall and Nuneaton, with a Class 88 electro-diesel taking over at Rugby for the run back to Birmingham International. Class 57s will conclude the tour on the homeward run to Eastleigh.

The rescheduled 'Cumbrian Freighter' railtour from Banbury to the Lake District via the Settle & Carlisle line will next be on July 17.

With motive power provided by a pair of DB Cargo Class 66s in 'top-and-tail' formation, the tour picks up at Leamington Spa, Dorridge, Birmingham New Street, Wolverhampton, Stafford, Crewe, Warrington Bank Quay, and Wigan North Western.

From Wigan the train will take a northbound route over the S&C, with a two-hour break in Appleby before continuing on to Carlisle to join the West Coast Main Line for the homeward leg.

Needless to say, the route will include several freight-only and other less well used lines.

The 'Cambridge & Norfolk Explorer', which had been booked to run in May, has now been rescheduled for August 14 owing to engineering works.

The train, which will be made up of Mk1 stock and be Class 37-hauled throughout, originates at Eastleigh and will follow a route through the Thames Valley, then across London and Hertfordshire to Cambridge, Ely and Norwich.

Shutdown

Finally the 'Cambrian Coast Express' has a new date of August 20, having been moved from June 18 owing to a major Network Rail shutdown of the main Cambrian Line.

The itinerary for the day has not changed, other than Bristol Parkway now being the starting point instead of Temple Meads.

A DB Cargo Class 67 will take the train from Bristol as far as Shrewsbury, where a pair of yellow Network Rail Class 97/3s will take over for the onward run over the Cambrian to Barmouth, Minffordd, Porthmadog and Pwllheli.

All dates are subject to change, and for more details of each trip and booking details visit www.pathfindertours.co.uk

'Whistler' power lined up for Saphos' summer trains

ENGLISH Electric Type 4s Nos. D213 *Andania* and 40145 look set to play a major role in forthcoming railtours for Saphos Trains this summer.

The train operator currently has two Class 40-hauled tours advertised for June and July, although both also feature steam-hauled legs too.

First up is the 'Welsh Marches Whistler' on June 3, featuring Class 40 haulage from Preston to Crewe, then double-headed steam from Crewe to Bristol via Shrewsbury and the Welsh Marches route.

However, the homeward leg will be worked by a '40' throughout, this time returning by way of Cheltenham, Birmingham New Street and Wolverhampton.

The second train is the 'Bristol Forty' on July 1. This one starts in Bangor with a Class 40 in charge for the run to Bristol via Chester, Crewe, Stafford and Bromsgrove.

This time double-headed steam features on the northward run to Crewe (including an ascent of the Lickey Incline), where the '40' takes over again for the final leg along the North Wales Coast. It is not known yet which of the two Class 40s will feature in the tours, or whether both will play a part.

Further information and booking details can be found at www.saphostrains.com



LSL Type 4 No. D213 heads Saphos Trains' 'Yorkshire Coast Merrymaker' on the return leg from Scarborough to Crewe at Colton Junction on October 6, 2018. The loco is expected to feature in Saphos' tours this summer. LES NIXON

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
TR – Tornado Railtours
01325 488215
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 February. 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.

Clan Line returns to 'British Pullman' service in May

BULLEID 'Merchant Navy' Pacific No. 35028 *Clan Line* will return to 'British Pullman' duties on May 7; the first of three dates booked with operator Belmond during the first half of the year.

The May 7 run will be a circular lunchtime outing from London Victoria around southern England; an itinerary that the Eastleigh-built 4-6-2 will repeat again on June 4. However, on May 19 the loco will head from Victoria out to Bath at the head of one of Belmond's popular excursions to the spa city.

At the time of writing, a new date was awaited for UK Railtours' postponed 'Merchant of Norfolk', which was slated for April 24 and would have taken *Clan Line* from London to Norwich.



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APRIL/MAY: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
April				
14	Buxton Spa Express	Hereford - Buxton	46100 or 34046	ST
16	Great Britain XIV (Day 1)	London King's Cross – Edinburgh	60163 + 6201	RTC
17	Steam Dreams Excursion	London Euston – Carlisle	TBC	SD
17	Great Britain XIV (Day 2)	Edinburgh – Inverness	35018	RTC
18	Great Britain XIV (Day 3)	Inverness – Stirling	35018	RTC
19	Great Britain XIV (Day 4)	Stirling circular	6201	RTC
20	Great Britain XIV (Day 5)	Stirling – Grange-over-Sands	6201 + 45690	RTC
21	Great Britain XIV (Day 6)	Grange-over-Sands – Cardiff	46115	RTC
22	Great Britain XIV (Day 7)	Cardiff – Penzance	TBA	RTC
24	Great Britain XIV (Day 9)	Penzance – London Victoria	TBA	RTC
24	Welsh Marches Express	Tyseley – Hereford	7029	VT
27	Steam Dreams Excursion	London Paddington - Stratford-upon-Avon	TBC	SD
28	Great Western Envoy	Bridgnorth-Bristol	46100 or 34046	ST
May				
1	North Wales Coast Express	Tyseley – Llandudno	7029+47773	VT
4	Steam Dreams Excursion	London King's Cross – York	61306	SD
7	British Pullman	London Victoria circular	35028	BEL
8	Pennine Limited	Hellifield – Carlisle	46115/35018/45699	RTC
8	Cumbrian Explorer	Darlington – Carlisle	60163	TR
12	Fellsman	Crewe – Carlisle	46100 or 34046	ST
15	Lakelander	Crewe – Carlisle	46100 or 34046	ST
15	SLS Special	Tyseley – Swindon	7029	VT
15	Jolly Fisherman	London King's Cross – Skegness	60103	RTC
15	Jorvik Express	Liverpool – York	60163	TR
17-30	Jacobite	Fort William – Mallaig x 2	45407/44871/62005	WCR
18	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC
19	British Pullman	London Victoria – Bristol	35028	BEL
20	Steam Dreams Excursion	London Victoria circular x 2	60103	SD
22	Cumbrian Mountain Express	Carnforth – Carlisle	46115/35018/45699	RTC
22	White Rose	York – Tyseley	45596+47773	VT
22	Pennine Explorer	Hellifield – Carlisle – Chesterfield	60163	TR
23	Steam Dreams Excursion	London Paddington – Oxford	60103	SD
23	Steam Dreams Excursion	Oxford Parkway circular	60103	SD
25	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC
26	Fellsman	Crewe – Carlisle	46100 or 34046	ST
27	Steam Dreams Excursion	London Victoria – Salisbury	60103	SD
27	Steam Dreams Excursion	Salisbury circular	60103	SD

APRIL/MAY: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter	
April					
14	British Pullman		London Victoria – Chesterfield	DBC Class 67 x2	BEL
16	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
16	Northern Belle		Manchester Victoria – Edinburgh	WCRC Class 47/57	NB
17	Settle & Carlisle Circular		Scarborough circular	LSL Class 47s	SR
17	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
21	North East Discoverer		Rugby – Newcastle	LSL Class 86/87/90	IC
21	British Pullman		London Victoria – Bath	DBC Class 67 x2	BEL
23	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
24	Royal Highland Pullman (Day 1)		London St Pancras – Inverness	Blue Pullman HST	MP
24	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
25	Royal Highland Pullman (Day 2)		Inverness – Kyle of Lochalsh	Blue Pullman HST	MP
26	Royal Highland Pullman (Day 3)		Inverness – London St Pancras	Blue Pullman HST	MP
May					
1	Doctor Syn		Derby – Dungeness	DBC Class 66 x 2	UKR
1	Liverpool Pullman		Peterborough – Liverpool	WCRC Class 47/57	WCRC
1	Llandudno Statesman		Ely – Llandudno	LSL Class 47s	SR
2	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
3	Devonian Pullman		Peterborough – Kingswear	Blue Pullman HST	MP
3	Victorian Day Pullman		Skegness – Llandudno	WCRC Class 47/57	WCRC
3	Settle & Carlisle Circular		Bangor circular	LSL Class 47s	SR
6	British Pullman		London Victoria – Oxford	DBC Class 67 x2	BEL
8	Settle & Carlisle Circular		Worcester circular	LSL Class 47s	SR
8	Settle & Carlisle Pullman		London St Pancras – Carlisle	Blue Pullman HST	MP
12	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
15	Shrewsbury in Springtime		Finsbury Park – Shrewsbury	DBC Class 66 x 2	UKR
15	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
19	Snowdonia Statesman		Hull – Blaenau Ffestiniog	LSL Class 47s	SR
21	Northern Belle		Wigan circular	WCRC Class 47/57	NB
21	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
22	Settle & Carlisle Circular		Hartford circular	LSL Class 47s	SR
22	Edinburgh Explorer		Finsbury Park – Edinburgh	LSL Class 86/87/90	IC
22	Northern Belle		Birmingham International – Harrogate	WCRC Class 47/57	NB
26	British Pullman		London Victoria – Bath	DBC Class 67 x2	BEL
27	British Pullman		London Victoria circular	DBC Class 67 x2	BEL
28	Northern Belle		Newcastle circular	WCRC Class 47/57	NB

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The Isle of Man Steam Railway's Beyer, Peacock 2-4-0T No. 8 *Fenella* pulls away from Santon during a David Williams photo charter in May 2019. GARETH JONES

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ROG buys Heathrow Connect fleet for logistics traffic

THE Rail Operations Group (ROG) has completed the purchase of the fleet of five Class 360/2 EMUs from Heathrow Airport Limited, the parent company of Heathrow Express.

ROG Business Development Director Gordon Cox said the company has 'identified the potential of this well-maintained multiple unit fleet to assist in our transformation of UK rail freight logistics' but, at present, how or where they will be used is not known. A quantity of spare parts come with the deal.

It is known that a number of companies are looking at how rail can aid their logistics as part of a move to reduce emissions.



Former TfL and Heathrow Connect Class 360/2 set Nos. 360203/204 at the buffer stops at MoD Bicester. FACEBOOK/RAIL OPERATIONS GROUP

Training

Originally built in 2002 by Siemens as four 4-car testbed units and numbered 350001-004, only 350001 came to the UK as a staff training unit at Siemens Northam depot, though the set did spend some time stored at MoD Shoeburyness.

Units 002-004 remained at Siemens Wildenrath test track and, with No. 350001, were later rebuilt to form the 360/2s.

After rebuilding, the first Heathrow Connect set was unveiled to the trade press at Wildenrath in November 2004, and after driver and staff training, the sets entered service from June 2005, providing a local stations service to Heathrow. A fifth unit was ordered in November 2005, and by 2007, all units had been lengthened to five cars; one set was dedicated to the Heathrow Central to Terminal 4 shuttle.

With TfL Rail taking over local services west of Paddington in May 2018 and taking on the units, they have since been replaced by Class 345 Crossrail trains and ceased operation in September 2020.

Having purchased the sets, ROG has moved all five to MoD Bicester for storage.

In respect of ROG's entry into the rail logistics market (see p70), a second converted Class 319, No. 319009 has been completed in 'Orion' logistics branding at Eastleigh Works, 319373 being the first unit.

Class 332 for Siemens new Goole site as final units sent for scrap

WITH a £40 million contract to build a new train manufacturing factory for Siemens at Goole having recently been awarded, three vehicles from Heathrow Express unit No. 332001 have been delivered to the site.

The vehicles are Nos. 63400, 72412 and 74800, and are likely to be used for staff training. All have been re-branded for Siemens. The fourth vehicle, No. 78401, was sent to Sims Metals, Peterborough, for disposal.

February 16 saw the final move of the two remaining sets at Old Oak Common for disposal at the Sims site at Newport Docks, and means the 14-strong fleet has been sent for scrap since they ceased service on December 28.

They were hauled to Newport by GBRf Nos. 66708 and 66775, which carried a special farewell headboard.

First Class 360 appears at St Pancras

AS part of preparations to introduce Class 360/1 EMUs between London St Pancras and Corby from May, set No. 360117 visited St Pancras on February 16 as part of platform train interface checks.

Introduction of the trains will provide a 30-minute frequency service from Corby, Kettering, Wellingborough and Bedford to Luton Airport and St Pancras. A statement from the airport said the trains were the first significant step towards a branded 'Luton Airport Express' service.



NEW INTERMODAL WAGONS FROM W H DAVIS: A rake of new intermodal wagons, understood for GB Railfeight, were moved on February 4 from the W H Davis wagon works at Shirebrook to temporary store at Gascoigne Wood. Passing Pinxton on the freight only line is Cappagh Class 60 No. 60028. MICK TINDALL



HULL 'PARAGON' REACHES EDINBURGH: Hull Trains 'Paragon' No. 802301, seen at Houndwood near Reston, covered new ground during February when the set ventured north of the border; the working, from Tyne Yard, Newcastle, to Edinburgh and back, twice daily. Set 802302 has also been noted in the Dunbar area. The purpose of movements was in preparation for First Group's East Coast Main Line open access operation, due to start in the autumn. ROWAN HARRIS-JONES

Midland Main Line HST diagrams cut

A REDUCTION of HST use by East Midlands Railway from January 18 has left the Midland Main Line route with just two HST diagrams – the fewest since they were introduced on the route in October 1982.

The reduction is a result of trimming some services because of low passenger numbers, and also means a set reduction from six to three. The number of trailers have been reduced to six. A number of sets have been stored, but a number of Mk3 trailer have been scrapped too.

The two remaining diagrams are as follows:

1C15	05.19 Leeds-St Pancras
1D48	15.34 St Pancras-Nottingham
1B69	17.45 Nottingham-St Pancras
1F70	20.01 St Pancras-Leeds
1B23	06.34 Leeds-St Pancras
1D43	14.34 St Pancras-Nottingham
1B63	16.45 Nottingham-St Pancras
1D66	19.04 St Pancras-Leeds

■ As this page closed for press, EMR power car No. 43302 was coming to the end of a repaint to InterCity livery, and was due to be released on February 19.

Final Northern train off for refurbishment

THE last multiple unit of an extensive refurbishment project covering Northern's Class 150/153/155/156/ 158/170/ 319/323 and 333 fleets has entered the depot at Arriva Train Care in Crewe. That unit is No. 158861.

The project began when Northern was operated by Arriva Rail North, and continued after the Department for Transport took over the ailing franchise in March 2020.

The £100 million pound refurbishment programme has included more than 260 EMU and DMUs, and carried out at eight depots. It has included upgrades to seating, lighting, interior and exterior painting, and toilets with baby-changing facilities.

The project began in October 2017 and the work was featured by *The RM* in the November 2019 issue with a visit to Neville Hill and Holbeck, two of the eight locations.



The interior of a refurbished Class 333 EMU. CHRIS MILNER

Northern is also carrying out further enhancements to the refurbished units as part of a second phase, which will include free wifi, CCTV, and enhanced and real time customer information screens.

There will also be hidden changes to improve train performance and maintenance regimes, ultimately providing greater fleet reliability.

Clayton hybrid locos to become Class 18

AN order placed by Beacon Rail with the Clayton Equipment Company for 15 hybrid locos will see them designated as Class 18s. The class numbering can follow on from the Class 17 built by Clayton for BR from 1962-65, of which there is one survivor of 117 built.

Beacon placed an order last May with Clayton to supply its 'CBD90' battery shunting locomotives, to be built at Burton upon Trent, and the first of the new class will be delivered this year.

Beacon has a three-year exclusivity deal to be the sole lessor of these locos but has not indicated where they may be deployed. The 'CBD90' is the same type of loco Clayton built for Tata Steel at Port Talbot, and accepted an order for two more locos just before Christmas, taking the total to seven.



The CBD90 hybrid loco which Clayton will build for Beacon Rail.

■ The 'CBD90' for Tata was featured in the March 2020 issue.

First phase of 'Pendolino' relivery is complete

AVANTI has finished the first phase of rebranding its Class 390 'Pendolino' trains.

The phase was completed in early February and consisted of Avanti West Coast branding on their leading vehicles, with 51 of its 56 sets now branded. Phase two will see the branding of the trailer vehicles.

As set Nos. 390155/156 were fully branded at the point of the Avanti launch in December 2019, the interim carriages have been in plain white. Unit Nos. 390042 and 390122 currently have the facemask design and 390119 is the Pride train, which will keep its rainbow livery.

Charities to be featured on TfW's Mk4 trains

TRANSPORT for Wales (TfW) says its three new trains, formed of Mk4 carriages hauled by Class 67 locomotives, will carry the names of charities on the side of the driving van trailers.

Due to begin service from May, TfW says two of the charities – Alzheimer's Society Cymru and Tŷ Gobaith Children's Hospice – have been chosen by polling staff.

Between February 10 and 17, TfW held a Twitter poll for the final choice between three nominated charities: Mind Cymru, the Royal National Lifeboat Institution (RNLI), and Wales Air Ambulance.

The RNLI won, securing 47.9% of the vote.



DVT No. 82229, soon to receive charity branding, heads away from Chester over the Roodee viaduct on a driver training run on February 11, with No. 67015 on the rear. PETE EVANS

Complex 'Pendolino' recovery after hot axlebox

CLASS 390 'Pendolino' No. 390138 became involved in a protracted recovery after a hot axlebox was detected on February 2.

The set was working the 18.40 Glasgow Central to London Euston when the driving vehicle 69138 tripped a hot axlebox detector between Carstairs and Beattock. This alerted the signalling centre, who stopped the train.

Investigation by the driver revealed the wheel was glowing red hot, and the assistance of the Scottish Fire and Rescue service was required.

The RM has seen pictures of the hot wheelset, and it is a matter of conjecture as to just how close the axle was to failing completely.

Rescue

Northbound TransPennine unit No. 397007, halted at Lockerbie, was used to rescue stranded passengers and take them to Carlisle.

With the 'Pendolino' left where it stopped overnight, the axle cooling, single line working was instituted, followed the next morning by a line blockage. This allowed recovery crews to place a wheelskate under the front wheelset and recover the set at very slow speed under its own power to a siding at Lockerbie.

A first attempt to recover the set to Polmadie depot on February 3, again under its own power, was cancelled, and the following night, recovery began with a 10mph maximum on plain lines, 3mph on crossovers. The skate and damaged wheelset were also mandated to be checked every eight miles.

Stabled

Additionally, to minimise crossover use on the wheelskate, the 'Pendolino' was halted at a number of locations to allow behind to pass the errant 390 using loops. Recovery was always going to be slow and a two-night process, and was stabled during the day in the Abington loop, which caused some operational issues.

The final leg of the recovery was overnight on February 5, leading Abington at 23.44, but time was lost to Polmadie due to the inspection regime, with the crippled set arriving on depot at 04.32, where the bogie was removed for examination.



TEN '66s' ON THE MOVE! A move involving ten Class 66s from Leeds Balm Road to Millerhill occurred on February 6 and included a mix of Freightliner and DB Cargo locos. Seen at Great Corby on the Tyne Valley line is No. 66165 leading Nos. 66130, 66115, 66725, 66531, 66510, 66522, 66515, 66541 and 66536. SAM DIXON

'Voyager' is damaged in Polmadie shunting incident

DAMAGE assessments have been carried out on two trailer vehicles from Avanti West Coast Class 221 'Voyager' set No. 221116, which derailed during a depot shunt overnight on January 29. The set was attached to No. 221143 at the time.

After the unit derailed, it struck an OLE stanchion and demolished it, with external damage being caused to the body-side. Avanti has not commented, however, the incident is being fully investigated by Alstom, who operate Polmadie and whose staff were driving the train. RAIB is aware but not expected to progress the incident.

■ Rebranding to Avanti colours of Class 221s at Bombardier's Central Rivers depot is ongoing, with No. 221115 now having the dark green applied to cab ends and the doors finished in dark grey.

Set No. 221112 was also due to receive the livery modification as we closed for press. All 20 sets will have this new livery applied.

Swift disposal of Welsh 'Pacers'

FOLLOWING their withdrawal on December 28, the numbers of former Transport for Wales Class 142 'Pacers' have been heading for scrap at a rapid pace.

Between December 21 and January 7, 11 2-car Class 142s were moved by road from Landore to Sims at Newport, with a further 13 sets in the following two weeks arriving at Sims. One set, No. 142006, has gone to preservation.

Best available

As a result of the latest disposals, the Llanelli & Mynydd Mawr Railway has acquired Class 142 No.142006, considered to be one of the best available. The set arrived at the railway's base in Cynheidre on January 15, and the railway believe it will be the only Class 142 unit preserved with an 'Arriva Trains Wales' configured interior.

Long term, the railway has aspirations to restore the unit to original 'Valley Lines' livery and has plans to run a 'Pacer' gala when easing of Covid-19 restrictions allow. Later it will introduce 'Pacer' driver experience courses.

Light locos training prepares for new services

By Tony Miles

MOVEMENTS of light freight engines for GBRf and Freightliner have been taking place around Manchester in preparation for new services but also to enable driver training to be carried out during the Covid-19 pandemic.

GBRf has been training drivers over the Cheshire Lines Committee (CLC) route between Edge Hill and Manchester via Warrington Central using a Class 66.

Running from GBRf's Tuebrook sidings (departure 09.30) and with reversals at Bootle Branch Jn and Edge Hill, the locos ran via Warrington Central and Wilmslow to Crewe station before reversing to retrace the route (booked departure from Crewe at 12.35).

The RM understands the route learning is in preparation for infrastructure trains which will run onto the Merseyrail network at Hunts Cross, with running via the CLC route and avoiding the need for any reversals en-route.

Freightliner has been using Class 90 locomotives for route training between Manchester's Trafford Park intermodal terminal and Crewe Basford Hall following an agreement with drivers' union ASLEF to ensure safety of drivers during the pandemic.

Normally drivers would travel in the cab of a service train, but the use of separate locomotives enables a safe bubble to be maintained, along with regular testing of drivers in each bubble.



The final working GBRf route learner was on February 1, 2021, when No. 66717 *Good Old Boy* was used, and is seen running through Humphrey Park station with Urmston in the background.



In early February, the recent acquisition from Greater Anglia No. 90005 was used for the staff move from Trafford Park to Crewe on February 4, and is passing Deansgate. BOTH: TONY MILES

First Class 321s sent for scrap

DISPOSALS of the first of Greater Anglia's Class 321 EMUs was dispatched for scrap on January 26 when set Nos. 321357 and 321446 were hauled to Sims at Newport, currently the favoured scrapyard.

With GA beginning to accept more new Class 720 EMUs for service, further inroads to the 321 fleet are expected over the next two months.

Under the 'Renatus' project launched in 2013 and the first unit being completed in 2016, 30 Class 321s (321301-30) were fitted with a Vossloh Kiepe traction package and revised seating. As these, and the similar Class 321/322 units inherited from Northern are PRM compliant, they are expected to be the last of the class in service as they will also be replaced by Class 720s in time.

Mk3s to become Pitlochry eatery?

PERMISSION has been requested for a plan to convert two first class Mk3 carriages into a 60-seat Thai restaurant at Pitlochry.

In addition to an external as-built finish of blue and grey, pharmaceuticals executive Fergus McCallum and his wife Isara, who are behind the plan, also aim to refurbish the carriage with the original orange patterned seat moquette.

WAGON REPORT

by S F Lappage

China clay is mica-rich granite that has undergone a process of kaolinisation. It is found in significant quantities in Cornwall and has been transported by rail since the Victorian era, initially by horse drawn tramway.

In the heyday of rail movements during the Speedlink era, lump clay, ball clay and slurry were transported. Notable destinations for slurry were the Bowater Paper Corporation at Sittingbourne in Kent, Caledonian Paper at Irvine in North Ayrshire, and the Iggesund board mill at Workington.

Lump clay was sent to various customers in Scotland, including PD Stirling at Mossend, Tullis Russell, Auchmuty and Wiggins Teape at Corpach. Today just two rail-borne flows remain: export traffic via Fowey docks and domestic movements to the Potteries.

A single weekly 'Clayliner' train runs from St. Blazey to Stoke-on-Trent via Bescot yard. In the 1960s the service was daily to North Staffordshire yards at Etruria, Longport and Longton.

In 1982 it was decided to centralize operations at a new Cliffe Vale site. Using finance provided by a Section 8 grant, the new English China Clays terminal had an unloading shed, underground hopper and conveyor belts to storage bays with a capacity of 6,000 tonnes.

Currently traffic is handled by 26 63-tonne capacity JIA bogie hoppers owned by Nacco and built in 2000 by Arbel Fauvet Rail, Nos. 33 70 0894 000-5 to 025-2.

Modernisation of export traffic via Carne Point jetty at Fowey Docks took place in 1988. Elderly end-tipping 'Clay Hoods' were withdrawn and 124 new CDA hoppersbuilt, Nos. 375000-123. As traffic has declined, just over 80 wagons remain in stock, enough to form two rakes of 38, plus maintenance spares. French conglomerate Imerys runs operations today, exporting clay to the Nordic countries for paper production and to Egypt, Italy and Portugal for the manufacture of ceramics.

In 1983 BREL Shildon built a prototype YMA railflat No. DB 996699 as part of a plan to modernize the engineers' fleet. However, financial restrictions led to the retention of more than 600 existing YMA 'Salmon' unfitted wagons of 1949-61 vintage. Air brakes were added but they retained the outdated GWR-style plateback bogies.



YKA Osprey Railflat No-DB996593 at Bescot. S F LAPPAGE

EWS carried out a programme to fit American designs, and built ASF three-piece cast steel bogies. Modified flats were recoded either YSA or YWA depending on the maximum speed allowed.

Later in 2009, DB Schenker carried out the installation of triple stanchions to allow the transport of recovered track panels. Designated YKA 'Osprey', they have been successful though a large number have been reconverted back to YWA 'Salmon' status.

Of interest is that most were built by long vanished private companies including Head Wrightson, Powell Duffryn, Teeside Shipbuilding & Engineering and GR Turner. Three wagons – Nos. DB 996286/341/382 – are employed as runners for Kirow 25 tonne diesel hydraulic cranes Nos. 81625/623/624, operated by Swietelsky Babcock Rail.

Disposals to CF Booth, Rotherham, for scrap have been JGA aggregate hoppers Nos. BHQ 17120/127/ 130-148/150/ 151, TEA bogie fuel tanks Nos. VTG 85301/311 and JRA box opens Nos. 33 70 6905 050-4 to 073-6.



VTG Rail Ealnos Box Open No. 8170 5500 647-9. S F LAPPAGE

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Recent addition to the GBRf fleet is this former European Class 66 No. 66791 which was used on February 9 to move new Class 701 EMU No. 701026 from Bombardier Litchurch Lane, Derby, to temporary storage at Worksop, and is seen at Pinxton on the line towards Mansfield from the Erewash Valley. MICK TINDALL

LOCOMOTIVES

Allocations
57302 XHSS-XHHP
57311 XHSS-XHHP
66155 WBRT-WBAE
67013 CE/WAAC-WQ/WQAA
67017 CE/WAWC-WQ/WQAA
68026 TPCF-TPEX
86613 CG/DFNC-FE/DHLT
86632 CG/DFNC-FE/DHLT
86639 CG/DFNC-FE/DHLT
90020 CE/WEDC-WQ/WFMS
90039 WQ/WQAA-CE/WEDC

Liveries
DB Cargo red: 66084
DRS blue: 66126
FL orange: 08785, 66602
InterCity Swallow: 43102
+Powered by HVO, Reducing Our Carbon Footprint: 60054, 66084

Named
43102 *The Journey Shrinker 148.5mph The Worlds Fastest Diesel Train*

Renumbered
43302-43102
56031-69001
56311-69002

Stored/stopped locations
Basford Hall: 86613/32/39
Crewe ETD: 67013/17, 90020
Doncaster Belmont: 91101/07/14
Doncaster Wabtec: 91108-11
Neville Hill: 91105/06/19/24/30

Operational
56312, 90039

MULTIPLE UNITS

Allocations
142006 CF/HLHQ-HQ/SCXH
142018/78/87/90/94 NH/EDHQ-HQ/SCXH
142023 HT/EDHQ-HQ/SCXH
143611/20/21 EX/EFHQ-HQ/SBXH
144018 off registration – preserved
150210/20/23/25 NL-NH
150268 NH-NL
156428/29 HT-NH
170530 TS/EJHQ-NM/EMHQ
196006/07/08 newly delivered HQ/EJHQ
196108 newly delivered HQ/EJHQ
315829/33/43/49 IL/EBHQ-HQ/SAXU
317503 off registration – scrapped
317514 IL/EBHQ-HQ/SCXH
317651/54 IL/EBHQ-HQ/SCEC
317653 IL/EBHQ-HQ/SCXH
317655/64/66 off registration – scrapped
319004 off registration – scrapped
321350/51/57 IL/EBHQ-HQ/SAXU
321446 IL/EBHQ-HQ/SAXU
360111 IL/EBHQ-BF/EMHQ
701015/21/22/26 newly delivered HQ/HYHQ
701501 newly delivered HQ/HYHQ
720552/58 HQ-IL
720565/70 newly delivered HQ/EBHQ
769930 HQ/SBXH-RG/EFHQ

Liveries
Avanti West Coast: 221109/10/12/15, 390049, 390123
Avanti West Coast (cabs only): 390005/10/20
Northern: 158859
ROG/Orion: 319009
SWR: 444016/27, 450018
TfW: 150236, 175104

Names removed
321334 *Amsterdam*

Now in passenger traffic
720552/58

Renumbered
153313/14/ 18/22/26-153913/14/ 18/22/26
319430-769930

Formations
170530: 50630+79630
170532: 50632+79632
170535: 50635+79635
720101-44: 450101-44, 451101-44, 452101-44, 453101-44, 454101-44

Now in 9-car formation
345039/47/52/57

Sold
ROG: 360201-05
Siemens, Goole: 63400, 72412, 74800 (332001)

Preserved
Llanelli & Mynydd Mawr Railway: 142006
Plym Valley Railway: 142023
Wensleydale Railway: 142018

Stored/stopped locations
Doncaster Wabtec: 321334
Donnington RFT: 196006/07/08, 196108
Ely: 153374, 317651/54
Landore: 143605
MoD Bicester: 360201-05
Nemesis, Burton on Trent: 769959
Old Dalby: 720519
St. Philips Marsh: 143617/18/19
Walton Old Junction: 777003/04/06/09
Wensleydale Railway: 142090/94
Worksop: 701021/26, 701501, 720514/65/70

Disposals
Raxstar at Eastleigh Works: Arrival dates: February 15: 317657/72; February 19: 317890. Cut dates: January 19: 71752; January 21: 62863; January 25: 77217 (all 317666); January 26: 77206; January 28: 62852; February 1: 71740; February 3: 77226 (all 317655); February 9: 77065; February 11: 71594; February 15: 62678 (all 317514)

Sims Metals, Newport: Arrival dates: December 15: 62967, 71872, 77443/44 (319453); December 16: 62965 (319451), 71874, 77446/47 (319455); January 21: 55769 (142073), 55726 (142076); January 22: 55772 (142076); January 25: 55722 (142072); January 26: 55768 (142072), 55551 (142010), 321357, 321446; January 27: 55601 (142010), 55765 (142069); January 28: 55719 (142069), 55733 (142083); January 29: 55779 (142083), 55771 (142075), 55725 (142075); February 1: 55730(142080); February 2: 55727 (142077), 55773 (142077), 55776 (142080), 332006/13; February 3: 55731 (142081), 55777 (142081); February 4: 55736 (142085), 55781 (142085); February 5: 321350/51; February 8: 55686 (143620); February 9: 55661 (143620), 55652 (143611); February 10: 55662 (143621), 55677 (142316), 332009/11; February 11: 55687 (143621); February 16: 332004/08; February 19: 321356, 321438.

Sims Metals, Peterborough: Arrival date: February 11: 78401 (332001)

HAULED COACHING STOCK

Allocations
6353 BN/HBHQ-HQ/SAXH
40119 off registration – scrapped
40700/08 off registration – scrapped
40741 HQ/SBXH-HQ/ICHX
41066/97/98 NL/EMHQ-HQ/SCXH
41067 HQ/SBXH-HQ/ICHX
41069/79/83 off registration √ scrapped
41151/52 NL/EMHQ-HQ/SCXH
41159/83 off registration – scrapped
42119/20 HQ/SBXH-HQ/ICHX
42130/52/55/56/57 off registration – scrapped
42182/90 NL/EMHQ-HQ/SCXH
42228 off registration – scrapped
42240 NL/EMHQ-HQ/SCXH
42322/84 off registration – scrapped
42337 HQ/SBXH-HQ/ICHX
42354 NL/EMHQ-HQ/SCXH
44041 off registration – scrapped

Liveries
Carmine & Cream: 3150
InterCity: 11070/75/76/87/98
ROG blue: 6330

Preserved
Locomotive Storage Ltd, Margate: 999509

Stored/stopped locations
Doncaster Belmont: 10306/11/13/24/33, 11284/85/86/88/95, 11312/13/15/17/26, 11412/13/15/17/26, 12212/20/23/26/28, 12303/09/11/25/30, 12404/09/24/26/27/29/30/31/32/42/44/65/69/74, 12515, 82212/13/14/23/25
Doncaster Wabtec: 42570/82
Eastleigh TMD: 10301/18/21/30, 11319/20/21/22, 12210/11/22/24, 12310/16/23/26, 12434/52/61/77, 82200/01/27/30
Neville Hill: 10300/09, 11229/79, 11306/08, 11406/08, 12205/08/14,12313/28, 12406/07/20/22/81/85, 82205/08/11

Disposals
C.F. Booth, Rotherham: Arrival dates: January 26: 41092

Sims Metals, Hull: Arrival dates: January 27: 10320; January 28: 10319; January 29: 10329; February 2: 11327; February 3: 12317; February 4: 12322; February 5: 12449

Sims Metals, Newport: Arrival dates: January 28: 41066/97/98, 41151/52, 42182/90, 42240, 42354; February 11: 44001/07/10/ 11/18/38/ 39/93; February 18: 42104/22/ 61/71/72, 42219, 44031/56

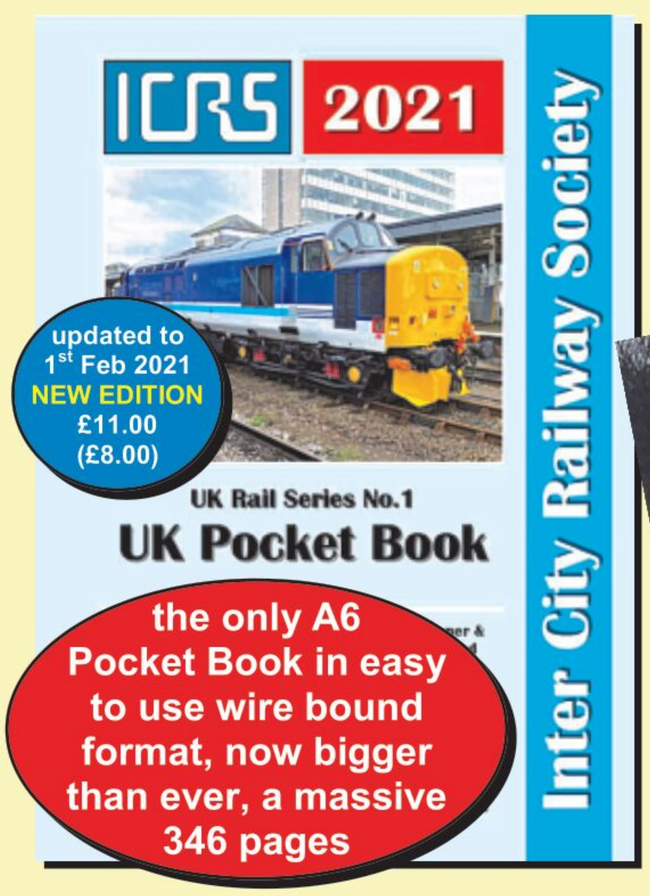


Undergoing mileage accumulation tests, Aventra Class 720 Nos. 720564 and 720546 pass Chorlton, south of Crewe, with a Rugby to Wolverton via Crewe working on February 11. STUART J HOOD

■ **STOCK CHANGES CORRECT AS OF FEBRUARY 20.**

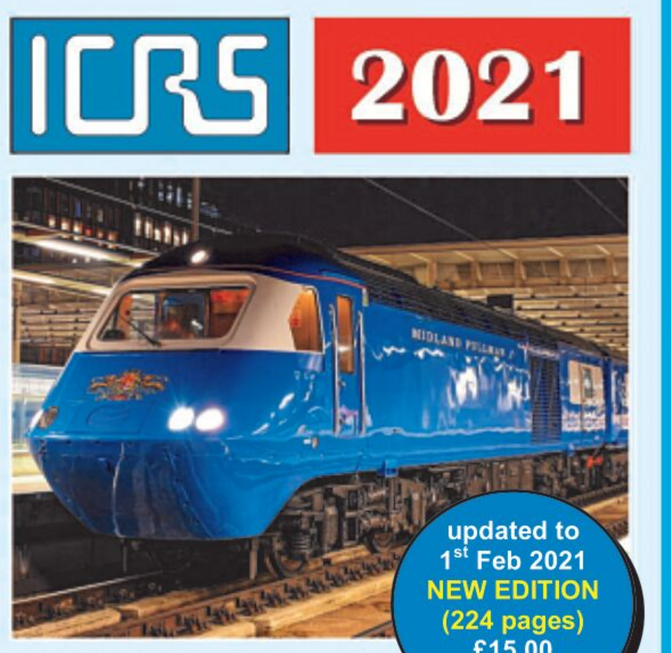
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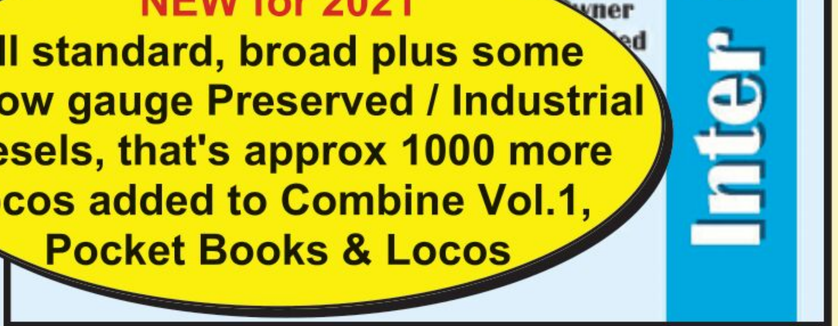
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Traction Portfolio Track Record



GBRf Class 73 No. 73119 *Borough of Eastleigh* top-and-tails with 73109 at Crowhurst working the 12.34 Tonbridge West Yard to Tonbridge West Yard circular diagram on February 9 with the snow and ice treatment train (SITT) to keep the third rail clear of ice.
JAMIE SQUIBBS



On February 7, an engineering closure between Shenfield and London Liverpool Street meant trains terminating at Ingatestone. Stadler EMU No. 745003 arrives at the Down platform with the 14.00 from Norwich.
DR IAIN C SCOTCHMAN



Passing Ais Gill summit on February 11, DRS Class 66 Nos. 66433 and 66427 work over the Settle and Carlisle in a northerly direction from Hellifield with an independent snowplough at each end, having cleared the southbound line.
JON LONGDEN

Operations Track Record



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Greater Anglia Stadler Class 745 No. 745005 climbs a snowy Belstead Bank, Ipswich, on February 8, working the 10.00 Norwich-Liverpool Street train. KEITH PARTLOW

AVANTI WEST COAST

IN AN incident on February 2, reports emerged that 1M19/18.40 Glasgow Central to London Euston, formed of Pendolino No. 390138, had requested the attendance of Scottish Fire and Rescue service due to an on-train fire incident just north of Lockerbie, as a result of a hot axle box detector being activated on coach No. 69138. The driver is reported to have tried to control the fire using on-board extinguishers but was unable to do so. Upon the arrival of the fire service, it was discovered that the wheelset and axle involved were glowing red hot.

Once the fire was extinguished, arrangements were made to use Transpennine Express's 1S81/17.10 Manchester Airport to Glasgow Central, operated by 397007 (which was detained in Lockerbie station), to detrain the passengers. Once the passengers were safely transferred, 1S81 returned south to Carlisle. All passengers were detrained at Carlisle, with the unit forming an additional 5S81/22.16 Carlisle to Glasgow Central to ensure that it was in position for the start of service the next day.

On Wednesday, February 3, single line working was in place between Wamphray and Lockerbie for the morning peak period. From about 10.00, both lines were blocked to allow wheel skates to be placed under the affected wheelset. The unit was then moved forward at very low speed into the Up passenger loop at Lockerbie. Once the movement had been completed, both lines were reopened and the backlog of freight traffic was slowly cleared. Substantial delays occurred to other services using the WCML, with the 1S82/15.57 London Euston to Glasgow Central passing Thankerton about 130 minutes late. The 1S06/19.10 from London Euston to Glasgow Central was terminated at Preston as the crew to work the train forward was still involved in the incident near Lockerbie.

LNER

THE use of Class 91s and Mk4 sets came to a temporary end on January 15, with the stock being stored at Neville Hill and Doncaster Belmont. Sets BN06 with 91124, and BN12 with 91107, ran from Bounds Green to Neville Hill. A further move on January 15 had No. 91127+BN17 run from Bounds Green to Doncaster Belmont via Newcastle-upon-Tyne to reverse the set. Similar moves followed on January 26 with 91101+BN13 and January 27 with 91114+BN15. The next day found the final departure from Bounds Green to Neville Hill, formed of Nos. 91130+91106+ 91119+12214+ 82205. This left 91109+BN26 to go north from Ferme Park to Doncaster on February 2, hauled by Class 67 No. 67001.

GWR

MOVEMENTS of Class 769 units reported include No. 769930 from Nemesis Burton to Reading on January 13, hauled by Class 37 No. 37884. This was followed the next day by No. 769946 making the same move, also behind No. 37884. A further move from Brush Loughborough to Nemesis, Burton, on January 22 involved Class 57 No. 57312 towing No. 769944. February 8 found No. 769959 being moved from Brush Loughborough to Nemesis Burton by Class 37 No. 37800.

greateranglia

NOTED on January 21 on the recommissioned track between Harwich International and Dovercourt were three Class 317s – Nos. 317649, 317654 and 317651. These would normally be 'warm-stored' in the nearby Harwich Parkeston Quay yard, but one can only presume they were moved because of lack of space in the sidings at weekends, where GA uses at least four sidings for parking its unused Class 321s, 745s and 720s units and, in the previous two weeks, two stopover intermodals from Doncaster iPort have also been booked in. Ex-Northern Class 321/9 No. 323901 was noted on January 23 working the Harwich Town-Manningtree branch service. Also noted in Harwich International station the same day was Class 321/3s Nos. 321309, 321321 and 321341. On January 28 two of the three Class 317s in 'warm storage', namely Nos. 317651 and 317654, left their location on the recommissioned line between Harwich International and Dovercourt, and were Ilford-bound. That left classmate No. 317649 still in position, but now attached to it was Class 317/5 No. 317509.

TWO further Class 317 units – Nos. 317514+317653 – were taken by Class 37 No. 37884 on January 21 from Ilford to Raxstar at Eastleigh Works for scrapping.

SEVERAL new Class 720 Aventra EMUs have been moved around during January. No. 720535 was top-and-tailed from Worksop to Derby on January 21 by Class 47 No. 47727+47739. On January 22 No. 720545 was top-and-tailed by GBRf Class 47 Nos. 47739+47727 as the 5Q70/11.00 Derby Litchurch Lane-Wembley Fan Sidings. The next movement was No. 720542 on January 25, worked by Class 56 No. 56081 + Class 47 No. 47739 as the 5Q21/11.11 Wolverton-Derby Litchurch Lane. The same Class 56+47 combination moved No. 720564 south the next day, January 26, as the 5Q70/10.56 Derby Litchurch Lane-Wolverton. A further move on February 2 found No. 720533 returned to Derby from Worksop by the same Class 47/56 pair. It was a return to Class 47 Nos. 47739+47727 on February 9 to move No. 720542 from Derby to Wolverton.

NON-PRM Class 321s are being taken out of service and sent for scrapping. Nos. 321446+321357 were hauled from Clacton to Sims Newport by Class 37 No. 37884 on January 26. These were followed on February 5 by



Class 170s are starting to appear in increasing numbers on East Midland Railways services, and No. 170417 is seen approaching Barthomley Level Crossing, between Alsagar and Crewe on February 11 with the 11.07 Derby-Crewe train. The yellow bag is protecting the coupling from the ingress of ice and snow. STUART J HOOD



Northern bi-mode unit No. 769424 is operating on diesel power as it passes through Wigan North Western on February 10, with a Carnforth to Warrington Bank Quay driver training run. PHIL WALLIS



With the continuing closure of the line between Aberdeen and Montrose due to a partial viaduct collapse near Stonehaven, the Aberdeen Craiginches to Oxwellmains empty cement train is being diverted through Keith and Inverness. Hauled by Colas Rail No. 70816, the train waits for DMU Nos. 170430 and 158727 to pass with the 14.29 Inverness to Aberdeen on February 2. RONALD SMITH

Nos. 321351+321350 making the same journey, also hauled by No. 37884.

A PAIR of Class 317s Nos. 317651+317654 were taken from Ilford to Ely by Class 37 No. 37884, joining other stored members of the class.

IT WAS noted on February 1 that 5P50, an empty coaching stock formation from Norwich, arrived at platform 1 Harwich International at around 10.25. The 12-car Stadler FLIRT stays parked in that platform all day. This arrangement seems to have been in place since Greater Anglia announced reduced Intercity services from Norwich-London Liverpool Street. It seems to be a different unit set each day, with No. 745002 on February 1, and Nos. 745106 and 745107 on February 4 and 5 respectively.

THE 15.08 Glasgow Queen St to Inverness had the misfortune to suffer a severe 469-minute delay on January 8. The HST, formed with power cars Nos. 43142+43026, was declared a failure between Moy and Culloden. The train was propelled forward by the following 1H19, the 19.41 Edinburgh Waverley to Inverness, which itself is shown on RTT as arriving in Inverness 180 minutes late, at 02.16 in the morning of January 9.

OBSERVATIONS at Woodlesford on January 11 revealed that Class 195s have taken over the operation of the Leeds-Nottingham diagrams from the Class 158s. On this date, No. 195024 was noted on the 09.17 Nottingham-Leeds and No. 195014 on the 11.09 Leeds-Nottingham services.

CLASS 195 No. 195133 was noted at Staveley (Cumbria) on January 13, working the 10.01 departure for Manchester Airport. All 33 Class 195 units have now visited the Windermere branch since they displaced Classes 156/158 operations in 2019. In addition, 13 Class 195 2-car units which are not normally diagrammed for service on the line have been recorded.

NORTHERN Rail's RAF commemorative Class 156 No. 156480 arrived at Lancaster's platform 5 on January 15 with 5C51, an e.c.s. working from Preston, before departing at 10.13 with 2C51 for Carlisle via Whitehaven.

OBSERVED on January 29, the 10.03 from Blackpool to Liverpool Lime Street arrived at Liverpool with just eight passengers on board. It was very quiet at Liverpool all round. Few trains and more station staff than passengers.

A RECENT addition to the timetable is the 10.41 York Seimens-Manchester Victoria e.c.s. working via Castleford and Leeds. Class 185 No. 185140 was noted on the service on January 11.

THE Transpennine test runs from Manchester to Carlisle and return via Crewe recommenced on January 19 after a lengthy break. On that day the e.c.s. was propelled southwards through Lancaster at 09.44 by Class 68 No. 68028 *Lord President*. Between January 25 and 30, it was worked each day by Class 68 No. 68026 *Enterprise*.

THE 08.33/1S38 from Manchester Piccadilly to Edinburgh on January 20 was held at Oxford Road due to operational reasons until 10.01. When this service, worked by Class 397 No. 397008, arrived in Carlisle 131 mins late, the service was terminated. With the Scottish section, cancelled No. 397008 returned to Manchester at 13.35 (1M97) arriving in Lancaster at 14.42 (14 mins late).

CLASS 68 No. 68027+Mk5 set was sighted passing Heaton Norris Junction with the empty stock from Crewe Basford Hall to Longsight Depot on February 4. No. 68023 was also sighted passing through Heaton Chapel with another empty Mk5 Nova Set from Longsight to Crewe Basford Hall on the same day.

THE Cambrian Coast Line was closed on January 20 due to flooding and a landslide. Parked in the engineers' siding at Machynlleth the following day was Class 158 No. 158835, which was probably the 11.37 from Pwllheli the previous day.

THE remaining fleet of Class 142 Pacers have been taken out of service. They were taken to Landore for final removal of components and then by road to Sims Metals, Newport, for scrapping. Just set 142006 remains at Landore, with a new life pending.



Having emerged from the turnback siding, West Midlands Railway DMU Nos. 172342/345 crosses the main at Kidderminster on February 15, and will form the 15.25 train to Whitlock's End. GBRf Class 66 No. 66702 had just delivered the first Class 69 No. 69001 to the Severn Valley Railway for testing. JACK BOSKETT

THE Class 323 units are being refurbished at Doncaster Wabtec, with No. 323222 being towed across from Soho by

Operations Track Record



Landslip repairs at High Brooms, near Tunbridge Wells, have led to fuel and maintenance workings between Tonbridge Yard and St Leonards depot being diverted via Ashford and Hastings. One such move, seen on February 5, involved Class 73 Nos. 73128/73141/ 73962/73963/73213, seen passing Rye windmill. HOWARD LEWSEY



Passing Brumber Hill, just south of Colton Jct, York, is the location where No. 60062 is seen with a steel bloom train from Lackenby to Scunthorpe on February 11. CHRIS GEE

Class 66 No. 66711 on January 15. It was returned to Soho on February 8 by No. 66723.

London Northwestern Railway

NEW 5-car Class 730 No. 730101 was transported to the Czech Republic testing centre at Velim during early January. It joins 3-car No. 730001, already at the testing centre.

EMR

THE disposal of HST sets saw a former LNER set formed 41090+41044+40737+42127+ 42063+42064+42065+44045 top-and-tailed from Gascoigne Wood to Sims Newport by Class 47 Nos. 47739+47727 on January 14. These were followed on January 18 when Class 66 Nos. 66705+66750 top-and-tailed Nos. 42384+44041+ 42152+42157+ 42156+42155+ 40700+41069+41079 on the same final journey. A mixed rake was taken to Newport from Gascoigne Wood by Class 47 No. 47813 on January 28, consisting of Nos. 41066+41097+41098+ 41151+41152+42182+42190+ 42354+42240.

THE Class 360s are undergoing training runs between Kettering and London. On January 21, Nos. 360114+360110 were noted heading south from Kettering.

EMR London services were diverted via Corby and Oakham on January 24 due to booked engineering works. Leicester and Market Harborough were served by buses, but this replacement was suspended later in the day as snow made road conditions dangerous.

WEATHER-RELATED signal and points failures at Syston and Derby caused disruption to EMR services on January 25. Some London services were started/terminated at Derby, while others were cancelled. The Matlock service was suspended for most of the day.

Heathrow Express

DISPOSAL of the Class 332 units continues apace, with Nos. 332010+332007 being top-and-tailed from Old Oak Common to Sims Metals, Newport, by Class 66 Nos. 66704+66724 on January 12. These were followed on February 2 when Class 66 Nos. 66748+66757 top-and-tailed Nos. 332006+332013 to Newport. The next move on February 8 saw vehicle No. 74800 from set 332001 taken by road from Old Oak Common to the Siemens factory at Goole, followed the next day by No. 72412 from the same set, with No. 63400 also joining them at Goole. On February 10 Nos. 332009+332011 were top-and-tailed to Newport by Class 66 Nos. 66791+66726. The final vehicle from set 332001 No. 78401 was taken by road to Sims, Peterborough, on February 11.

THE Class 360 units are reported sold to ROG and are being moved from Old Oak Common to MoD Bicester, with Nos. 360204+360205 being transferred on February 11 by Class 37 No. 37608. The following day Nos. 360201+360203 followed, hauled by the same Class 37. This left No. 360202 to make the move on February 15.

southeastern.

AS USUAL, passenger services at Hastings remain in the hands of Southeastern Class 375 emus, Southern Class 171 dmus and Class 377 emus, plus the Gatwick Express Class 387 emus, which are still being used on the East Coastway route. Observed on January 8, GatEx Class 387 No. 387209 was working the 10.35 Ore-Brighton service (on time). Southeastern Class 375 Nos. 375921+375808 departed 12 minutes late, with the 10.31 Hastings-Charing Cross service and Southern Class 377 No. 377469 arriving six minutes late from Brighton at 10.48.

SET Class 375 units continue to be noted at Redhill, as on January 14 when Nos. 375807+375913 were noted at Redhill twice in the day working London Bridge to Redhill and return, before returning to Tonbridge Yard. The following day Nos. 375813+375816 were observed followed by Nos. 375706+375826 on January 18, Nos. 375711+375819 on January 20, and Nos. 375610+375626 on January 28.

THREE separate landslips in a 150m stretch of embankment near High Brooms closed the line between Tonbridge and Tunbridge Wells from February 1 until at least February 20. This has affected Southeastern services, with trains from Hastings running to Tunbridge Wells only, and trains from London Charing Cross/Cannon Street terminating at Tonbridge. A replacement bus service was



GBRf Class 66 No. 66789 *British Rail 1948 –1997* passes the frozen, flooded fields at Cononley, between Keighley and Skipton, with train 6D37, the 12.20 Rylstone-Hunslet loaded stone on January 25. STEVE SIENKIEWICZ

introduced between Tonbridge and Tunbridge Wells.

SOUTHERN

THE 18.02 Brighton to Portsmouth & Southsea was declared unfit for use, with train faults on Class 313 No. 313216 on January 14. Eventually Class 377 No. 377451 was used with a 30-minute delay and, as a result, ran fast to Barnham when the train departed 8 mins late. No. 313216 returned to service on the 20.00 Brighton to Portsmouth Harbour.

WEEKEND engineering work on the Brighton main line on January 16 and 17 saw the Brighton to London Victoria and vice versa services diverted via Horsham and Littlehampton. The following were recorded at Littlehampton on January 16: 377102/05/08/10/12/16/22/25/39/40/56, 377412/18/22/27/35/50/51/58/66/69 and 387201-03/05-08/11/12/15-17/20/22/24. The following day Nos. 377102/10/14/37, 377410/12/18/31/43/51/55/66 with 387205/15/17 were observed at Littlehampton.

South Western Railway

DELIVERIES and movements of new Class 701 units from Derby Litchurch Lane included No. 701018 to Eastleigh, top-and-tailed by Class 66 No. 66704+66724 on January 13. Two days later, No. 701017 was returned from Worksop to Derby by the same Class 66s. A change on January 22 saw Class 66 Nos. 66704+66765 move No. 701020 from Derby to Worksop. A further new unit to leave Derby was No. 701026 to Worksop on February 2 by Class 47 No. 47739 and Class 56 No. 56081. This was followed on February 9, when No. 701021 was moved from Derby to Worksop by No. 66726+66791.

DB Cargo

CLASS 90 No. 90037 hauled Class 325 units Nos. 325014+325013+ 325004 on the Willesden-Shieldmuir parcel service on January 15.

THE 6Y08 from Tolworth Sidings to Cliffe Brett Marine was seen approaching Raynes Park station on January 21, headed by Class 66 No. 66103.

REPORTS of the Cardiff Tidal-Burton steel trains include Class 66 No. 66119 on the service on January 22, followed by No. 66117 on January 29. When observed on February 2, No. 66143 was at the helm. On February 9, No. 66133 was in charge.

SCRAP train moves reported, all powered by Class 66s, included No. 66056 on a regular Liverpool-Swindon-Liverpool diagram on January 22. The next day, No. 66120 was on a Liverpool-Saltley-Liverpool diagram, with No. 66074 on the same diagram on January 28, and No. 66121 on January 30. The Liverpool-Swindon-Liverpool diagram was worked again on February 8 by No. 66167.

OBSERVATIONS of the Boston steel trains produced Class 60 No. 60001 on February 1, working the Toton-Boston-Swindon diagram. The same loco was joined by No. 60028 on test on February 3, the pair working Toton-Boston-Wolverhampton. A variation on February 8 found No. 60001 work from Bescot to Toton, where No. 60007 was added, and the pair continued to Boston. Returning to Toton, No. 60001 was taken off and No. 60007 continued to Swindon.

Freightliner
a Genesee & Wyoming Company

TWO reports of former Greater Anglia Class 90s running light on the WCML include No. 90013 light from Crewe to Carlisle on January 11 and No. 90006 south from Mossend to Crewe the following day.

AN occasional working is the 03.23 Southampton-Stourton freightliner service. On January 11 it was observed passing Woodlesford, with Class 70 No. 70010 in charge.

THE 18.14 Coatbridge to Crewe Freightliner service was terminated at Lancaster on January 20 at 23.46 due to flooding further south. The fully loaded train, headed by Class 90 Nos. 90016+90048, remained in the Up loop until departing the next day at 21.40.

THE Shap to Tunstead stone working was worked by Class 70 No. 70007 between January 25 and 29.

A CONVOY of Class 66 Nos. 66304+66426+66301+66536+66520+66572+66518 was observed passing Thankerton on February 1, working the 0Z26/08.10 Millerhill Yard to Carlisle Kingmoor.

CLASS 66 No. 66952 was noted in Harwich Parkeston Quay yard with an NR consist of open high-sided wagons on February 1.

FORMER Greater Anglia Class 90 No. 90010 was seen passing by Heaton Norris Junction while working a route learner diagram from Crewe Basford Hall to Trafford Park Freightliner Terminal and back.

CLASS 70 No. 70008 failed at Shap on February 9 while working Hardendale-Tunstead empty diagram. Rescue came in the form of Class 90 No. 90005, sent from Crewe to rescue the service south to Basford Hall.

THE use of Class 86 locos with Freightliner had all but finished by February 11, with just No. 86632 left to work Crewe-Northampton training runs.

Direct Rail Services

DRS Class 68 No. 68003+68034 double-headed a train of two empty flat trucks from Sellafield to Crewe on January 16.

THE 0M69/11.20 Motherwell TMD to Kingmoor TMD was observed passing Thankerton on January 19, with Class 88 88003 hauling Class 68 Nos. 68018, 68002 and Class 37 No. 37407.

THE northbound Tesco service for Inverness caused some considerable delays on January 28 when the 4H47/05.05 Mossend Down Yard to Inverness freight yard hauled by Class 68 No. 68006 expired in the Cumbernauld area. No. 68005 was scrambled from Motherwell depot to haul the train back to Mossend yard, where the defective 68006 was detached and No. 68005 took over to Inverness. The train was reported as 247 minutes late passing Stirling.

OBSERVED on January 30 was the 05.49 Mossend to Daventry, hauled by Class 88 No. 88005 and consisting of just half a dozen containers.



With the towers of MediaCity and the Old Trafford football ground in the background, Colas Class 70 No. 70801 is seen departing Weaste Cement Terminal on February 16, with empty cement tanks returning to Oxwellmains, near Dunbar. This was the first working into the terminal for five years, cement having been previously imported via the Manchester Ship Canal to the right of the loco. STEVEN ATKINSON



DB Cargo Class 60 No. 60040 crosses Sawley Viaduct on February 11 with working 6M57, the 07.15 Lindsey Oil Refinery to Kingsbury terminal oil train. MICK TINDALL

FOLLOWING the failure of Class 390 No. 390138 near Lockerbie on February 2 (see Avanti West Coast notes), Class 88 No. 88002, hauling the 4M48/18.54 Mossend Euroterminal to Daventry IRFT, was reported 325 minutes late passing Carlisle.

NOTED in early February was a reported daily light engine move running between Carlisle Kingmoor, Newcastle and Berwick-upon-Tweed, thought to possibly be on a route-learning diagram.

CLASS 66 No. 66421 dragged Class 68 No. 68004 on the daily Carlisle to Crewe engineers' train on February 10.

BLUE liveried Class 37 No. 37402 pulled DRS Class 68 No.68003 from Carlisle to Crewe on February 11, seen passing through Lancaster at 17.27.

GB Railfreight

OBSERVED at Hastings on January 8 was a convoy of three GBRf class 73s, working from Tonbridge West Yard to St Leonards Depot. No. 73119, leading Nos. 73128 and 73201, arrived at Hastings running on electric power. The reversal saw the trio leave Hastings with No. 73201 leading 73128+73119, now running on diesel power as the third rail does not extend into the yard at St Leonards Depot. Arrival at Hastings was two minutes late, and departure was five minutes down against booked time.

THE daily Scunthorpe to Eastleigh passed through Widney Manor on January 15 formed of Class 66 Nos. 66790+66775+66756.

THE 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard was seen between Richmond and North Sheen on January 22, hauled by Class 66 No. 66731 *Capt. Tom Moore*, in blue livery with a *Thank you NHS* slogan.

A DULL winter's day on January 27 was brightened when multi-coloured Class 66 No. 66720 appeared on the early-running 08.30 Rylstone-Hull Dairycoates loaded aggregates service.

CLASS 66 No. 66782 was noted bringing 4L43 into Harwich Parkeston Quay yard on January 23 from Doncaster iPort, followed only an hour later by No. 66769 with 4L48 from the same origin. A visit to Harwich Parkeston Quay yard on January 31 revealed two stopover intermodals in the yard, namely Class 66 No. 66741 *Swanage Railway* with 4L43 from Doncaster iPort, and No. 66772 *Maria* with 4L04 from Hams Hall. Also noted on the Up main line was an aggregate spoil consist top-and-tailed by Nos. 66732 *GBRf The first decade 1999-2009 John Smith – MD* and 66791 *Neil Bennett*, the first time the latter has visited this part of the network.

Operations Track Record

AN MoD train hauled by Class 66 No. 66735 ran from Kineton to Donnington and south to Southampton Western Docks on February 1.

THE landslips near High Brooms (see South Eastern notes) also affected GBRf services, particularly the regular light engine movements between Tonbridge West Yard and St Leonards Depot, and the Gypsum trains to and from Mountfield sidings, which have all been diverted over the Marshlink line via Ashford International, Rye and Hastings. The rerouting of the Gypsum traffic has also necessitated adding a second locomotive to the trains between Tonbridge and Mountfield sidings (and vice versa) to facilitate a reversal at Robertsbridge in both directions. On February 4, the 4Y19 Mountfield Sidings-Southampton Western Docks passed through Hastings, top-and-tailed by GBRf Class 66 Nos.66715 *Valour* and 66729 *Derby County*. No. 66729 would be taken off the rear of the train at Tonbridge West Yard. This working returns the empty wagons to Southampton, as these days the majority of the gypsum used at the Mountfield site is imported via Southampton and is transported to Mountfield.

THE latest 'new' Class 66 to arrive from the continent, No. 66797, was delivered to Immingham, from where it was collected on January 20 by No. 66791 and taken to Doncaster Roberts Road. This was followed on January 29 by the delivery of No. 66795 to Immingham, from where it was collected by No. 66778 and also moved to Roberts Road.

COLAS RAIL

COLAS Rail Class 70 No. 70813 ran light on January 11 from Rugby (dep 09.02) bound for Carlisle. A further light engine move through Lancaster was on January 31, when No. 70813 ran from Crewe to Carlisle. On February 1, Class 56 No. 56113 ran light from Crewe to Carlisle via Stockport, Huddersfield (reversed) Manchester Victoria and Wigan. The following day it was out again on the same Crewe-Huddersfield-Lancaster-Carlisle route. On February 2, Class 70 Nos. 70813+70817 ran as a light engine duo from Grangemouth (dep 09.27) to Rugby. Finally, on February 6, Class 56 Nos. 56302+56113 ran light from Carlisle to Nottingham Eastcroft.

THE Chirk to Carlisle empty log wagon train occasionally runs via the WCML over Shap in daylight hours. One such occasion was on January 12, headed by Class 70 No. 70802.

COLAS Rail No. DR73909 *Saturn* was stabled in Lancaster's southside Down siding on January 15, having arrived from Rugby at 15.23.

UNUSUALLY, on January 21 the Westbury to Cliffe Hill Stud Farm was hauled not by the normal Colas Class 70, but by a Low Emission Freightliner Class 66 No. 66590.

CLASS 56 No. 56094 had charge of the Grangemouth-Sinfin oil tanks on January 23, continuing to Eastleigh Works the following day.

CLASS 70 No. 70801 pulled a lengthy rake of empty log wagons from Chirk to Carlisle, seen passing through Lancaster at 09.39 on February 5.

COLAS Rail Unimat 08-4X4S-Rt No. 73942 was stabled in Lancaster's downside siding on the afternoon of February 5, having arrived from Guide Bridge at 11.11.

WEST COAST RAILWAYS
THE UK'S LEADING SPECIAL TRAINS OPERATOR

WCR Class 37s Nos. 37669+37706 ran as a light engine duo from Carnforth (0Z30/08.50) to Wigan on January 13. With both locomotives operating, the sound of these two Class 37s climbing the 1-in-98 gradient out of Lancaster was loud enough to rouse the correspondent's sleeping cat! At Wigan they collected crane No. 96710, which they then took to Nemesis, Burton.

Rail Operations Group

THE ROG demonstrator unit No. 319373 was moved from Donnington to Birch Coppice by Class 57 No. 57312 on January 18, where it was on display to potential customers.

DC Rail

CLASS 60 No. 60046 moved a rake of 12 shortened Freightliner coal hoppers from W H Davies, Shirebrook, to Gascoigne Wood on January 29, taking eight more back the next day for a similar conversion.

Derby RTC & Network Rail

NETWORK Rail's Rail Grinding unit No. DR 79251/257 *Martin Ellwood* ran from Kettering to Carnforth on January 15.

THE first ever reported visit of Class 67s to Littlehampton occurred on January 19 with Nos. 67023+67027, while working the Network Rail test train.

CAROLINE No. 975025 was observed out and about on January 19, working with Class 37 No. 37421 from Derby RTC to Bescot and back.

THE 1Q74/12.42 Maryport to Mossend down yard test train was observed passing Thankerton on January 20, top-and-tailed by Class 37 Nos. 37219 and 37116. The previous day they were observed working north from Derby to Carlisle via Whitehaven.

CLASS 37 Nos. 37175+37099 top-and-tailed an engineering service, travelling from Landore Traction Maintenance Depot to Derby Railway Technical Centre, on January 27.

GPV Nos. DR98964 and DR98914 were seen on January 29 approaching Raynes Park, forming an Effingham Junction Carriage Holding Sidings to Effingham Junction Carriage Holding Sidings Departmental working via Horsham, Wimbledon, Surbiton, Aldershot and Redhill. The Train Service Code suggests this was a Railhead Treatment Movement operated by Balfour Beatty.

CLYDESDALE reverberated to the sound of a Class 37 under full power on February 4 as the 3Z47/10.25 Slateford Depot to Derby RTC, powered by No. 37254 with DBSO No. 9708 on the rear, passed Thankerton.

COLAS Rail Class 67s No. 67023+67027 top-and-tailed a Derby-to-Edinburgh Network Rail test train on February 9, returning to Crewe the next day.

Our thanks

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Above: DRS Class 68 No. 68017 *Hornet* leads the 12.47 Sellafield-Heysham power station nuclear flask train past Fanny House Farm, Heysham, on February 9. STEVE SIENKIEWICZ

Left: More GWR Mk 3 trailers heading for scrap hauled by Rail Operations Group. Class 37 No. 37611 passes Northway, near Ashchurch, on its way from Ely to Sims Metals scrapyard, Newport Docks on February 11. JACK BOSKETT

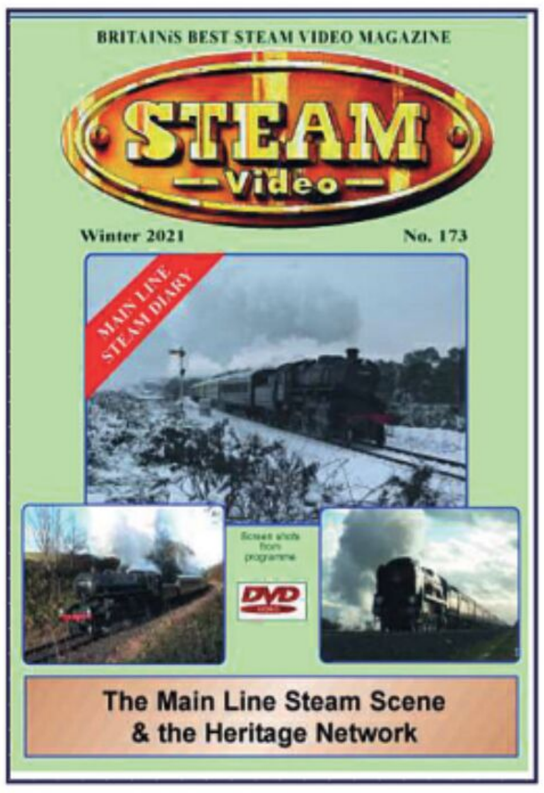


DRS Class 37 No. 37418 *AnComunn Gaidhealach* top-and-tails with 37421 at Derby with train 1Q30 10.55 Derby RTC to Derby RTC (via Holyhead) with the plain line pattern recognition recording train on February 12. STEVE DONALD

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MAIN LINE STEAM DIARY

Winter 2020

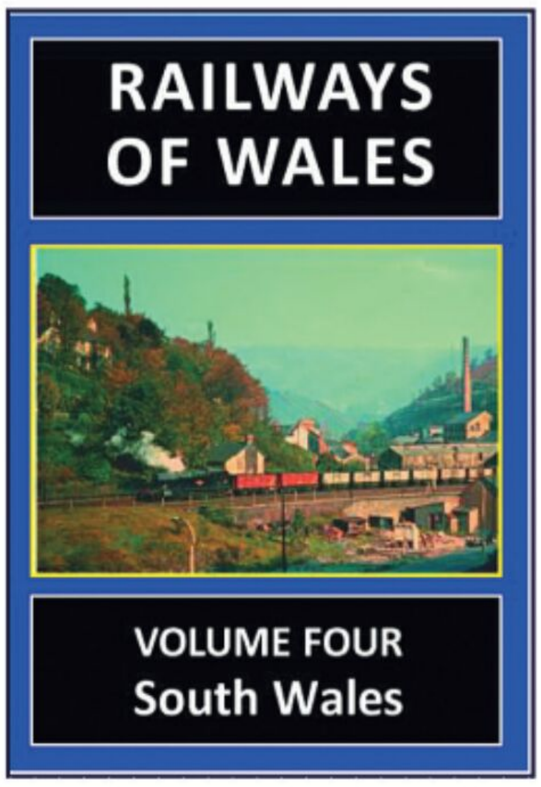
35018 'British India Line', 46100 'Royal Scot', Black 5 45231, 6201 'Princess Elizabeth' before Lockdown - **34046 'Braunton'** over Copy Pit & 'Christmas White Rose' to York. **News & Events** The Severn Valley Railway. The Great Central Railways Santas with 45305. The Strathspey with 812 Class 828. The Dean Forest Railway. The Gloucestershire Warwickshire Railway. The Swanage Railway with 'U' Class 31806 on the 'Steam in Lights' service & 34028 Eddystone. **Steam in the Sixties** Unpublished archive film from the days of working steam featuring Bulleid Pacifics and Standards on the Southern including a special on the Bridport branch. 60007 'Sir Nigel Gresley'. The last steam specials in the North West on the 4th of August 1968 with Black 5s & Standards including 70013 'Oliver Cromwell'. **Barry Survivors** We contrast them in the scrapyard and back in steam. Features 34067 'Tangmere', BR Standard Class 4 75014, Standard Tank 80104, Stanier 8f 48151. 35018 'British India Line'. 45699 'Galatea'. 9f 92219 and its restoration at Tebay. **Settle & Carlisle Memories** A look back at steam in the early 1980s when the route was down for closure. **Winter on the Severn Valley Railway** Steam and snow on the Severn Valley Railway! **Parting Shots** 6024 'King Edward 1st' & 6201 'Princess Elizabeth.'



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Archive Film - Extended Programme



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The Main Line through Cardiff Steam workings through Newport & Cardiff and the steam sheds with a wide range of power including 9fs, 56XX tanks and Halls.

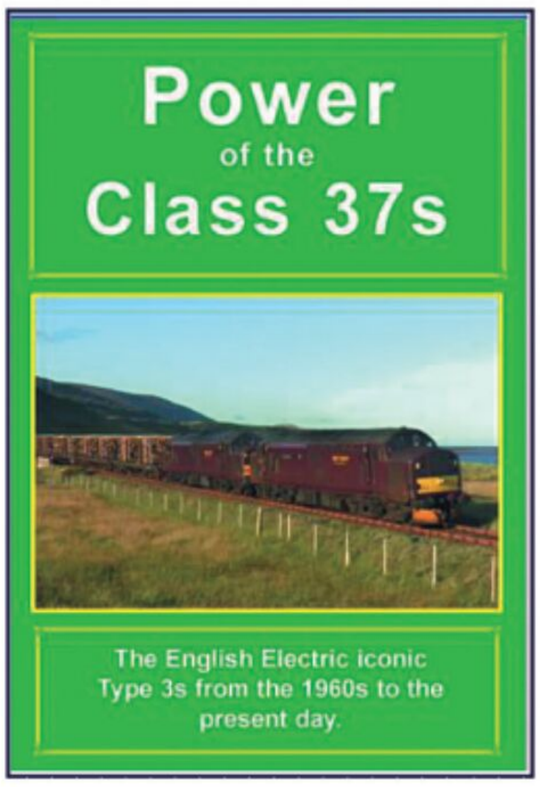
The Welsh Valleys The railways and services serving the Valley lines. Crumlin viaduct and the cross valley lines are included along with coal traffic and special trains. Prairies and Panniers feature on passenger and freight.

Steam Survivors Mountain Ash and the 1970s traction scene.

By LNWR to South Wales The route through Pontardulais to Swansea Victoria plus the lines in the Swansea area including the docks.

To the South West The railways of Carmarthen, freight to Newcastle Emlyn, the Cardigan Branch plus the branches to Cardigan, Pembroke, Milford Haven and Fishguard.

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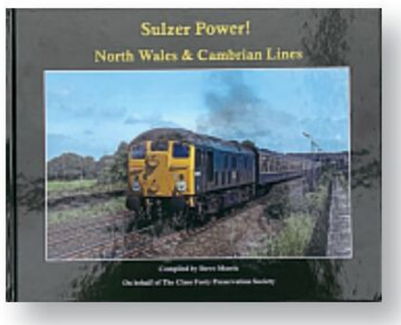
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Sulzer Power! North Wales & Cambrian Lines

By Steve Morris



IT'S a constant source of wonder that new books continue to appear featuring dozens, if not hundreds, of high quality, previously unpublished railway images.

This new landscape format album by Steve Morris on behalf of the Class 40 Preservation Society (CFPS) is a great example of that phenomenon.

Bringing together a superb selection of images taken in North Wales and on the Cambrian Lines between the early 1960s and the present day, it focuses on Sulzer-powered diesels of Classes 24, 25, 33, 44-46 and 47. While some of these classes had a long association with the lines featured, others were more fleeting – most notably No. 44008 *Penyghent* making a brief foray into North Wales with a farewell railtour in 1978.

Five chapters cover passenger, freight and parcels, depot portraits, railtours and test trains, the latter being a common sight on the North Wales coast into the 1990s. The images cover a wide selection of train types, particularly in the freight chapter, where various long-lost traffic flows and industrial locations are featured.

The overall quality and reproduction of the images is excellent and each one is supported by a detailed caption providing information on the locomotive, train and location. Many of the locations featured will be familiar to diesel enthusiasts, even if you are not native to the region. However, many others were new to this reviewer, highlighting the extensive heavy industry that existed in North Wales until the 1980s and the trains that served it.

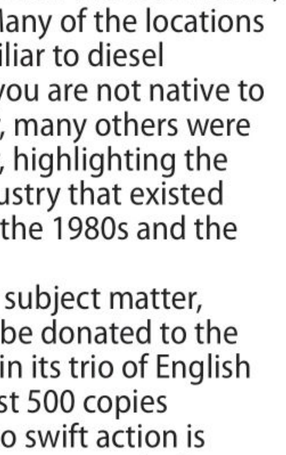
Despite the Sulzer subject matter, all sales income will be donated to the CFPS to help maintain its trio of English Electric Class 40s. Just 500 copies have been printed, so swift action is recommended to secure yours before they sell out.

Copies can be obtained from the CFPS website, priced at £19.95 plus £3.05 postage and packing. Highly recommended. **(BJ)**

Ty Mawr Publications/Class 40 Preservation Society, 112pp, hardback, colour/black and white, £19.95, ISBN: 978 0955 23543 6

Chasing Trains 1973-1988 - A Personal Journey

By Martin Buck



MARTIN Buck , the managing editor and publisher of Freightmaster, has created a fascinating record of his railway activities during the period 1973-1988. This was the 'BR Blue' era and already it is becoming a distant memory for enthusiasts. The author is successful in bringing it vividly back to life through the text and prolific high quality colour images from the period.

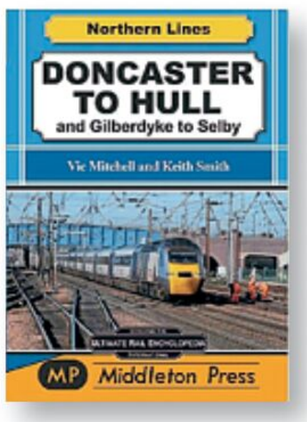
The book chronicles his train-spotting activities and the move to 'haulage' railway journeys and serious railway photography. During this time he kept detailed and careful notes of the journeys undertaken and locomotives seen. His favourite class of diesels was undoubtedly the Class 40 'Whistlers' and he set out to photograph and travel behind as many of the 200-strong fleet as he could. However other famous diesel locomotive classes feature strongly!

The book is arranged chronologically and includes his comprehensive records and observations – from a period before the current easy availability of railway operational information. Reading this book is akin to time travel over 30 years ago. The photographs are superb and vividly illustrate this unusual and meticulously produced publication. Recommended strongly – especially to those with an interest in the 'BR Blue' era. **(RSS)**

Freightmaster Publishing, 158 Overbrook, Swindon, SN3 6AY www.freightmasterpublishing.co.uk 240pp, paperback, 245x168mm: £19.50, ISBN: 978-0-993312-93-9

Northern Lines: Doncaster to Hull

By Vic Mitchell and Keith Smith



THE latest addition to Middleton's Ultimate Rail Encyclopedia focuses on two surviving routes in Yorkshire, linking Doncaster and Selby with Hull.

Produced in the publisher's standard format, with archive and more recent photographs supported by a wealth of relevant maps, diagrams and ephemera, it provides a useful overview of these important, but often overlooked, railway links.

After a very brief look at Doncaster, which is covered in more detail in other volumes, we head north-east via Thorne and Goole to Hull – which once boasted a dense network of lines with the North Eastern, Hull & Barnsley and Great Central Railways competing to serve its busy docks and industries. The reprints of Ordnance Survey maps from the inter-war period help to give some idea of the importance of the Humber port to the railways.

A short second chapter studies the Gilberdyke-Selby section of the Hull-Leeds line.

An interesting selection of images features a wide variety of steam types in LNER and BR days, typical BR diesel and DMU types between the 1950s and 1990s and more contemporary traction in the form of Class 66s and DMUs – although even some of these (Northern Spirit Class 158s and TransPennine Express Class 170s) are historic now too. Stations, depots and other major structures are also featured, completing an overview of the routes. **(BJ)**

Middleton Press, hardback, black and white, £18.95, ISBN: 978 1 910356 49 4

Scotland's Railways in the 1980s & 1990s

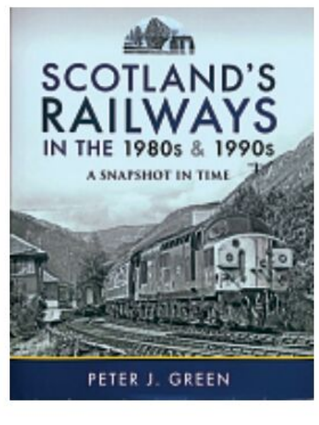
By Peter J Green

A COMBINATION of world class scenery and consistently interesting trains means that there's never been a shortage of photo albums featuring the railways of Scotland. Will anyone complain about another one joining that library? It's unlikely from this reviewer, and definitely not based on the content of this new album by Peter J Green.

For BR diesel fans, Scotland was THE place to visit throughout the decade from 1981 to 1991. Many trains on key main line and scenic routes were still loco-hauled, and the period featured here covers the transition from Class 26s, 27s and 40s to Class 37s and 47s. The subtitle for this book is 'A snapshot in time', and that's a perfect description for this record of arguably the golden era of Scottish diesel operations.

The author's photographs were taken between 1984 and June 1991 and are organised geographically into short chapters working their way south from the Far North Line to south-west Scotland via a wide range of photo spots – some well-known and others less frequented. Each is supported by a short caption giving details of the loco, train and location.

Image quality and reproduction is consistently high, although many of the images cry out to be reproduced in colour!



A fascinating mix of typical passenger, freight and departmental trains is covered, offering modellers endless inspiration for attractive Scottish Region trains and locations.

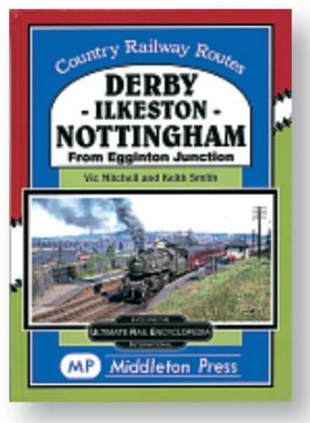
Without giving too much away, if you are one of the many enthusiasts who can't get enough of Class 26s and 27s or large logo '37s' and '47s' adorned with Terriers, Stags and Castles, then this book is for you.

Lots to enjoy, not just the Scottish locomotives themselves, but their trains and the world beyond, which in some cases has changed beyond recognition in the years since these photographs were taken. Highly recommended. **(BJ)**

Pen & Sword Transport, 200pp, hardback, £25, black & white, ISBN: 978 1 52677 354 8

Derby-Ilkeston-Nottingham from Egginton Junction (Country Rail Routes Series)

By Vic Mitchell and Keith Smith



THIS is another valuable issue in the superb series that portrays areas of our complex railway system through excellent historic monochrome images.

Here the main focus is the Great Northern Railway from Egginton Junction through Derby and Ilkeston to Nottingham London Road and as far north as the Pinxton Branch. There was certainly a plethora of railway lines in this area – much of it concerned with the lucrative iron and coal traffic. This area was a major coalfield and there were once numerous important and productive collieries generating huge volumes of coal traffic. Sadly much of this network of lines has now vanished – as has the coal industry.

This fine selection of photographs is supplemented by relevant maps, signalling diagrams, tickets, timetables, gradient profiles and other ephemera. The varied traffic operations are well portrayed together with much significant railway infrastructure.

Picture captions are informative and there is an excellent historical introduction.

This is another valuable addition to the 'Ultimate Rail Encyclopaedia' series. **(RSS)**

Middleton Press, Easebourne Lane, Midhurst, West Sussex GU29 9AZ, 01730 813169, www.middletonpress.co.uk, 96pp, hardback, 17 x 24cm: £18.95, ISBN: 978-1-910356-45-6

THE STORY OF THE MANSFIELD & PINXTON RAILWAY

Written and produced by the Mansfield and Pinxton Railway Project Group; edited by Denis Hill

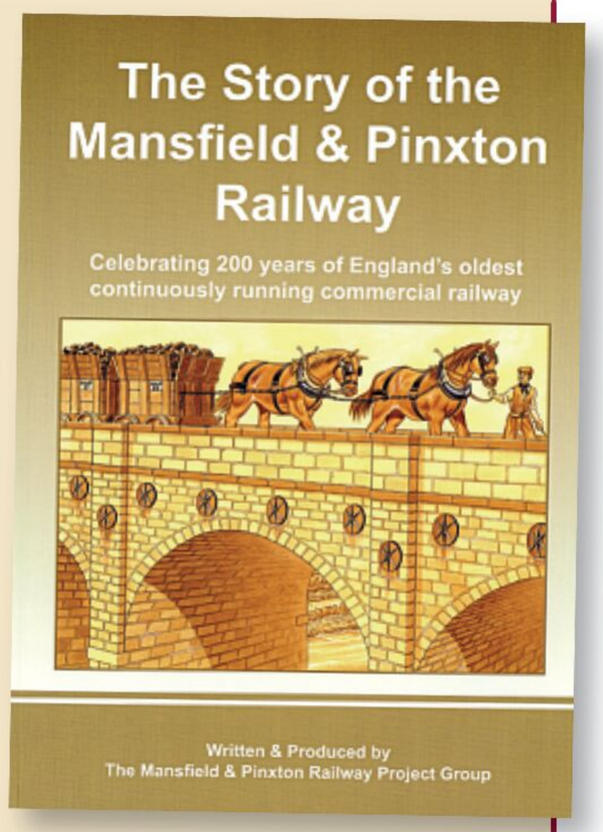
THE Mansfield & Pinxton Railway (M & P) opened just over 200 years ago on April 13, 1819. Though not the oldest railway or the most famous, it does claim to be the oldest continuously running commercial railway in England – despite changes in gauge and alignment. The 7¾ mile line has always carried rail traffic for either mineral or passenger trains.

This important publication tells the story of the railway through a wealth of photographs and contemporary documents – from the time of horse-drawn trucks and coaches right up to the era of the Robin Hood Line.

A National Heritage Lottery funded project included archaeological excavations and local heritage information boards along the route together with an education pack for schools. A Walking the Line trail booklet for visitors is included with the main book. There is material – including a 41-minute film – available on YouTube and the book also had a 'virtual launch' on this platform. There is also a site on Facebook: 'pinxtonandmansfieldrailway200'.

The book is generously illustrated with photographs, timetables, maps and diagrams relating to the line and the important industries it served along the route. It represents exceptional value for the modest cost and is recommended in the strongest possible terms. Not to be missed! **(RSS)**

Kirkby and District Archaeological Group (KDAG), email: denishill1066@gmail.com, tel: 07443 536811, payment by cheque or cash payable to KDAG Railway Heritage Project, 98pp, hardback, 300x115mm: £5 (£3 p&p – an additional 40pp Walking the Line booklet included)



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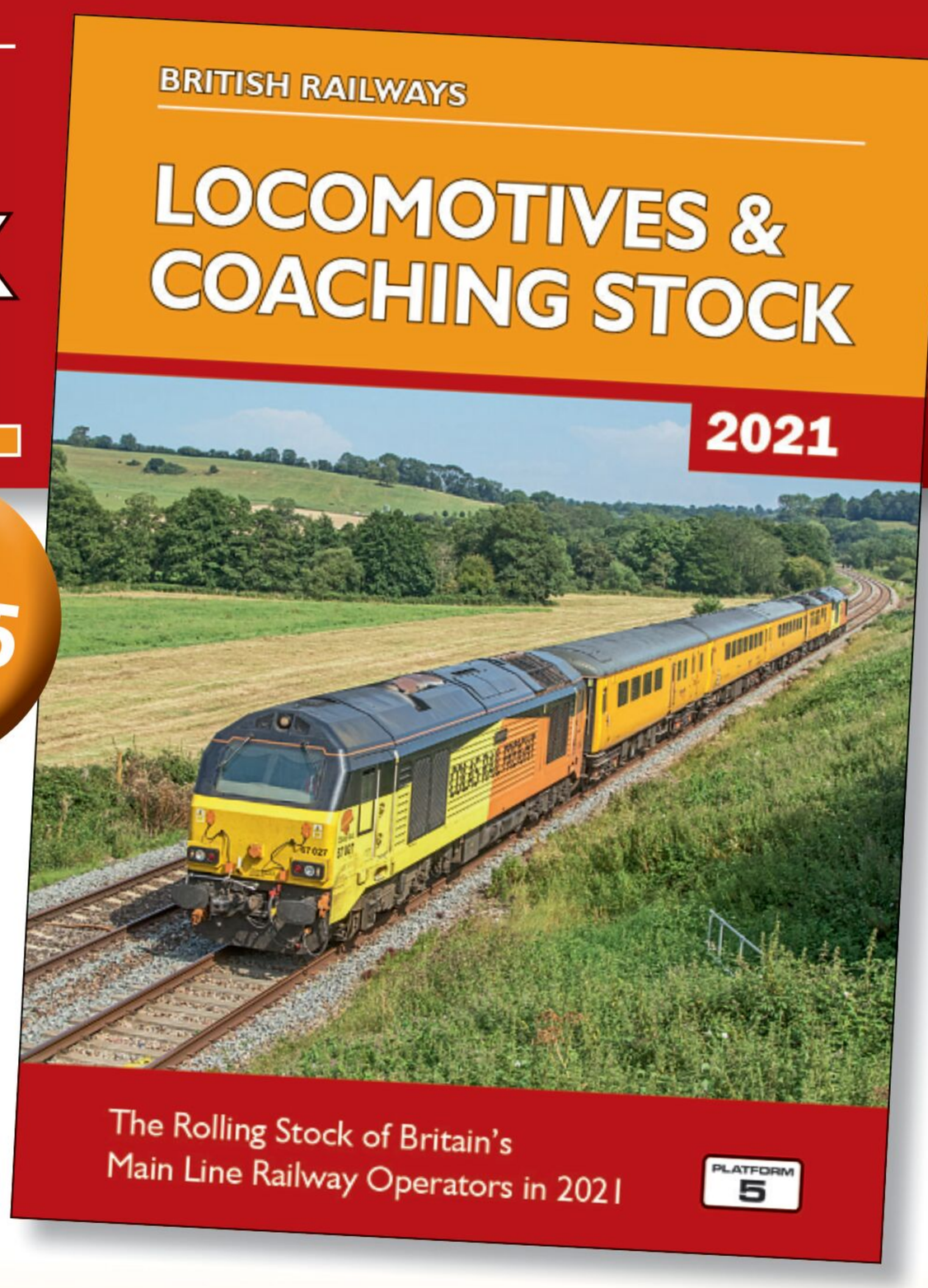
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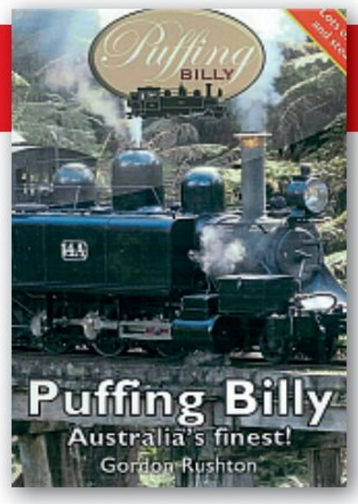
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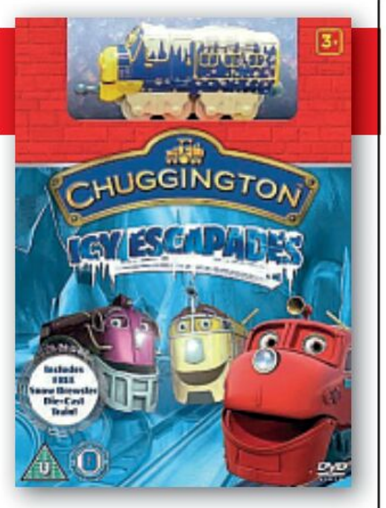


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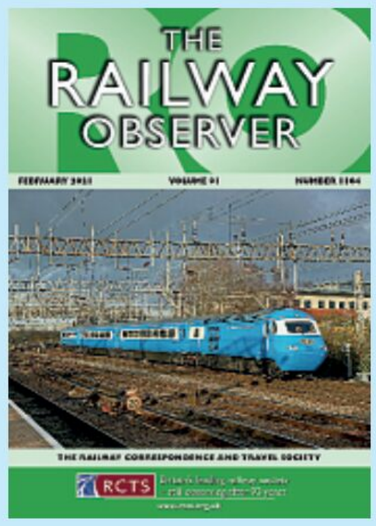
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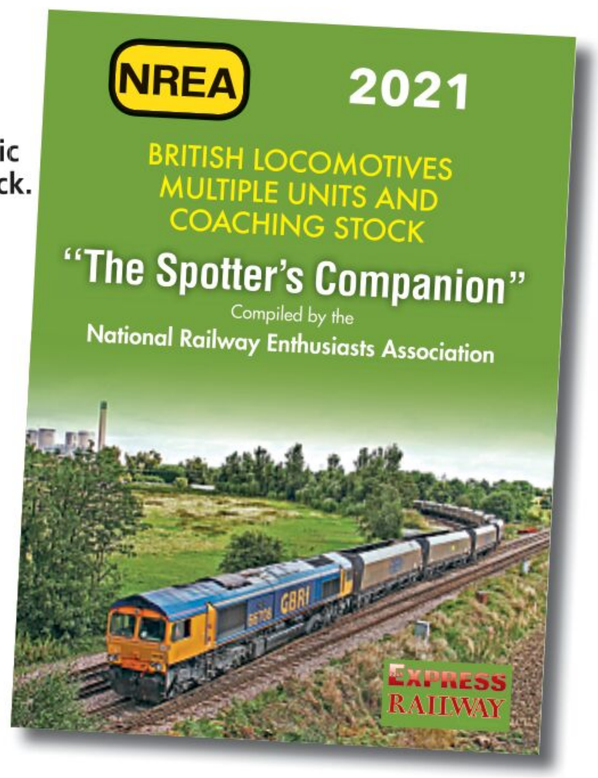
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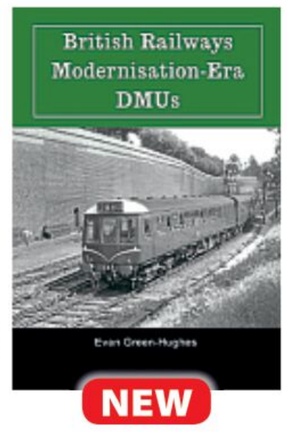
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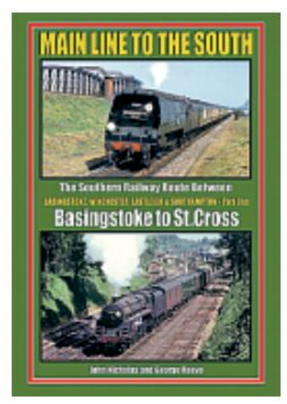


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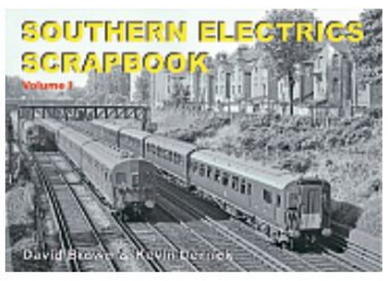
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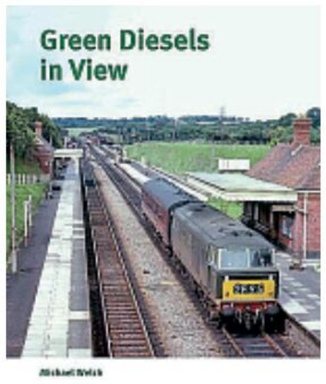


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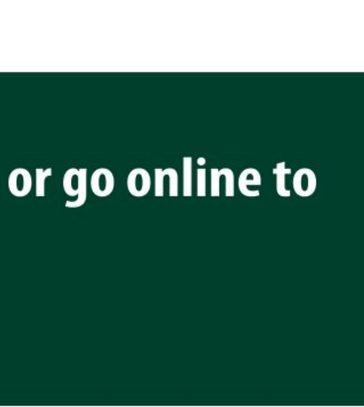


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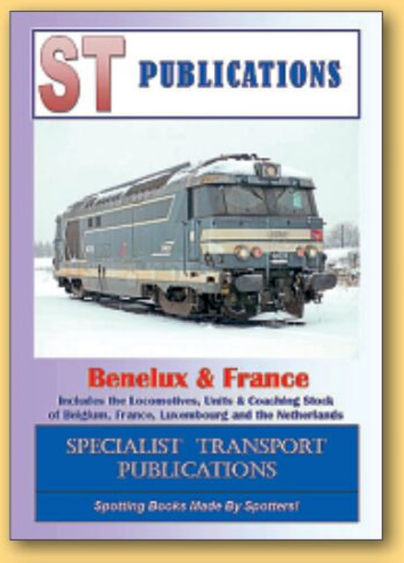
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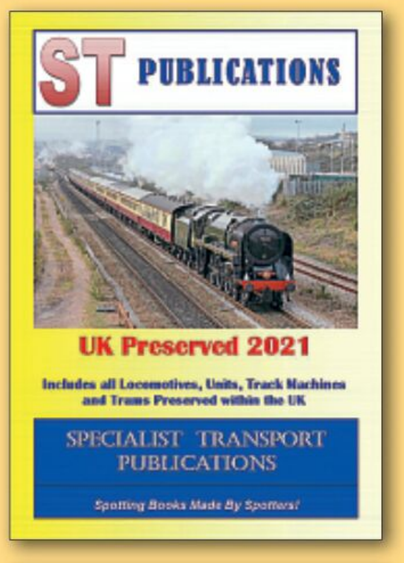
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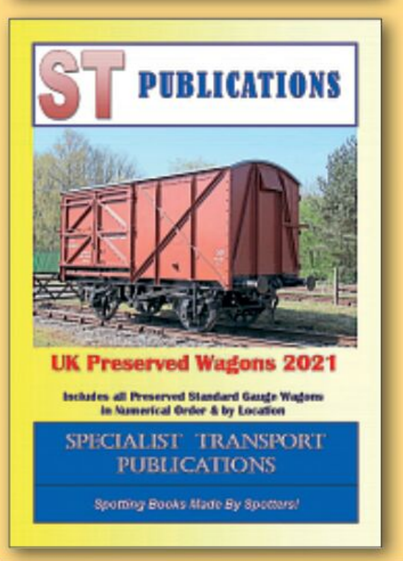


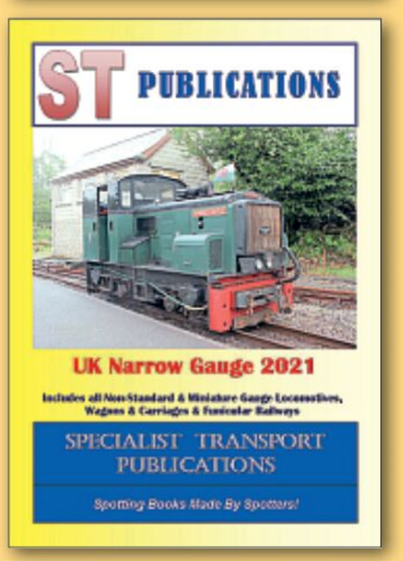


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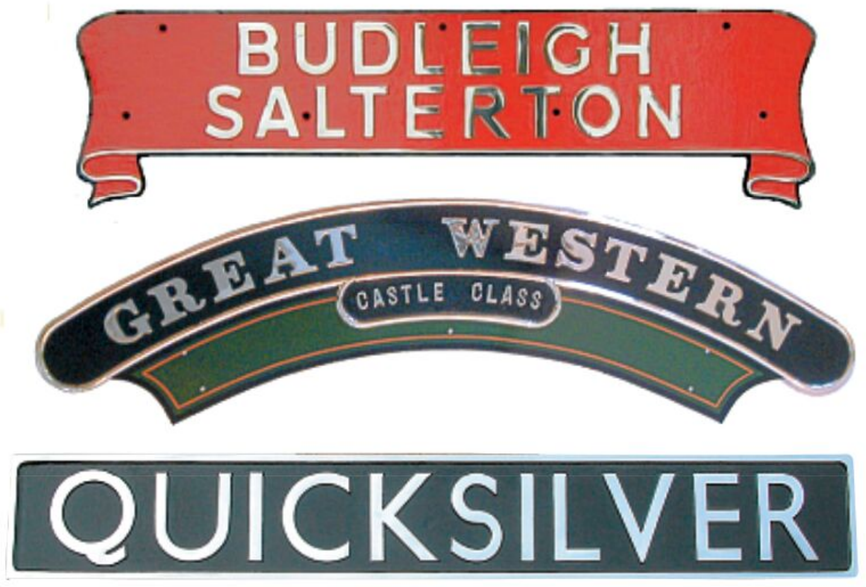
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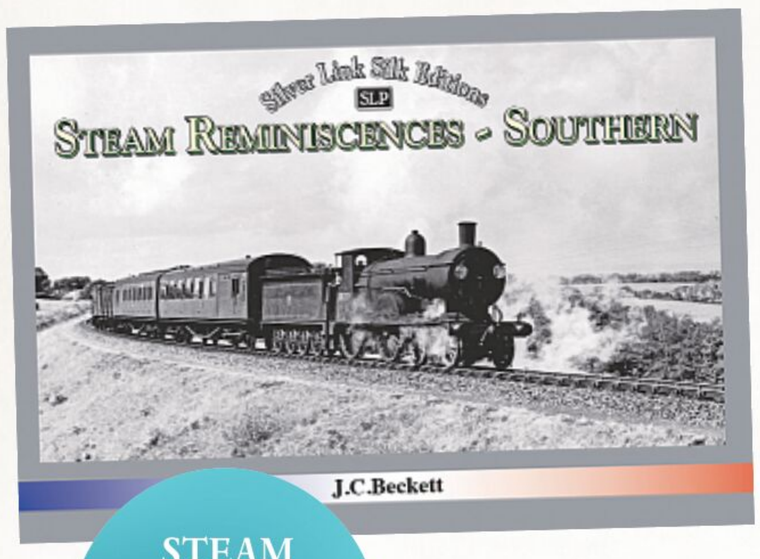
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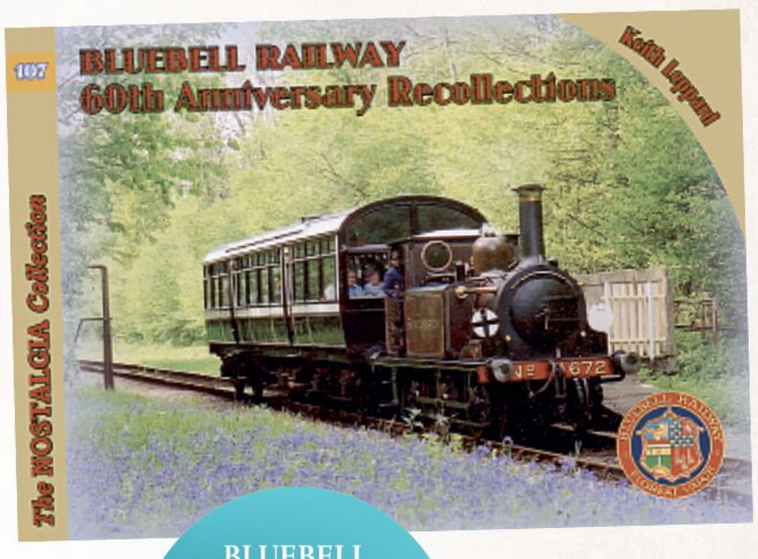
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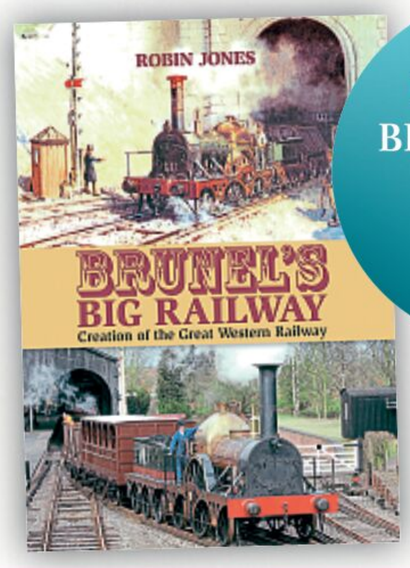
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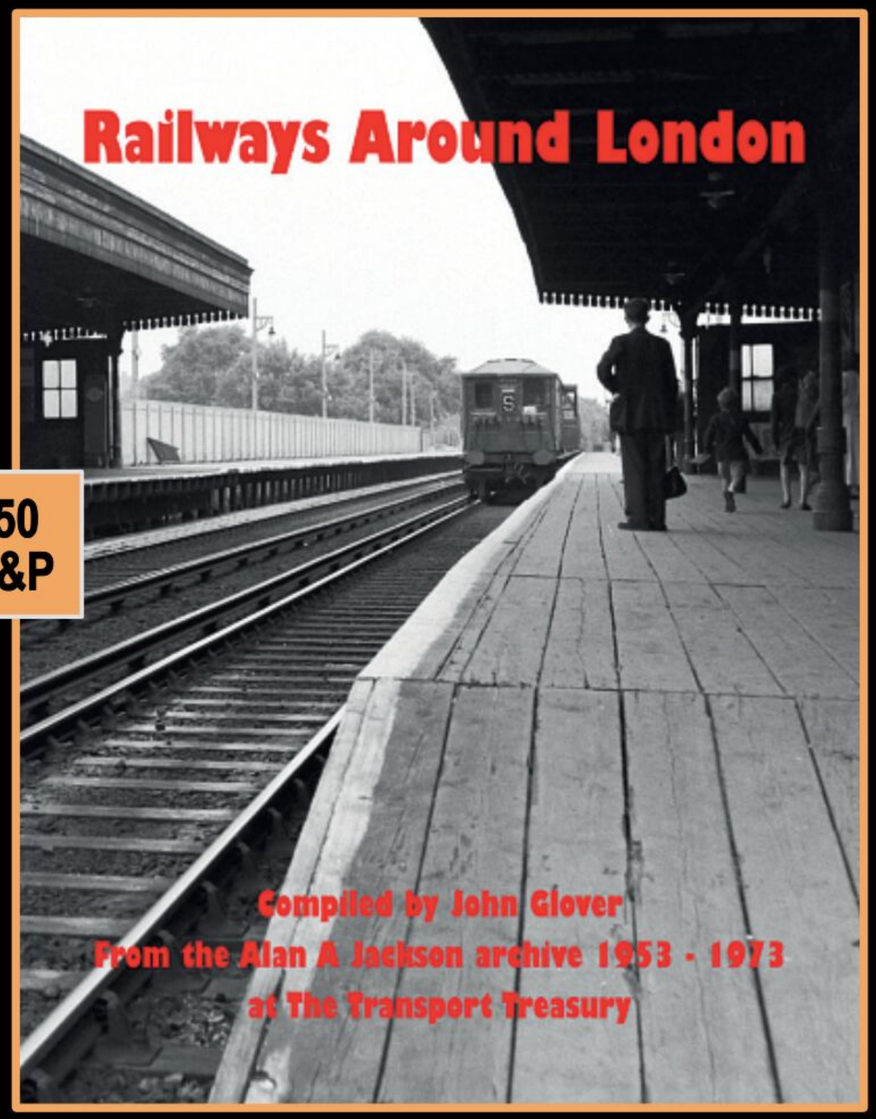
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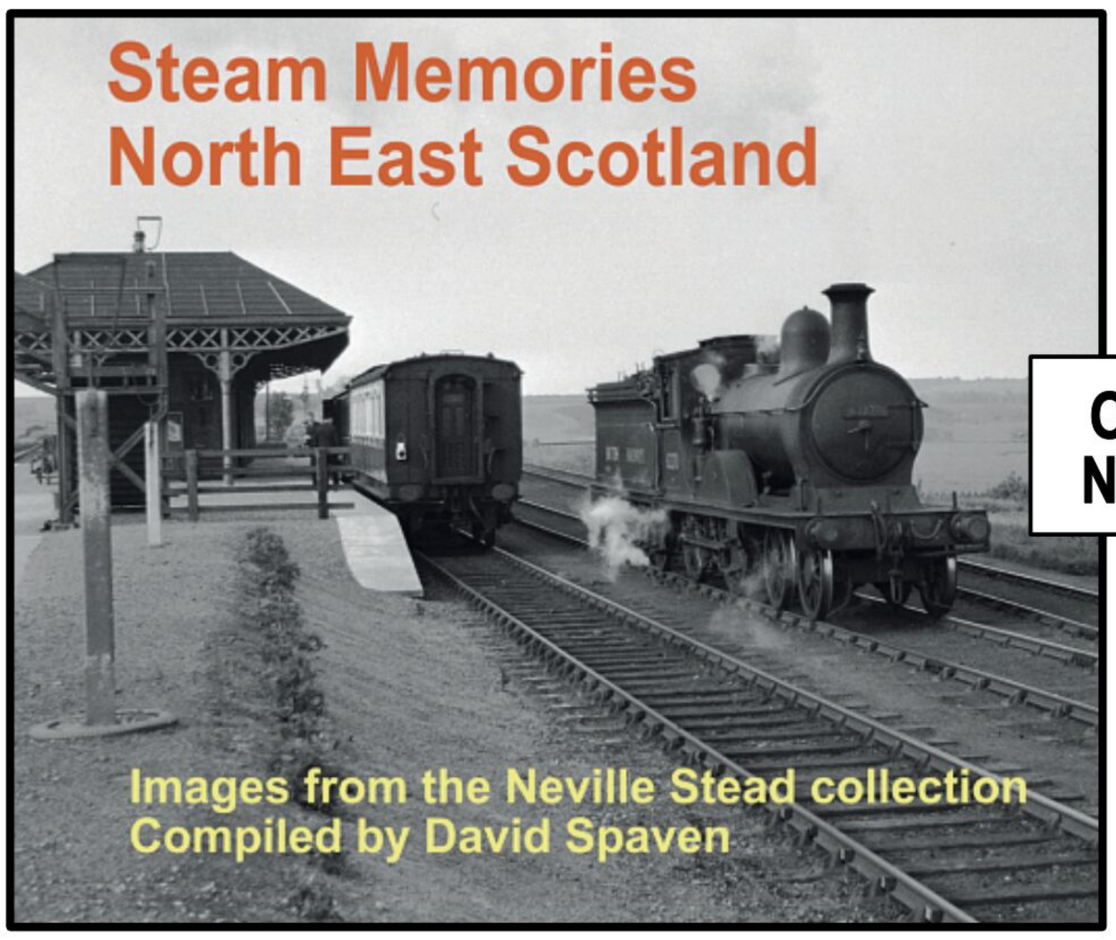
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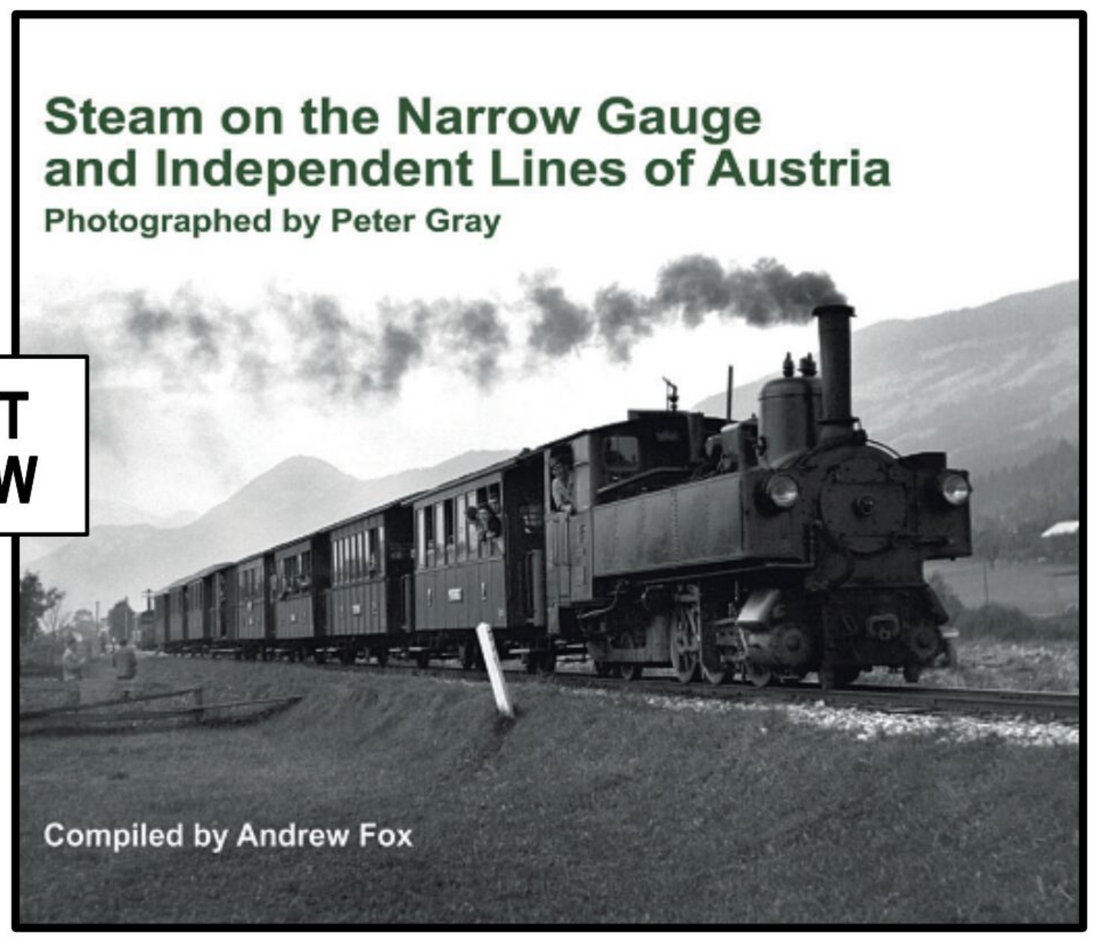
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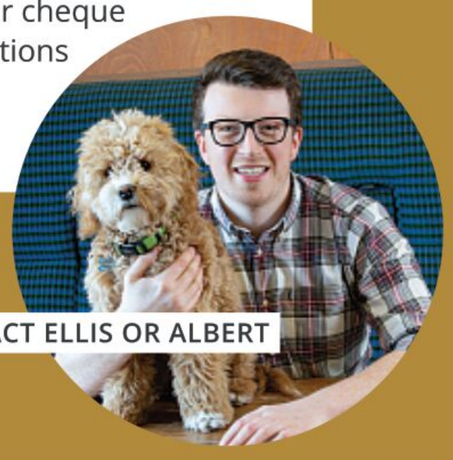
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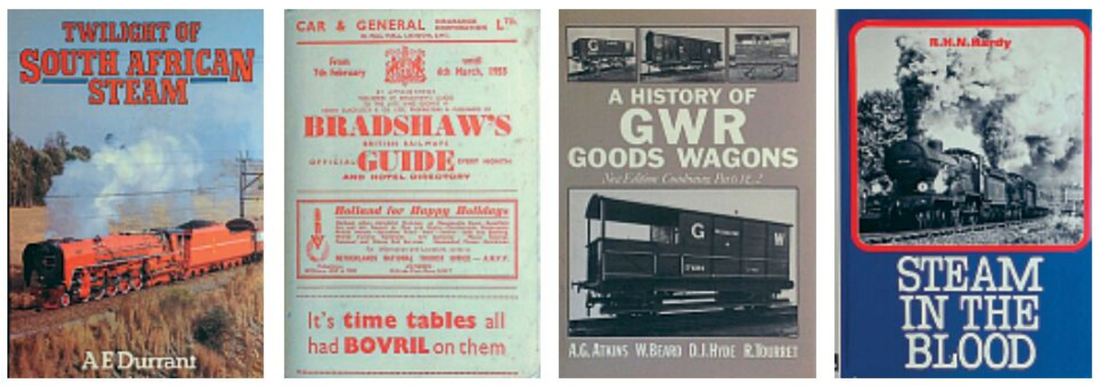
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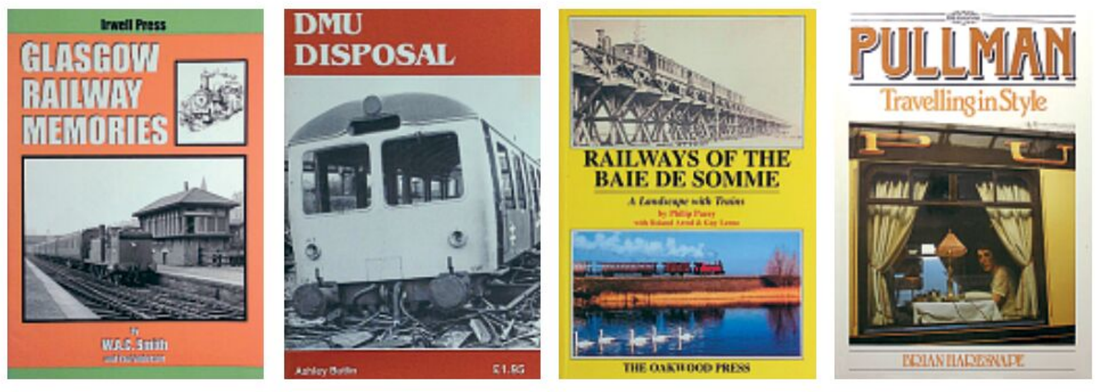
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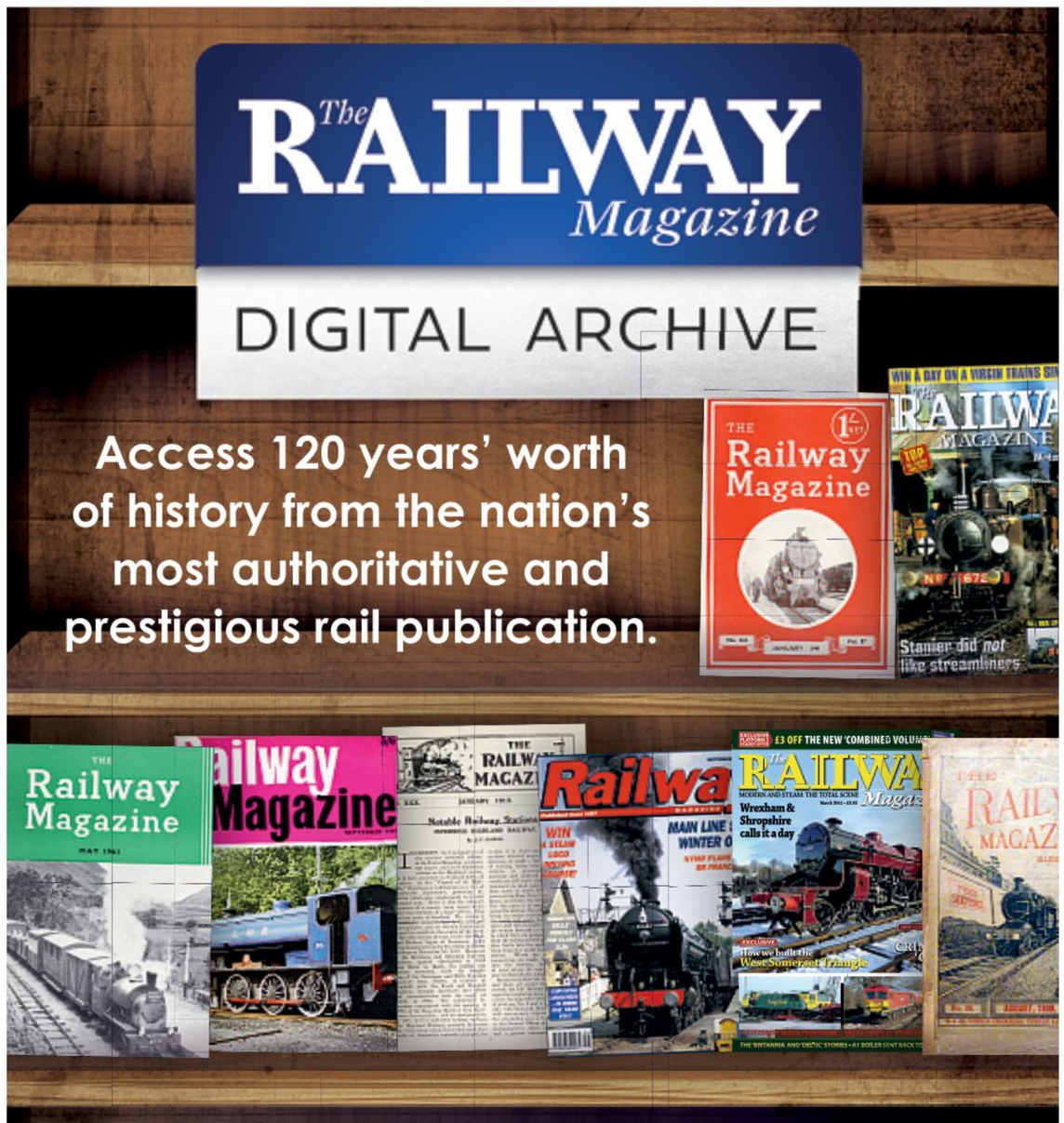


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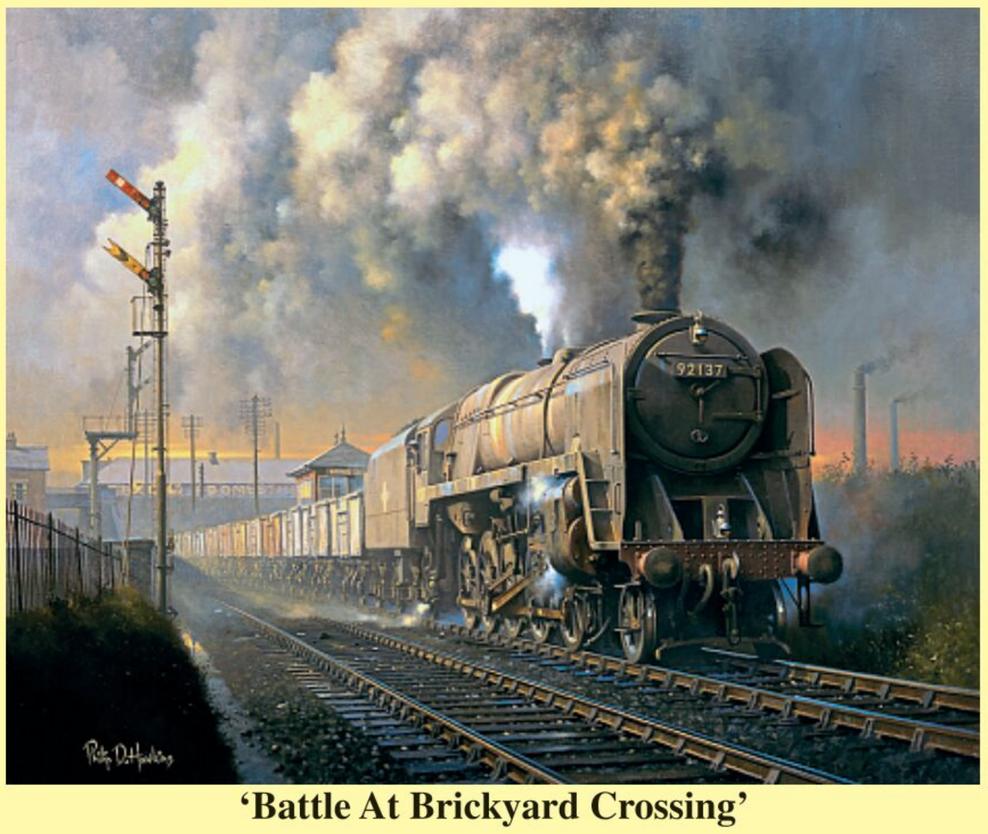
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‘Snow Hill – Sunlight & Steam’

Churchward 2-8-0 No.2856 from Stourbridge shed breasts the summit of the 1 in 45 gradient through Moor Street tunnel with an iron ore train from Banbury as a ‘Castle’ class 4-6-0 No.5076 ‘Gladiator’ starts away from platform 7 with an ‘up’ passenger service C1959.

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‘Battle At Brickyard Crossing’

British Railways Standard Class 9F No.92137 from Saltley shed gets to grips with asouthbound coal train passing beneath the Birmingham New Street to London Euston main line and over Brickyard Crossing, Birmingham on the climb up to Camp Hill C1960.

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‘Lysander At Dawlish’

A ‘Castle’ class 4-6-0 No.5079 ‘Lysander’, a Newton Abbot engine, heads an up express through the spray along Dawlish sea front during the late 1950s. Built at Swindon in 1939 No.5079 was originally named ‘Lydford Castle’ and renamed in 1940.

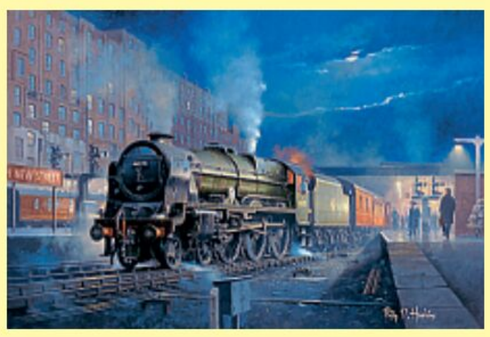
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‘Hest Bank, Whitsun 1961’

‘Princess Coronation’ class Pacific No.46254 ‘City Of Stoke-On-Trent’ rushes north on a Birmingham to Glasgow express as the 1053 Workington-London Euston slides into the up platform behind a ‘Patriot’ 4-6-0 No.45507 ‘Royal Tank Corps’ and a ‘Jubilee’ 4-6-0.

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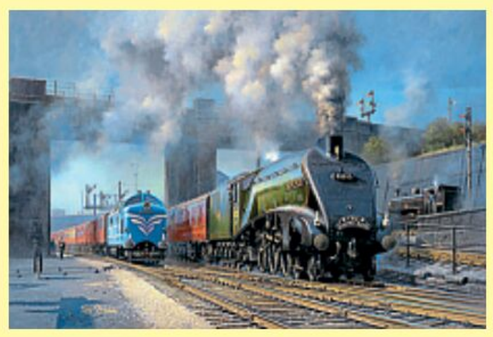
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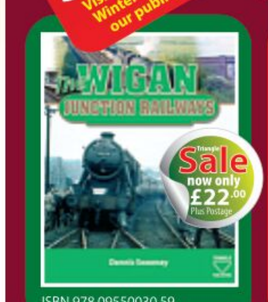


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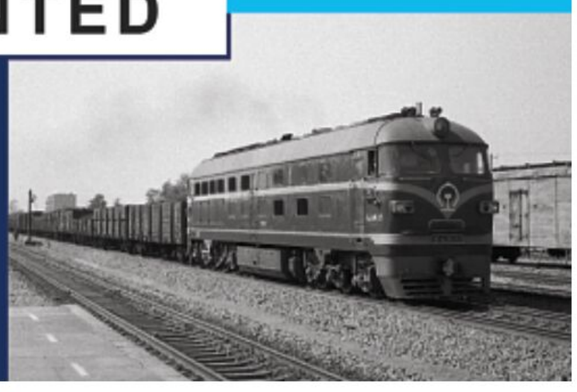
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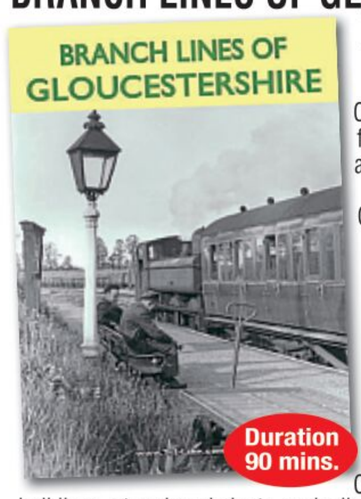
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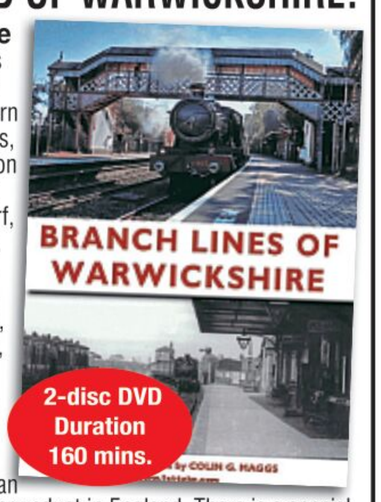
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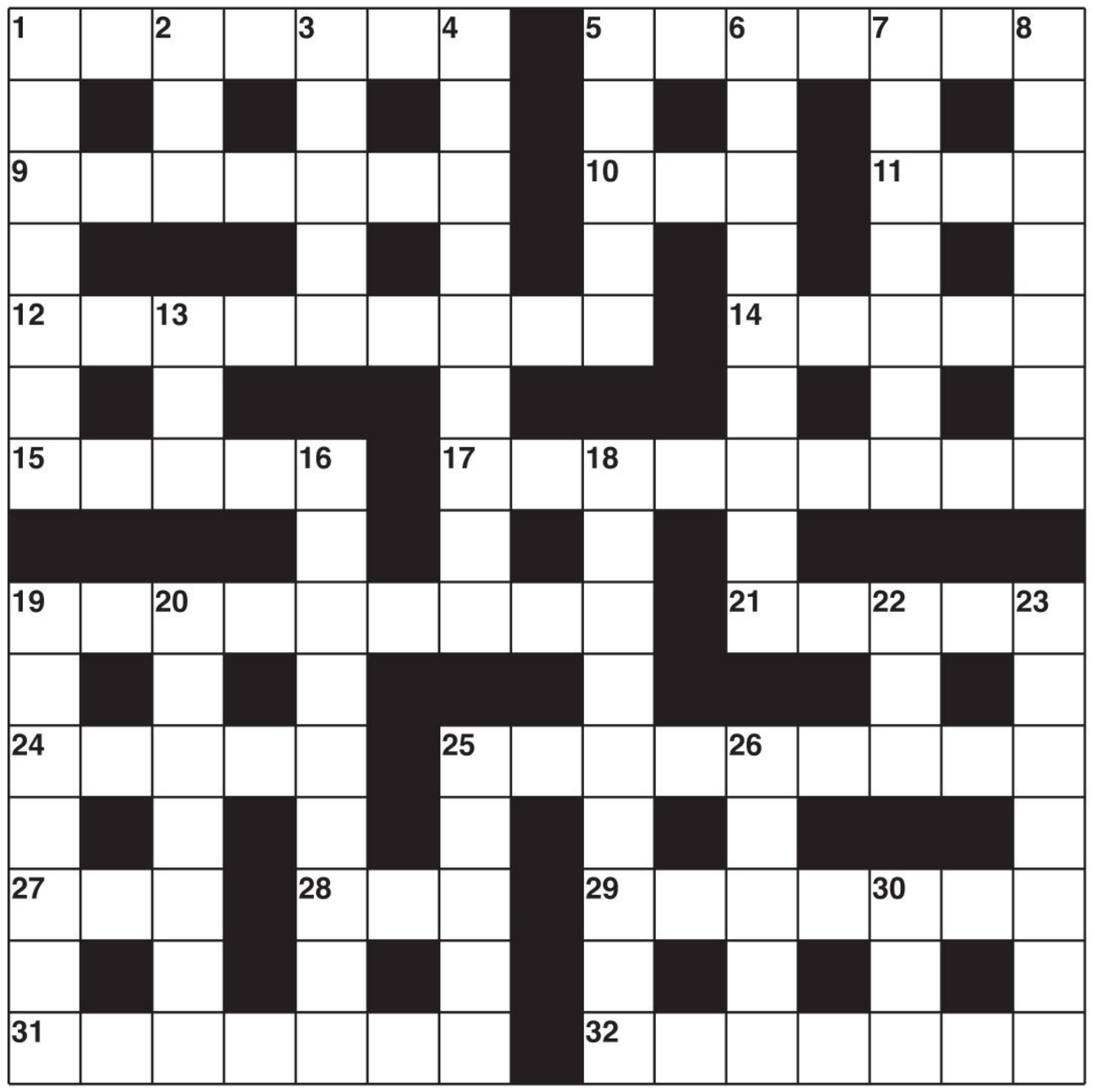
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Across

1 Set of points and associated equipment (7)
5 ____ & Wakes Colne station, home of the East Anglian Railway Museum (7)
9 and 10 ECML station and tunnels in Hertfordshire (7,3)
11 Tram ____, GWR station south-west of Hereford (3)
12 GNR junction station between Allington and Sleaford (9)
14 ____, Leitrim & Northern Counties Railway (5)
15 See 7 down
17 Ayrshire town with Harbour, South Beach and Town stations (9)
19 Nickname for the pioneering GNR 'Atlantics', from the gold rush of the time (9)
21 'The Royal ____', former Paddington-Penzance express (5)
24 Airport served by a Parkway station (5)
25 ____ *Scott* ('A1') or ____ *Raleigh* ('Lord Nelson') (3,6)
27 ____ Street, station that became Walthamstow Central (3)
28 East ____ and West ____, District Line stations (3)
29 Station on the Epsom Downs branch (7)
31 George ____, American-born luxury railway carriage pioneer (7)
32 ____, Higham & Wellingborough Railway, heritage line (7)

Down

1 Station on the Exmouth branch (7)
2 Derogatory nickname for a Class 24 or 25 (3)
3 ____ *Swell*, 'A2' No 60517 (5)
4 Facility at (30 down) Dalby, previously operated by Alstom (4,5)
5 Alternative name for a signal box (5)
6 Headquarters of the 'Watercress Line' (9)
7 St ____, Bristol loco shed (7,5)
8 City that had a Midland Railway St Marks station (7)
13 Constituent union of the RMT (1,1,1)
16 Castle ____, headquarters of the Colne Valley Railway (9)
18 'Walker's Train ____', rotary signalling device as seen on the Bluebell Railway (9)
19 Type of multiple-jet steam loco blast pipe (7)
20 ____ Village and ____ Basin, on the Upwell Tramway (7)
22 '____ and cover', tunnelling method (3)
23 Junction for the GWR's Fairford branch (7)
25 *St* ____, 'A3' No 60112 (5)
26 'Jubilee' No 45737 (5)
30 Word preceeding 'Heath', 'Hill' and 'Street' in station names

March crossword entry form

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Send completed form (photocopies are accepted) to: March 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 May 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office.
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Solution to the January issue

Across: 9 Agincourt 10 Roose 11 Anson 12 Helvellyn 13 Chatham 14 Ais Gill 17 Ongar 19 LMS 20 On-Sea 21 Sisters 22 Sceptre 24 Wood Green 26 Adams 28 Oakle 29 Rolleston
Down: 1 Bala 2 Pitsea 3 Scunthorpe 4 Culham 5 St Albans 6 Orme 7 Cowlairs 8 Dean 13 Cross 15 Stonehaven 16 Leake 18 Gasworks 19 Liskeard 22 Single 23 Thatto 24 Wool 25 Glen 27 Sand
January winner: Dale Davies, Merseyside.
Runners-up: Simon Hewett, Staffordshire, and Andrew Haill, West Midlands.
The closing date for this month's crossword is Friday, April 9, 2021.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only



THE mystery picture in last month's issue showed five Class 31s in Rood End Yard, Oldbury in 1994, preparing to engage in a track replacement project.

The picture was taken looking in a north-easterly direction towards Rood End Road. There is still just some visible evidence of the track to the left of the running line today, but the sidings where the 31s sit has been completely reclaimed by nature and are now covered with a large volume of tree growth.

Now for this month, can you identify the station this single car DMU is sitting at? Answer next month.



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The Scottish Highland experience.







£22

This month's Covid-free train travel suggestion combines two fabulously scenic Scottish Highland routes: Glasgow to Fort William and Perth to Inverness together for just £22!

The fascinating history of the West Highland Railway is told by Paul Coia as we make our way from the hustle and bustle of Scotland's largest conurbation up into the West Highlands and through Britain's remotest outposts. Climbing out of the 1 in 45 Queen Street tunnel, we proceed through the suburbs of Glasgow, mostly under the wires of the Strathclyde electrics.

At Craigendoran the West Highland line branches off towards Helensburgh Upper. At first, following the course of Gare Loch and Loch Long, the line eventually emerges high above the banks of Loch Lomond. By the time we reach Crianlarich (where the Oban line diverges) the dense forest has given way to more open aspects.The famous Horseshoe Curve is the next major feature encountered. Beyond Bridge of Orchy, the main road turns west towards Glen Coe, whilst the railway turns north east and strikes out across one of the UK's last great wildernesses, Rannoch Moor! 95 miles from Glasgow we reach Britain's remotest station, Corrour. Here is the summit, the old signalman's house, but little else.

The line now descends alongside remote Loch Treig. Here we are totally alone again and rail travellers get to see an almost totally unspoilt stretch of water. This and the rest of the route are also seen from the air as we are accompanied throughout by a helicopter. Now we emerge into the Spean Valley and civilisation once more. Spean Bridge is where the one-time Fort Augustus branch diverged. (The incredible story of this line is told in our Invergarry and Fort Augustus documentary). Running past the foothills of Ben Nevis (Britain's highest mountain) our class 156 Sprinter arrives in the West Highland capital of Fort William - a great feeling of adventure having been duly felt.

Filmed in 1993 in good summer weather, narration is by Scotland's Paul Coia. RT 96 mins.

The Highland Main line puts you in the cab of a (then) brand new ScotRail Turbostar class 170 for the 118 mile trip over this spectacular line.

Perth is the gateway to the Highlands of Scotland and still boasts a large imposing junction station. The main line features stretches of double and single track with semaphore block signalling predominating to Aviemore. There are stiff climbs to the two summits at Druimuachdar and Slochd, the latter forming the summit of the Inverness cut-off line. This direct line from Aviemore to Inverness was a major feat of civil engineering forced upon the Highland Railway company by the threat of the previously mentioned Fort Augustus line approaching Inverness via the Great Glen. The cut-off line took 14 years to build, finally opening in 1898.

The whole route is followed not only from the driver's cab, trackside and stations but also from a helicopter flying overhead, giving spectacular views of our train against the highland scenery. Two of the largest structures largely accounting for the high cost and years of construction are the impressive viaducts spanning the rivers Findhorn and Nairn!

Filmed in 2002 in good summer weather, narration is by the well-known BBC presenter Sally Magnusson. RT 95 mins.

These two DVDs are contained within our new slim cases and are available throughout March for just £22 fully inclusive of postage (UK) packing and VAT.

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