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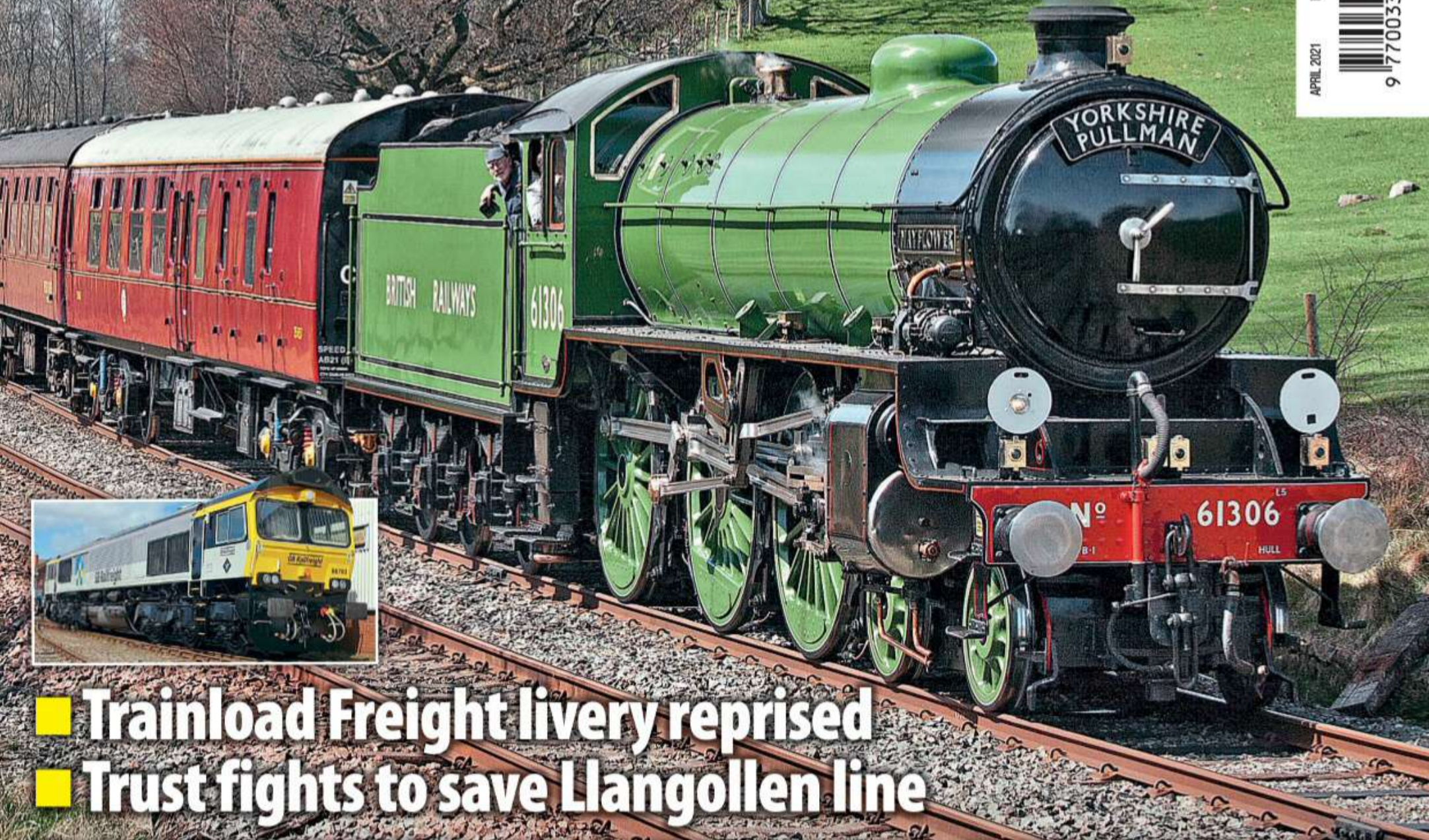
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- **Trainload Freight livery reprised**
- **Trust fights to save Llangollen line**



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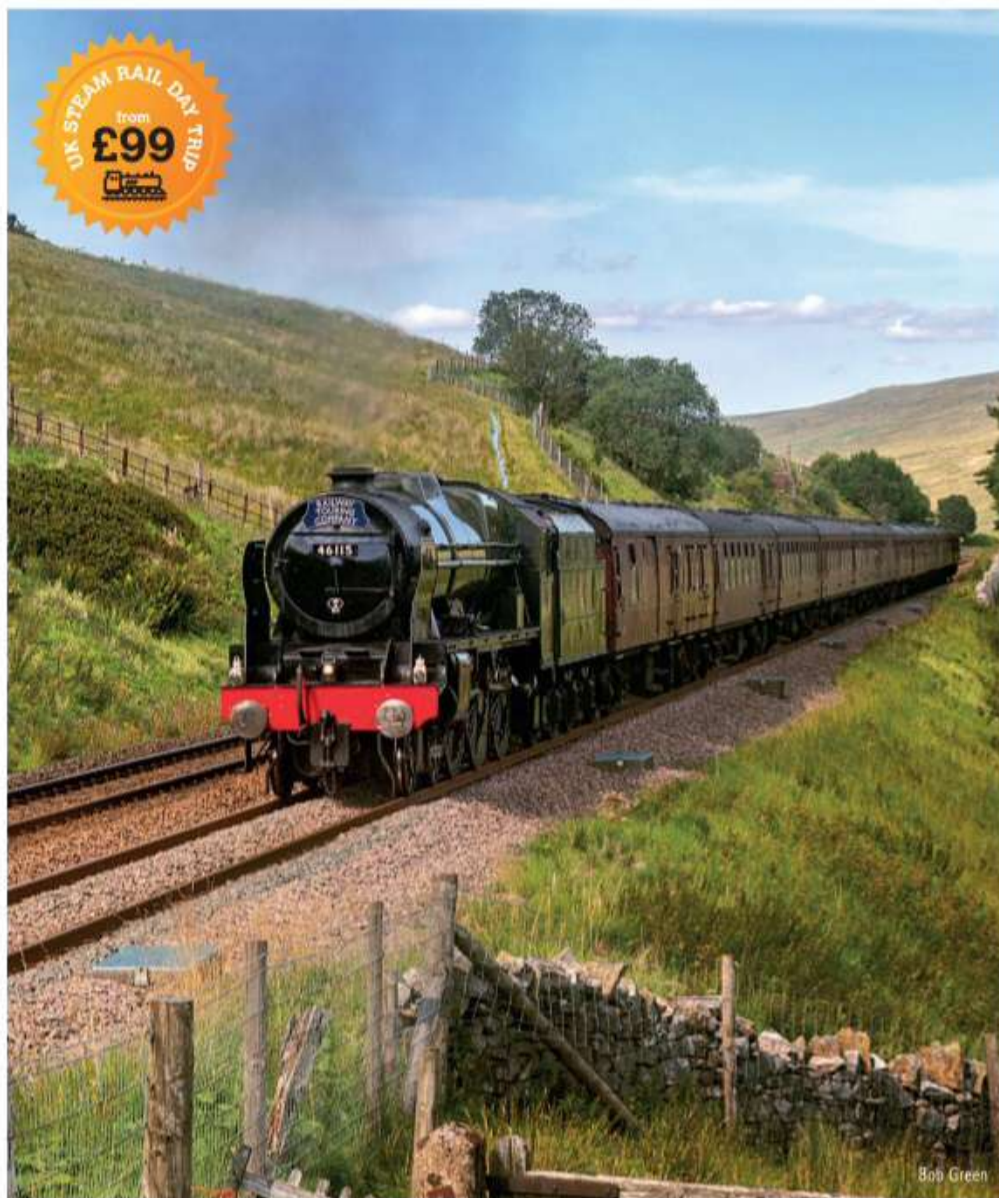


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This issue was published on April 7, 2021.
The next will be on sale on May 5, 2021.



There may be trouble ahead...

WE'RE now more than 12 months into this coronavirus pandemic, and with around half the adult population having received their first vaccination, some positive signs are beginning to emerge.

A number of heritage lines have confirmed reopening plans and railtour operators are working hard preparing Covid-safe operations. All very encouraging as we head to June 21 when all restrictions *could* be lifted, but as with everything, common sense has to prevail otherwise a resurgence of the virus will set everything back and, at its worst, result in another lockdown.

On the national network, it's an interesting conundrum. For the past 12 months, the Treasury has been supporting the rail industry to the tune of around £900 million per month – an insane amount of money. Although passenger numbers have increased from 35 million journeys (Apr-June 2020) to 140 million (Oct-Dec 2020), it is still only around a third of passenger numbers pre-covid.

The question is how the Government will begin to balance the books? Before the pandemic, we eagerly awaited the Williams Report and the implementation of reforms and recommendations. There were promises of flexible season tickets and fare reforms, but all ideas are now stuck in a siding. Lots of us have lost out on railcards in the past year too.

With many employers now offering staff the choice of working from home or a return to the office – or even a mix of the two – it is impossible to predict how the rail network and its services will look until the pandemic is declared as being over. What is clear is the cost of the railways to Government cannot be sustained at its current level. Progress with new contracts for operators is painfully slow, with stories of unrealistic expectations at the Department for Transport. But worryingly, there is a suggestion one franchise-owning group could throw the towel in and walk away from rail entirely. Others could follow. So what then... the creation of 'National Rail' by Government?

There are strong indications travel patterns

will change too. Fewer business passengers and commuters is expected to be offset by an increase in leisure travel. Whether this altered balance will form the pattern for the future, or whether there will be a slower but more gradual drift back to the office environment, is again uncertain.

Another part of the conundrum with a decline in business and commuting travel will be the lower fare income, but the bigger question is how to balance the need to maintain vital services against future costs and reforms which will inevitably come.

Last year I suggested there might be fewer trains needed and staff redundancies. It may happen but it will be fiercely resisted by unions.

The past 12 months have been complete turmoil for the rail industry, but I fear there still may be trouble ahead...



Passengers may be fewer in number but the Government and train operators will face a challenge to grow numbers to anything like pre-pandemic levels. JACK BOSKETT



'Levelling up' and 'decarbonising'... is it simply all talk?

THE terms 'levelling up' and 'decarbonising' have been banded around quite a lot.

So a decision in Rishi Sunak's Budget to freeze fuel duty for vehicles for the seventh consecutive year, along with a proposal to cut air passenger duty for domestic flights, simply flies in the face of logic and decarbonisation goals. It's neither levelling or decarbonising.

While the plan for the Oxford to Cambridge expressway road project has been cancelled, the announcement of spending £507 million on road improvements between Bedford and Cambridge – money that could be far better used for electrification (and therefore lower emissions) – also beggars belief.

Add in the recent 2.6% fare rise for rail passengers, and any encouragement to use

rail as a fast, clean and efficient form of public transport is being further eroded. Levelling up and decarbonisation is all talk, it seems.

It's going to need some very inventive and persuasive marketing campaigns from train operators to get leisure and business passengers back on to trains in any significant numbers this summer.

With the industry's purse strings being controlled by the Treasury, I fear operators will be told what they can and cannot do as regards offers, rather than leaving innovative marketing and promotional decisions to those who know the industry best.

As the rail recovery proceeds, it really would be nice to be proved wrong and in 12 months' time report the bounce back has exceeded all expectations.

CHRIS MILNER, Editor

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Regular passenger trains to return to Okehampton line, state ownership for ScotRail, new fight to save Llangollen Railway after plc goes bust, GBRf Class 66 gets Trainload Freight livery, 'Staycation Express' returns with HST power, works starts on HS2's Colne Valley Viaduct.

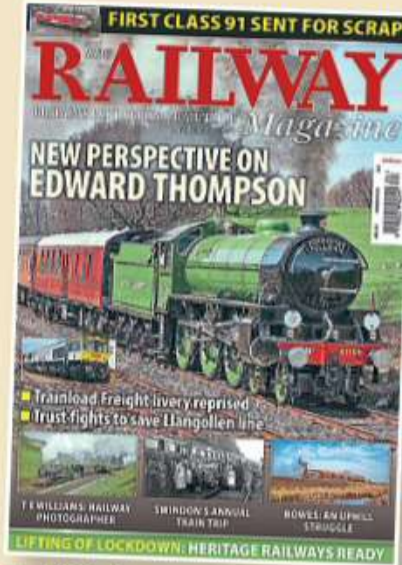
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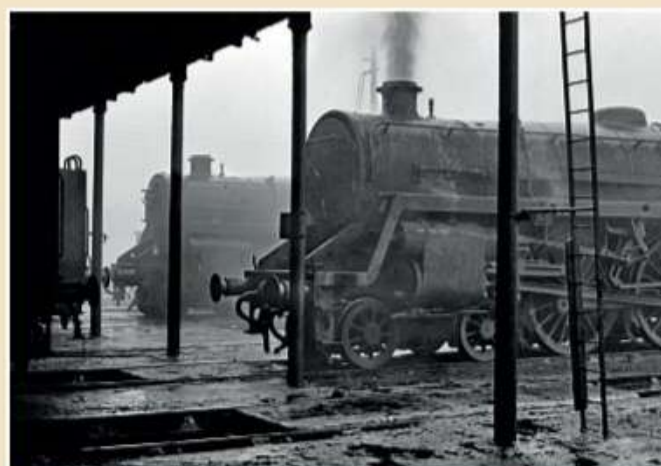
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BR 'SMT' 4-6-0s Nos. 73034 and 73050 await their next turns at Patricroft shed on a dank December 29, 1967. JOHN COOPER-SMITH

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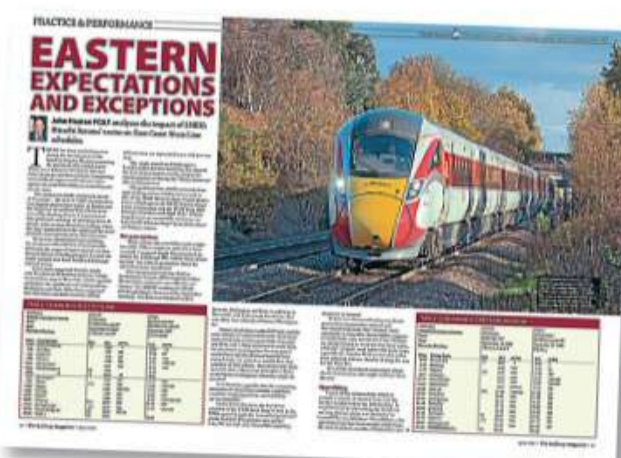
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Dene Bebbington recalls how the Great Western Railway's annual Swindon Works staff trips began, and how popular they became – at their height taking 29,000 staff on a seaside day trip.

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EASTERN PROMISE: LNER 'Azumas' in focus – p22



EXPOSING THE TRUTH: The real Edward Thompson – p38

Okehampton to regain regular passenger trains after 50 years

By Ben Jones

A LARGE area of North Devon will regain regular passenger services later this year after the Department for Transport confirmed funding for the reopening of the Coleford Junction-Okehampton line.

For the first time since 1972, the town and its extensive rural hinterland will have daily rail services to and from Exeter, initially running two-hourly but expected to increase to hourly in late 2022.

Restoring Your Railway

Summer-only weekend trains have run to Okehampton since 1997, but the new Great Western Railway (GWR) operated service will run seven days a week

throughout the year thanks to a £40.5 million funding package from the Government's Restoring Your Railway fund.

The fund was launched in January 2020 to reinstate passenger services on routes that lost their trains during the nationwide line closures of the 1960s.

The service is intended to provide improved links for commuters and students travelling into Exeter for work, education and leisure, as well as helping to reinvigorate the North Devon economy and boosting tourism to the Dartmoor National Park. Journey time to Exeter Central is expected to be around 28 minutes.

Longer-term, campaigners in the south-west of England

would like to see more of the former London & South Western Railway route to Plymouth reinstated to provide an inland alternative to the current main line via Dawlish and its famous sea wall.

Bidding for funds

The Tavistock Okehampton Reopening Scheme (TORS) and Northern Route Working Group are bidding for funds to reopen the missing link between Meldon Quarry, near Okehampton, and Bere Alston via Tavistock.

According to TORS's new bid document, public transport links across north Devon and Cornwall could be significantly improved if the line reopens, with the Okehampton-Plymouth



Okehampton will soon have regular services to Exeter every two hours, increasing to hourly towards the end of 2022. NETWORK RAIL

journey time slashed to just 42 minutes and Tavistock-Exeter to 49 minutes.

Connecting bus routes would provide improved links to other

towns including Bude, Bideford, Camelford and Wadebridge, which currently suffer from poor transport links and congestion in the tourist season.

ScotRail follows TfW into state ownership

By Ben Jones

DOMESTIC passenger trains in Scotland will be managed by an 'operator of last resort' (OLR) from March 2022 after the Scottish Government decided against replacing Abellio with another franchise.

The move means that ScotRail will follow Transport for Wales (TfW) in becoming a nationalised train operator managed by an arms-length organisation owned by – and reporting to – the devolved government.

The Scottish Government chose not to extend Abellio's franchise last year after it struggled to meet performance targets.

The Dutch company has faced continuous criticism from the Government and passengers since it took over from First Group in 2015.

However, that period has also coincided with widespread

disruption caused by the electrification of several busy routes in the Central Belt, major engineering upgrades such as the rebuilding of Glasgow Queen Street, and numerous extreme weather events.

Lower than expected revenues also forced Abellio's parent group to pump in millions of pounds of additional funding to support its Scottish operation.

Nationalisation

Unlike franchises in England and Wales, the current ScotRail deal is closer to a public-private partnership underpinned by a close alliance with Network Rail Scotland and overseen by a single managing director.

The new arrangement is being made under powers which allow the Scottish Government to assume control of ScotRail without a bidding process.

It formalises the temporary nationalisation introduced in

March 2020 as a response to the Covid-19 pandemic and the subsequent reduction in passenger numbers.

South of the border, LNER and Northern are also currently operated by similar Government-owned OLR arrangements.

Scottish Transport Minister Michael Matheson said: "This approach will provide a stable platform for ScotRail services and certainty for passengers and staff.

"There have been periods where Abellio has underperformed, which resulted in us having to take direct action, but we've also seen our network expand with more new trains and a greater range of services.

"It's very much a mixed report card for Abellio, but one that we did not believe lived up to our expectations."

Mr Matheson added that the new structure would deliver better value for money by



ScotRail EMU No. 334027 waits at Anniesland station on March 16 with the 13.38 Balloch to Airdrie service, as No. 334005 departs with the 13.51 Springburn to Milngavie. PAUL A BIGGS

cutting out the franchisee and eliminating its "considerable" management costs.

'Welcome progress'

Rail unions Scottish Labour and the Green Party welcomed the decision, with Scottish Greens spokesman John Finnie calling it "welcome progress".

"Nationalisation is the first step towards a greener, integrated public transport system which serves communities, not

shareholders," he said.

However, Scottish Conservatives transport spokesman Graham Simpson said: "The SNP Government must be entirely honest about how much this will cost taxpayers and be clear about what demonstrable benefits it is expected to bring to passengers.

"It is important that this is being motivated by pragmatism, not ideology."



A view of the workshops and London Overground Class 710s awaiting testing at the Rail Innovation & Development Centre (RIDC) near Melton Mowbray. CHRIS MILNER

GBRf wins deal to operate Melton test centre

By Ben Jones

NETWORK Rail has awarded GB Railfreight a four-year contract to operate its Rail Innovation & Development Centre (RIDC) near Melton Mowbray. In a surprise move away from its core business of operating freight trains, GBRf took over the management of the Leicestershire facility on April 1.

Previously known as the Old Dalby test track of BR's Railway Technical Centre (RTC), the facility comprises a 13-mile test track between Melton Junction and Edwalton

with a maximum line speed of 125mph and 11 miles electrified at 25kV AC, and a four-mile 60mph test track from Old Dalby to Stanton Tunnel with both 25kV AC overhead and 750V DC fourth-rail capability.

Covered facilities for testing and maintenance and secure stabling sidings are also provided at the Melton end of the line, occupying the site of the former Asfordby Colliery.

RIDC Melton is unique for the UK in offering a variety of testing environments for new and modified technology away from the main line network.

It is open to companies from throughout the rail industry for testing, validation and commissioning of new and modified rolling stock, on-track machines, infrastructure, lineside equipment and technology.

GBRf has signed a deal with Porterbrook to lease 100 additional intermodal twin wagons. Similar to existing FEA-C sets operated by GBRf, the wagons will be built in Poland by Greenbrier. Deliveries are to commence in August 2022 at the rate of ten sets per month. The initial lease is for 10 years.

Dark days ahead at Llangollen Railway as operating company calls in the receivers

By Gary Boyd-Hope

THE long-running financial crisis facing the Llangollen Railway has finally proved unsustainable, leading to the directors of Llangollen Railway plc to invite the bank to call in the receivers.

A public announcement was made on March 1, which revealed that the operating company chalked up pre-tax losses of £330,601 in 2018, £329,175 in 2019 and £258,804 in 2020, pre-audit.

Much of the blame has been attributed to mismanagement of the railway's former contract engineering business, which has resulted in what was described in the announcement as "a number of significant engineering contract disputes".

Insolvent

Resultant claims against the company are in excess of £250,000 in total, and the directors said there was no prospect of meeting these liabilities. The plc's balance sheet was insolvent to the extent

of approximately £350,000, adjusting for intangible assets.

As such the company could not legally continue to trade, despite receiving significant financial support from the Welsh Government.

The Llangollen Railway Trust, which owns three locomotives and passenger rolling stock, remains solvent, however.

Its principal aim is to preserve the line and then to bid for such assets of the plc as its limited resources will permit.

The directors and key volunteers were to compile a list of assets they consider essential for the continued running of the railway. Together with the Railcar and Diesel Groups, it says it has enough to be able to operate the railway after regulatory, legal and licensing issues have been resolved.

The railway's trackbed formation remains the property of Denbighshire County Council.

The assets of the plc, which includes certain items of rolling stock and equipment, are to be made available for sale to the

highest bidder. Consequently, the trust has been appealing for donations to help buy them, but said on March 16 it would consider selling one or more of its steam locomotives – Hudswell, Clarke 0-6-0T *Samuel Fox & Co No. 20 (Jennifer)*, Kitson 0-6-0ST *Austin No. 1*, and GWR '57XX' 0-6-0PT No. 7754 – to provide additional funds.

'Re-focus'

A statement said that that "the trust does not have the income or resources to own and maintain them".

"Sale of one or more, if completed quickly, would enable the trust to be a more competitive bidder for the assets of the plc," the statement read. "It is hoped that the locomotives would remain on the railway."

Trust chairman Pete Edwards said: "It is the aim of the directors to re-focus the trust as an outward-looking organisation centred on the delivery of a high quality visitor experience, and strengthen partnerships with external agencies to help



A question mark hangs over the Llangollen Railway after the operating company called in the receivers at the beginning of March. GWR '56XX' 0-6-2T No. 5643 leaves the picturesque station at Berwyn for Carrog during happier times on April 25, 2011.

ALAN CORFIELD

develop our business plan and articulate what is unique about our railway, its situation and how it complements Llangollen, Corwen and the Dee Valley.

"This will require a significant culture change at board level as well as elsewhere, as we look at how we tie in with the cultural life of the Dee Valley."

Anyone wishing to support the trust in its bid to save the railway can donate online at <https://>

llangollenrailway.enthouse.com.

Alternatively, please send a cheque made payable to Llangollen Railway Trust Ltd to: The Station, Abbey Road, Llangollen LL20 8SN.

Meanwhile, anyone wishing to make a claim in the receivership should contact the railway by e-mail at commercial@llangollen-railway.co.uk, and details will be passed to the receiver.

Driver escapes serious injury in buffer stop collision at Kirkby station

THE driver of Merseyrail's 18.35 service from Liverpool Central on March 13 escaped serious injury when his train ran through the buffer stops at Kirkby station, Liverpool.

The unit also struck an overbridge and a concrete platform extension which separates two terminating lines.

The train, formed of unit Nos. 507006 and 507021, had 12 passengers on board, who were treated for minor injuries.

The driver, who was screened for drink or drugs, was taken to hospital for a precautionary check-up. It is understood he retreated into the passenger area before impact so as to avoid injury.

Concrete block

The leading vehicles of No. 507006 passed through the buffer stops and hit a concrete block, ending up on the other side of the road bridge.

Another carriage was derailed and there was damage to the platform edging, with superficial damage to the road bridge.



The wreckage of Merseyrail unit No. 507006 after a buffer stop collision at Kirkby on March 13. COURTESY RAIB

Kirkby is an unusual station, with a single platform each side of a road called Glovers Brow. The south west side of the station sites the main buildings and is served by Merseyrail services. The north east side is accessed by a footpath under the bridge, and that platform is used by Northern trains from Manchester Victoria via Wigan Wallgate.

There are plans to remove the concrete block, join up the

two lines and extend Merseyrail services to a new station at Headbolt Lane, which would then become the interchange between Merseyrail and Northern services.

Recovery

The complex recovery operation saw the units separated. 507021 was not derailed in the incident.

Rail Operations Group Class 37 No. 37800 was used to drag 507006 clear of its resting



A view showing the unusual layout at Kirkby, looking towards the buffer stops which the train hit. There is a similar platform arrangement at Ormskirk, where Merseyrail and Northern services terminate facing each other. EL POLLOCK/CREATIVE COMMONS ATTRIBUTION

position, then back to Kirkdale depot. With new Class 777 units due to enter traffic later this year, set No. 507006 will be scrapped.

In an initial statement, the Rail Accident Investigation Branch (RAIB) said the train approached the buffers at 42mph before an emergency brake application was made, slowing the train before it hit the buffers.

The RAIB's investigation will consider the performance of

the train and the infrastructure, any factors that may have influenced the driver's actions, as well as the training, supervision and management of Merseyrail drivers, and the processes used to assess and control the risk of terminal platform overruns.

Because of the substantial damage to the infrastructure, Network Rail repairs took several days, and the station reopened on March 22.

First Class 91 locomotive is sent for scrap

WITH more than 80 Mk4 carriages already scrapped and 14 Class 91s in store, it was only a matter of time before the first Class 91 locomotive would be cut up.

An asset of Eversholt Rail, No. 91132 arrived at Sims scrapyards, Beeston, on March 18, but as the loco was visible from a footbridge over the main line to Nottingham, it was soon barricaded off by cranes and

metal crushing equipment to prevent photographs.

It has been indicated to *The RM* that the loco is being used to assess the scrap content and value of a Class 91 as it is complete, however, three more – Nos. 91103, 91104 and 91108, which have been used as parts donors – are also expected to be scrapped soon.

As well as being the first of the class to be scrapped, 91132 has

a black past. Numbered 91023, it was the loco involved in the Hatfield accident on October 17, 2000, which killed four and injured more than 70. Just four months later, while propelling a Newcastle-King's Cross express, the DVT collided with a Land Rover at Great Heck and then a Class 66, killing 10 and seriously injuring 82. It was renumbered No. 91132 after refurbishment in 2001.



No. 91132 in Sims scrapyards, Nottingham, on March 18 before the view was blocked by cutting equipment. MARK PICHOWICZ

Grain branch to reopen for commuters?

PASSENGER trains could return to the Isle of Grain in north Kent as part of a major new housing development backed by the Government.

A new station at Hoo served by half-hourly trains to and from Gravesend, reinstated passing loops and electrification of the line (currently freight-only) at 750V DC have been proposed by Medway Council.

Thousands of new homes are planned for the area to help ease a housing shortage in the south-east of England, and the Government has pledged £170 million from its Housing Infrastructure Fund to improve rail and road links for commuters into London and the Medway towns of Rochester, Strood and Chatham.

In the longer-term, an east-to-south curve is proposed at Hoo Junction to permit a direct Hoo-Medway service.

The branch is currently used by freight trains to BP's Grain refinery and Thamesport, but was formerly part of the Gravesend-Allhallows-on-Sea line which closed to passengers in 1961.

Cambridge area resignalling plan

NETWORK Rail has opened a public consultation into its planned resignalling of lines across a large area radiating from Cambridge.

Proposals include the replacement of 1980s signalling systems, an upgrade for Cambridge power signalbox, and improvements to seven level crossings.

The area stretches from Meldreth and Elsenham to Ely and Thurston and will cover 125 miles of lines in Cambridgeshire and Norfolk. Signalboxes at Bury St Edmunds, Dullingham and Chippenham will close.

Work starts on HS2's 2.1-mile long Colne Valley Viaduct

CONSTRUCTION of HS2's longest viaduct commenced on March 16, when the first of almost 300 supporting piles was driven into the ground.

The 2.1-mile (3.4km) Colne Valley viaduct will become the UK's longest railway bridge, carrying the new Euston-Birmingham line across a series of lakes, a park, the Grand Union Canal and the River Colne in Hillingdon, on the north-western edge of London.

Although no more than 10 metres high, the 6,000 tonne structure will feature 56 piers supporting a series of spans up to 80m long. The design is said to be inspired by a stone skipping across the surface of a lake.

Concrete deck

Once piling work is complete, a concrete cap will provide support for the piers and bridge above. The concrete deck sections will be built at

a temporary factory nearby before being assembled from north to south.

Colne Valley is the longest of more than 50 viaducts required by the new railway, the total length of which will be around nine miles.

Meanwhile, the first of 112,000 concrete tunnel lining segments for HS2's Chiltern Tunnels was cast on March 18. The fibre-reinforced segments will be installed over the next three years by two

giant Tunnel Boring Machines (TBMs), which will dig the two 10-mile long tunnels northwards from the south portal, starting later this year.

Temporary factory

To avoid unnecessary lorry traffic, the segments are being manufactured at the temporary factory of HS2's main works contractor, Align JV, adjacent to the south portal and close to the M25 in Buckinghamshire.



Are timber trains set to come for West Highland line?

A MEMORANDUM of understanding has been signed between the Scottish Government and a number of partners in respect of the construction of a log stacking and timber loading facility on Rannoch Moor on the West Highland Line.

Rural Economy Secretary Fergus Ewing said: "Over the next 10 years there is forecast to be up to 50,000 tonnes of timber due to be moved every year from Rannoch Forest. This timber is important as it

will boost the economy and safeguard jobs, but we need to extract the timber in a way that minimises the impacts on local people and the environment.

'Modal shift'

"The new rail facility should help achieve these goals and is a good example of the modal shift to using rail as a viable means for transporting timber."

Other partners in the project are Scottish Forestry, BSW Timber Ltd, Fountains Forestry UK Ltd, Lord Pearson

of Rannoch, and Ferguson Transport and Shipping.

Next will come the commercial agreements, and an application for a new siding on land some point north of Rannoch station on land owned by Lord Pearson, with construction possibly starting later this year.

At this stage there are no details of specific rail aspects, but there is concern over the future of the Fort William aluminium smelter, which receives raw material by rail.

Initially fears of a loss of rail traffic emerged after a proposal by Alvanca, who operate the smelter, to upgrade facilities at the port of Corpach. However, this was followed in March by the collapse of a finance company associated with the owning company of the smelter.

■ Last year a number of timber trains operated on the Far North line between Georgemas Junction and Inverness over several weeks in August 2020 after an 11-year gap.

DfT due to open new offices in Birmingham and Leeds

By Ben Jones

UP TO 650 Civil Service jobs could be created outside London after the Department for Transport (DfT) unveiled plans to open a second headquarters in Birmingham and a regional office in Leeds.

The move is part of the Government's commitment to diversifying the Civil Service, to ensure decisions are rooted in the communities it serves, and reduce the current imbalance towards London. Up to 22,000 jobs could move out of London by 2030.

Transport Minister Chris Heaton-Harris said: "Having hundreds more roles based outside London will not only

bring an economic boost for Birmingham and Leeds, but also ensure we are delivering the changes people want."

The Birmingham headquarters will include new ministerial offices, with Government ministers expected to spend a significant amount of time in the city.

According to the DfT, recruitment has already begun in Birmingham and Leeds, with 100 posts created so far, including senior civil servant positions previously based in London.

Andy Street, Mayor of the West Midlands, said: "The DfT will be right at home here. I look forward to welcoming the team to the best-connected region in the UK."

Final funding agreed for Camp Hill line



Vegetation being cleared on the Camp Hill line at the site of the proposed station at Moseley.



A computer-generated image of King's Heath station.

THE West Midlands Combined Authority (WMCA) leaders have approved the final £20 million slice of funding to reopen the Camp Hill Rail line in Birmingham.

It means the £61 million project to reopen stations Moseley, Kings Heath and

Hazelwell is fully funded and on track to reopen to passengers in 2023. Work has already started in Moseley, where the station site is being cleared ready for full construction to begin later in the year.

The Camp Hill line stations closed to passengers during the

Second World War, and the line is currently only used by freight or through services.

Reopening will provide commuters from Hazelwell with a 14-minute journey into the city centre by rail compared to a peak time journey by car of up to 45 minutes.

Freightliner 'Jumbo Train' trial declared successful

By Ben Jones

MARCH 17 saw Freightliner operate the heaviest freight train ever to run on the West Coast Main Line – a 3,840-tonne 'Jumbo Train' carrying limestone from Derbyshire to London.

Effectively two standard aggregates trains combined, the 590m-long consist was formed of 39 bogie box wagons hauled by No. 70017, with a Class 66 coupled inside as a contingency.

The train ran from Tarmac's Tunstead Quarry, near Buxton, to Wembley Yard in north London, where it was split into portions destined for terminals at Battersea (20 wagons) and Paddington New Yard (19).

The Tunstead trial was Freightliner's second 'Jumbo Train' test, following a similar run from Merehead to Acton Yard a few days earlier.

For the Merehead-Acton run,

No. 70017 ran on hydro-treated vegetable oil (HVO) rather than diesel.

No. 70017 successfully hauled Nos. 59205 and 66524 and 39 JNA bogie wagons – totalling 4,000 tonnes – over the 106-mile route as part of alternative fuel trials. The train was the heaviest to ever run on the British network hauled by locomotive powered by HVO.

Freightliner reports that the trials have been a success, with the '70' maintaining full power from the power unit in all notches, as well as significantly reducing emissions – even with super-heavy trains.

'Jumbo Trains' from Somerset quarries to Acton Yard in west London have been a feature of Mendip Rail operations, now managed by Freightliner, since the introduction of Class 59s in the mid-1980s. With fewer passenger trains currently



Heavy haul in every sense. No. 70017 with a '66' coupled inside at Wembley after arrival with the 3,840tonne train from Tunstead Quarry, Derbyshire. NETWORK RAIL

running, Freightliner and Network Rail were able to test the concept for the first time on the WCML.

This is with a view to operating longer and more efficient bulk freight trains to serve the construction industry.

DB Cargo UK is also looking into the use of HVO in diesel locomotives has converted Nos. 60054, 66150 and 67028 to

biofuel operation.

Freightliner has adapted its Bristol Railport intermodal terminal for the loading of bulk aggregates. The Liberty Lane facility was repurposed at short notice in March in response to demand from construction materials giant Tarmac. The first train of 21 bogie box wagons destined for Banbury was hauled by No. 66622 on March 18.

SIDELINES

S&D Trust Peckett moves to Mid-Hants

THE Somerset & Dorset Railway Trust's 1929-built Peckett 0-4-0ST *Kilmersdon* has moved to the Mid-Hants Railway as part of the trust's ongoing exodus from its former base at Washford on the West Somerset Railway.

The Peckett was moved to Hampshire from the Helston Railway in Cornwall on March 15.

'Q6' passes boiler test at Grosmont works

THE boiler of the North Eastern Locomotive Preservation Group's 'Q6' 0-8-0 No. 63395 passed its out-of-frames steam test at the North Yorkshire Moors Railway's Grosmont works on March 22.

The boiler will now be lagged and refitted the frames, with the loco expected to return to service later this year.

More can be done to handle extreme weather, says taskforces report

By Ben Jones

OVER 50 recommendations have been made by experts studying Network Rail's processes for handling extreme weather events.

The taskforces were commissioned after the tragic Stonehaven derailment in August 2020 and led by weather expert Dame Julia Slingo and civil engineer Sir Robert Mair.

The wide-ranging reports, published on March 17, provide an independent analysis of

current practice, and expert guidance on how to improve network resilience, safety and performance in a changing climate (see *The RM*, January 2021).

Acknowledging that it is not practicable for Network Rail to rebuild up to 200,000 separate earthworks structures across 20,000 miles of railway, the Mair report commends NR's progress to date, and notes that investment in resilience work has more than doubled over the last decade.

Many recommendations focus on the considerable progress that has been made with technology in recent years – including a system to provide detailed information on where intense, short-term rain is falling, and monitoring sensors on potentially critical slopes to provide early detection of failure.

But the reports are clear that advancements happen quickly, and more can be done to keep on top of latest developments. Both reports

encourage NR to consider culture and organisational change, providing teams with the skills to better access, interpret and use weather data and technology, carrying out inspections and examinations of earthworks and drainage, and to improve knowledge and competencies consistently across the organisation.

Other recommendations include a detailed analysis of previous slope failures and washouts, together with accompanying weather patterns

and ground conditions, the roll-out of cutting-edge weather forecasting capabilities and greater use of helicopter and drone surveys, particularly after intense rainfall.

In addition, NR should review and maintain earthworks drainage, and consider having dedicated team focused on this increasingly vital factor.

Lord Mair and Dame Julia have both been retained to assist NR teams as the longer-term recommendations are considered and implemented.



GBRf reprises Trainload Freight livery on a '66'

GB Railfreight's penchant for different coloured Class 66s has produced another example, that of the Trainload Freight grey and black from the late 1980s.

No. 66793 is one of five locomotives imported from Germany in conjunction with Beacon Rail Leasing and, after painting by Arlington Fleet Services, now carries the Construction sector decals.

This is designed to represent the contribution made by aggregate and construction companies in keeping the country moving.

Trainload Freight had four sectors – Coal, Petroleum, Metals & Automotive and Construction – and saw its main public unveiling at an open day at Ripple Lane depot East London on October 17, 1987.

The sectors were separate to the Railfreight division, but had similarly styled logos. At privatisation, Trainload Freight became LoadHaul, Transrail and Mainline freight before being bought by Wisconsin Central and formed into English, Welsh & Scottish Railways (EWS).

The loco is seen at Eastleigh Works, fresh out of the paintshop. GB RAILFREIGHT

Rail devolution leads priorities in North East Transport Plan

By Graeme Pickering

FULL devolution of local services is listed as the 'number one priority' for rail in a £6.8 billion North East Transport Plan published on March 16.

Regional leaders view the establishment of a locally-managed rail concession within the next five years as crucial to delivering improvements and creating an integrated network.

While electrification of the entire North East rail network is an ambition, the plan sets out alternatives such as hydrogen and battery-powered trains.

It has a five-year target to secure funding for a more environmentally-friendly fleet, working in conjunction with current operator Northern.

More than 240 transport schemes are set out in the 15-year strategy. Short-term improvements include simplified local rail and Metro fares and ticketing, contactless payment on the Metro and an upgrade to Regent Centre Interchange.

Transport North East will also sponsor work examining options

for a new North East Connect rail service, improved calling patterns and journey times.

Subject to further funding, priorities over the next five years include the reopening of the Newcastle-Ashington line to passenger services (expected in 2024), the reintroduction of passenger trains serving Teesside to the current freight only Ferryhill-Norton route, a new station for Belford in Northumberland, and an improved service for stations on the East Coast Main Line between Newcastle and Berwick.

In County Durham, improved frequency of trains stopping at Chester-le-Street is planned.

A board has been established for the rapid development of a business case for reopening the Leamside Line (between Pelaw in Gateshead and Tursdale on the ECML), which also features in the transport plan.

Rail schemes for development and delivery in the next 10 years include reconnecting Consett and Tyneside, a Darlington-Weardale service, and stations for East Gateshead and Gilsland.

DfT backs Hope Valley capacity upgrade

By Ben Jones

PASSENGERS and freight look set to benefit from upgrades to the congested Hope Valley route between Sheffield and Manchester after the Government confirmed its backing for the scheme.

The £137 million project will increase capacity on the key trans-Pennine route by adding long loops between Bamford and Hathersage and redoubling the single line connection between Dore West and Dore Station Junctions. A second platform will also be reinstated on the Manchester line at Dore & Totley. The work will restore capacity lost when this section of the line was rationalised by BR in the 1980s.

Aggregate trains

Freight loops between Bamford and Hathersage will allow a third fast train per hour to operate between Sheffield and Manchester, a key element of the 'Northern Powerhouse Rail' strategy. The loops will accommodate slower moving aggregate and cement trains from Earles Sidings, which currently limit the line to two fast trains per hour plus Northern's two-hourly Hope Valley 'stopper'.

Detailed designs and resignalling plans are currently being finalised. Upgrade work is expected to start next year and will be completed in 2023.

Plans for the additional Hope Valley fast trains each hour are being considered by the Manchester Recovery Taskforce, which is looking at a range of options for delivering a more robust timetable in and around Manchester.

New carriages delivered to Northern Ireland Railways

THE first of 21 new carriages being built to increase capacity on Northern Ireland Railways' 4000 Class multiple units were delivered from CAF in Spain on March 19.

Infrastructure Minister Nichola Mallon and Chris Conway, Translink's chief executive, were on hand at York Road depot in Belfast to welcome the three vehicles, which form part of a £60 million investment from the Department of Infrastructure that includes major depot improvements.

Six-car sets

The 21 carriages will be used to increase seven of the existing 4000 Class DMUs from three-car to six-car sets, providing around 1,600 extra seats every day. The vehicles have similar features to

Right: One of the new CAF-built carriages for increasing capacity on Northern Ireland Railways' 4000 Class DMUs is unloaded at York Road on March 19. AARON MCCRACKEN/TRANSLINK NI

the current fleet including air conditioning, carpeted floors, overhead luggage racks, and laminated glass windows.

The 4000 Class units are currently undergoing major refurbishment, with the first of the strengthened units due to enter passenger service this autumn following intensive testing and commissioning. All are expected to be in service by the summer of next year.

"This development is crucial as we emerge from the pandemic, rebuilding and



growing public transport use which had reached record levels pre-Covid," said Mr Conway. "The new carriages will also be more energy efficient as we aim to tackle the climate

emergency and air pollution levels alongside increasing sustainable transport use while also supporting key outcomes in the draft Programme for Government."

Canada to Mexico with one railroad – Canadian Pacific to buy Kansas City Southern in deal worth \$29 billion

By Keith Fender

CANADIAN Pacific has announced plans to buy fellow US Class 1 railroad Kansas City Southern Railway (KCS) in a deal worth \$29 billion.

If the deal – which is supported by both companies – is approved by regulators, it will create a tri-national freight operator linking Canadian cities with those in Mexico.

KCS is a major operator in Mexico, having founded and later bought outright the Transportación Maritima Mexicana 50-year concession, which was renamed Kansas City Southern de México in 2005. KCS also owns half the Panama Canal Railway Company, operating ocean-to-ocean freight and passenger services along the Panama Canal.

Expanded

Canadian Pacific (CP) built the first trans-continental railway

KCS uses its attractive yellow, black and red livery on locos in both the US and Mexico; a pair of KCS SD70 ACe locos led by No. 4042 head a freight with two CSX locos on the Public Belt railroad beside the Mississippi in the centre of New Orleans on January 21, 2009. A New Orleans streetcar on the 'Riverfront line' is on the right. KEITH FENDER

across Canada, which opened in 1885 and in recent decades has expanded its operations in the US by buying smaller freight railroads giving access to cities such as New York and Chicago.

CP has previously attempted other mergers with American Class 1 railroads, but these were rejected by American regulators. A decision on the KCS deal is not expected before 2022.

While the merged 'Canadian Pacific Kansas City Railway' will still be the smallest of the North American Class 1 railroads when



measured by revenue, it will have a network of more than 32,000km, uniquely connecting Mexico, the US and Canada, with revenues of about \$8.7 billion.

New business

The merger is expected to create opportunities for rail freight to win new business from

road transport and possibly oil transportation as expansion of pipelines from Canada to the US has been blocked.

While CP locomotives are already seen in parts of the US, the merger should see CP locos working all the way from Canada to Mexico and potentially KCS locos working into Canada.

More emergency financial support for TfL and metros

A FURTHER £33 million of emergency coronavirus funding was announced to support the operators of light rail and tram operators during the pandemic. The money covers the next 11 weeks and takes the total support for Nottingham, Sheffield, Newcastle, Blackpool, Manchester and Birmingham light rail systems to nearly £200 million.

Meanwhile, Transport for London has agreed a further emergency funding package

offered by the Government covering the period from late March to mid-May. The figure is close to £500 million and covers bus, train, tram and tube services.

It takes the total support for TfL during the pandemic to around £3.9 billion. TfL's has seen revenue plummet by 90%.

The Scottish Government will provide a further £7.5 million of emergency funding for the Glasgow Subway and Edinburgh Trams.

Crewe pool steam back in action for testing

LOCOMOTIVE Services Ltd had steam back out on the main line on March 17 as it continues its preparations for the return of Saphos Trains' railtours from mid-May.

Stanier 'Black Five' 4-6-0 No. 45231 *The Sherwood Forester* made a light engine test run that morning from Crewe to Chester and back, seen here passing beneath

Beeston Castle. Saphos Trains 2021 season kicks off on May 15, with a 'Fellsman' run from Crewe over the Settle & Carlisle line. KALLUM BUCKLEY





An impression of the livery expected to be carried by the Rail Charter Services HST over the Settle & Carlisle line in the summer.

HST and new livery for 'Staycation Express' in 2021

By Tony Miles

AFTER much speculation, Rail Charter Services has confirmed that the 'Staycation Express', the regular charter service operated very successfully over the Settle-Carlisle line in the summer of 2020, will return this year, but with a difference... and with a new train and livery.

The 2021 service builds on lessons learned in the first year with a change in the rolling stock and a different service pattern; a dedicated 2+5 HST set belonging to Locomotive Services Ltd sporting a new

livery based around British Racing Green.

Following feedback from passengers and analysis of loadings, the main daily journey will now be a return run between Skipton and Carlisle.

Appleby

Stabling and overnight servicing of the train will remain at Appleby and so services will start with a southbound journey from Appleby to Skipton, and end with an early evening return journey back to Appleby.

In between, the set will run over the full length of the Settle-

Carlisle line, serving Appleby but running on to Carlisle, where a layover of around two hours will allow time to explore the city.

The reduction in services from the thrice-daily runs in 2020 reflects the fact that loadings on the very early departure from Skipton and the evening return from Appleby were generally very lightly loaded.

As *The RM* closed for press, the exact timings were still being agreed with Network Rail but the aim is for a morning departure from Appleby at around 09.30, returning from Skipton to Carlisle at approximately 11.15.

The train will depart from Carlisle at around 15.00 and then leave Skipton at approximately 17.00, heading for Appleby.

Sunday service

Another significant change will see the service run Saturday to Thursday each week, adding Sundays to the timetable as loadings on Fridays were much lower.

More details in a future issue, but services are expected to begin w/c July 19 and running through to around September 11 or 12. Visit www.railcharterservices.info

Government challenges industry to cut upgrade costs

By Ben Jones

RAIL Minister Chris Heaton-Harris officially unveiled the Government's Project SPEED approach on February 26, challenging the rail industry to halve the time and reduce the cost of delivering infrastructure projects.

Rail Project SPEED (Swift, Pragmatic and Efficient Enhancement Delivery) was jointly developed by the Department for Transport and Network Rail in 2020. It is identifying new methods of working, innovative construction techniques and streamlined planning processes to deliver projects more quickly.

One project already benefitting from these principles is the Newcastle-Ashington reopening scheme, where Northumberland County Council, DfT, Network Rail and AECOM have worked collectively to identify opportunities to slash months off the schedule and deliver efficiencies to save millions of pounds.

Mr Heaton-Harris called on the supply chain for creative ideas to help reduce the cost of delivering infrastructure projects.

The project builds on the 'Acceleration Unit' announced by the Transport Secretary in August 2020 to complete public investment projects more strategically and efficiently.

Overview

Network Rail has also launched its Rail Investment Centre of Excellence (RICE), designed to act as a hub for the organisation's devolved regional businesses and wider network functions. Part of wider organisational changes, RICE will improve Network Rail's overview of rail investment from planning through to delivery.

The new department will be tasked with creating a smoother relationship with the supply chain and encouraging third party funders. Since 2017, the programme has overhauled 400 of its most difficult and restrictive standards, which has produced multi million pound savings.

Steam's Covid outpost, but footplate experience to end

By Trevor Jones

WITH a worldwide interruption to standard gauge steam, the only steam services running this winter have been the Polish scheduled services from Wolsztyn.

Services began on January 16 with two round trips to Poznan, a total mileage of 200. Despite travel restrictions, more than 100 linesiders got photos in a winterland landscape.

The following Monday, the twice-daily Monday to Friday service to Leszno commenced.

While scheduled services are guaranteed until the end of November, special events such as the annual May Day parade are cancelled. However, the shed is hoping to have enough available locos to provide a gala event on September 4-5.

The 'Pirate' is planned as a weekend event on May 29-30, and a series of local specials of around 100-mile round trips will operate on Sundays from June 20 to September 12 inclusive.

All services until February 24 were hauled by 2-8-2 No. Pt47-65, when the ex-works No. O149-69 completed a day's running-in on the scheduled services to Leszno. After minor adjustments, it took over the steam services

two days later. The other 'O1', No. O149-59, is about to go into works for a major overhaul.

Finance in doubt

The unfortunate news is that the Wolsztyn Experience footplate courses, as they are now, will come to an end in just under a year's time for several reasons.

Firstly, owing to Covid-19, the financial situation of the Polish local authorities who fund the steam services could well be in doubt.

In 2019, Wolsztyn Experience made an appreciable contribution of 700,000 Zloty (£130,000) towards the cost of running the depot, but that has been drastically cut in 2020 owing to Covid. This makes the working museum's situation financially more precarious.

Another problem is the current drivers – who are well over retirement age – will have to be replaced. This means that driver training will have four people on the footplate and access for Wolsztyn Experience footplaters is impossible.

Not knowing until the last minute if there would be any space on board means operating a proper advanced booking service will be impracticable. So



Pt47-65 departs from Strykowo with the first Poznan steam service of the year on January 16. ARTUR WIECZOREK

WOLSZTYN TIMETABLE 2021

Station	Sat	Sat	Station	M-F	M-F
Wolsztyn	08.45	14.06	Wolsztyn	05.34	11.41
Poznan	09.01	16.01	Leszno	06.51	12.53
Poznan	10.29	16.56	Leszno	07.41	13.35
Wolsztyn	13.38	19.44	Wolsztyn	09.05	14.59

in 2021 the only way will be to contact Howard Jones directly in Poland and he will see what is possible.

It will not be known until October or November if any services will operate in 2022.

The current steam timetable is above, but minor alterations can be made every quarter. Should work start on upgrading the last section of either the Leszno or the Poznan line, service times will alter.

Faulty fastenings blamed for Eastleigh derailment

By Ben Jones

FRACTURED rail fastenings and ineffective asset management led to the derailment of an intermodal train at Eastleigh on January 28 last year, according to a Rail Accident Investigation Branch (RAIB) report.

The main line from Basingstoke to Southampton and Weymouth was severely disrupted for several days

after the derailment of the Freightliner-operated train on a crossover at Eastleigh West Junction.

RAIB's investigation discovered that fastenings holding the rails to the concrete sleepers were fractured below the surface, causing one of the rails to move outwards under the weight of the locomotive, derailing it and four loaded wagons.

RAIB discovered that the local track maintenance team had not identified any relevant faults prior to the derailment, as the failures were not apparent during visual inspections.

Despite previous faults of a similar nature elsewhere, Network Rail had not developed an effective inspection regime to detect such failures, the report discloses.

The report also observes that the maintenance delivery unit at Eastleigh was not effectively managing the maintenance of its track assets.

Recommendations include the development of a strategy to address the risk of failure of this type of track fastening system and how Network Rail measures dynamic track gauge on lines that are not monitored by a track measurement train.

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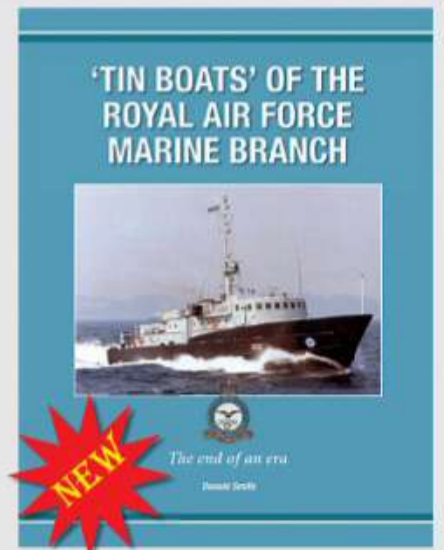
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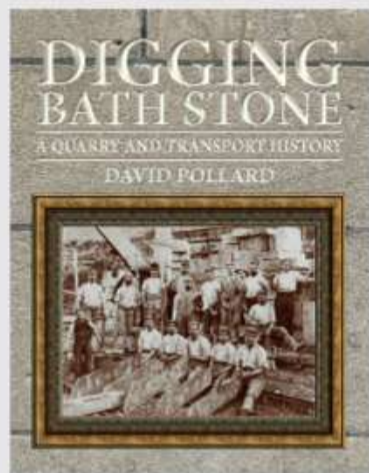
The end of an era Donald Smith

The Marine Branch was small in comparison to the remainder of the Royal Air Force but size was no true indication of relative importance. The RAF Marine Branch was called upon to deal with specialised applications of maritime practice not usually encountered in other sea services. The Royal Air Force was formed on 1st April 1918 and the Marine Craft Section commenced operations twelve days later. This new Trade Group 7 was to provide very specialised seaborne support for the next sixty-eight years. Tasks of the RAF sailors varied from Air Sea Rescue, towing, refuelling and arming all types of seaplanes and flying boats, target towing for both aircraft and shore based gunners, torpedo and other forms of weapons recovery, sea survival exercises for aircrew and wet winching drills with helicopters, to training sea-going HM Customs officers in the handling of larger and faster types of marine craft. In 1965, in an effort to prove that the Marine Branch was fully capable of undertaking longer duration tasks the decision was taken to re-equip with larger purposely designed steel craft, well capable of staying at sea for long periods. So why 'Tin' boats? This was the name adopted by RAF crews weaned on generations of high-speed wooden launches, and who looked upon the new steel craft with intrigue and scepticism in equal measure. By the time the 'Tin' boats arrived on the scene, swingeing successive budget cuts, coupled with successive Government Reviews, had reduced the RAF Marine Branch to a shadow of its former self. In the post-war period, they operated from some twenty-eight Marine Craft Units worldwide but, by the mid 1970s, only three UK units remained and on 31st March 1986, the RAF Marine Branch was disbanded and its tasks were handed over to civilian contractors.

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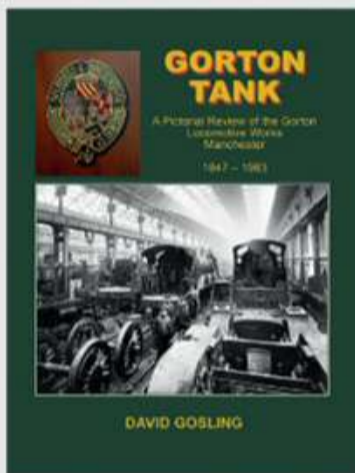
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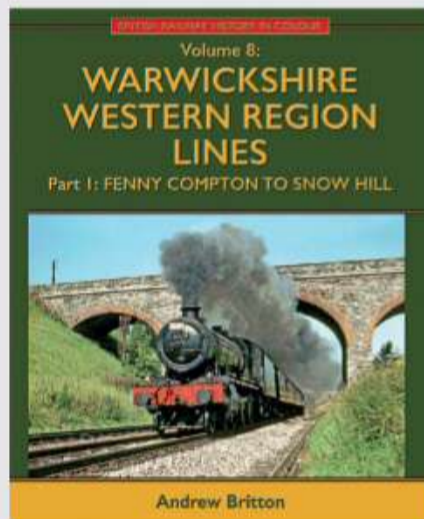
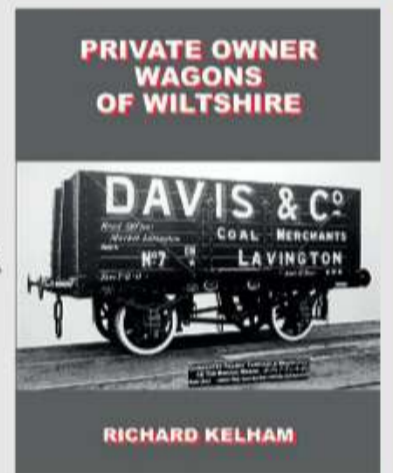
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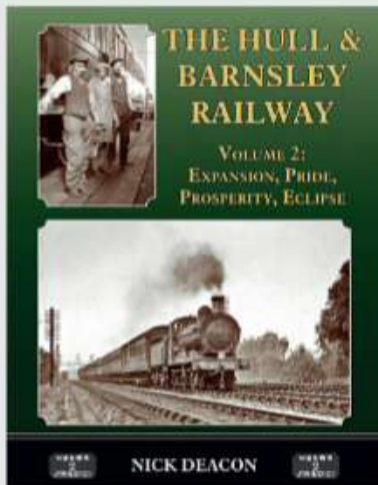
Part 1: FENNY COMPTON TO SNOW HILL Andrew Britton

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

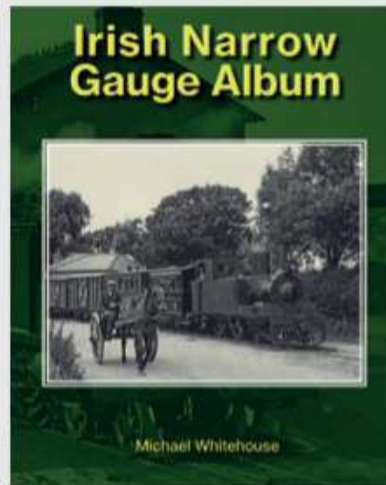
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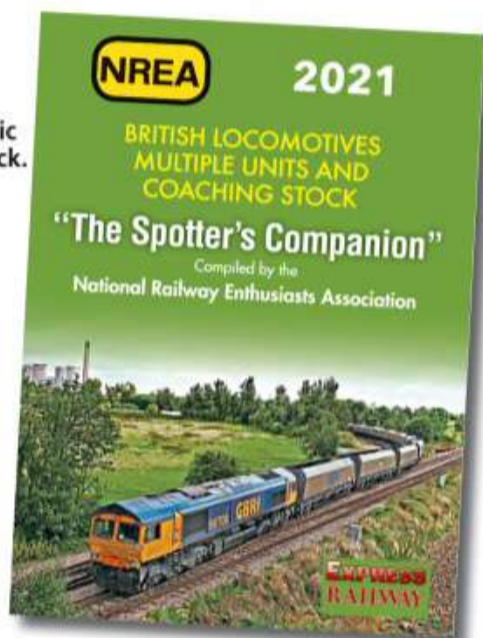
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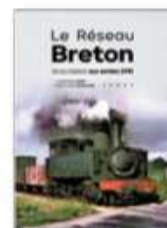
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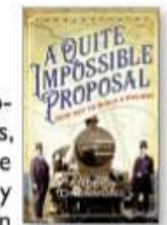
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THE RAILWAY PHOTOGRAPHY OF TOM WILLIAMS

Tom Williams' passion for trains and photography led to a collection of superb images spanning three decades following the Second World War. **Fraser Pithie** meets up and reflects with his schoolfriend, Phil Williams, who has been painstakingly restoring his late father's colour photographs.



THE sight and sound of the Great Western Railway attracted Tom Williams (T E Williams) from a very early age.

Born in 1930, Tom was a regular visitor to the GWR's station at his home town of Stratford-upon-Avon as he grew up. He was a lad who quickly showed himself as having a keen eye for detail, obtaining second prize in a wartime competition for aircraft recognition.

The GWR's main line between Birmingham and Cheltenham ran through Stratford, with the Royal Engineers' Central Engineer Park at Long Marston, some five miles south-west. Consequently, any time spent at the town's station or the

lineside was guaranteed to be rewarded with an impressive array of passenger and freight traffic.

Wartime restrictions

Growing up in the 1930s and 1940s, few people had the funds necessary to purchase such luxury items as a camera, and with the war came severe restrictions on photography. Being also skilled with pencil and paper, Tom was content in his early youth by sketching locomotives and track layouts, but with his grandfather and father both possessing a pre-war 'box' camera, his mission after he left school was to borrow or buy one for himself.

In 1947, Tom initiated what was to become a brilliant collection of railway images that effectively catalogued the late 1940s, the 1950s, and the 1960s. Tom's penchant was for the Western Region, which, where he lived, covered the South Midlands, Stratford, Birmingham Snow Hill and Wolverhampton (Low Level) and Stafford Road.

Fellow Stratfordian and railway historian, the late John Jennings, a generation younger than Tom, described his photographic work as "the one single catalyst that fired our enthusiasm and sealed our life-long commitment".

Apart from two years of National Service in the RAF, Tom had a day job at Flowers' ►

Newton Abbot's 'Hall' No. 4905 *Barton Hall* pilots its much younger 'Modified' cousin, Laira-based No. 7905 *Fowey Hall*, south out of Newton Abbot towards Aller Junction on a Saturday, Bristol to Plymouth relief working. No. 4905 will most likely detach at Dainton. The line on the right is the branch to Torbay and Kingswear. Although these locomotives were separated in age by almost exactly 20 years, they both ended their days at John Cashmore's scrapyards at Great Bridge, being broken up within two months of each other during the summer of 1964. Photograph taken on September 14, 1957.



Gloucester stalwart Collett 0-4-2T No. 1440 approaches Tramway Junction, past Horton Road locomotive shed, with a single auto trailer for all stations and halts to Chalford. The train is just about to traverse the Horton Road level crossing prior to swinging south along the Golden Valley. Despite having spells at Exeter, Oswestry and Banbury, No. 1440 always seemed to return to Horton Road, from where it was withdrawn for scrapping less than six months after this photograph was taken, on July 21, 1963. Note the 'saddle' behind the chimney, indicating No. 1440 is fitted with a top-feed boiler.



On September 4, 1958, Cardiff Canton-based No. 5911 *Preston Hall* exits the westerly portal of Dainton Tunnel with an unidentified Down mixed freight. The chalked reporting number just visible on the smokebox door, 595, actually refers to a 3.20pm Kingswear to Cardiff working from the previous Saturday, five days earlier. No. 5911 spent its entire 31-year service life working out of South Wales, being shared between Ebbw Junction and Canton depots. It was eventually withdrawn from the latter in September 1962 and broken up by R S Hayes, Tremain's Yard, Bridgend, just over a year later.



In the incandescent light of a frosty January morning in 1961, Stafford Road's No. 5022 *Wigmore Castle* on a Cheltenham Races special heads south out of Stratford-upon-Avon, leaving a classic 'cotton wool' exhaust trail clinging to the top of its train as it approaches the ex-SMJ/LMS overbridge at Stratford's Old Town. The exact date of this shot was not recorded as Tom didn't enter details in his diary and just to confuse matters further, had a roll of Perutz film in both of his operating 35mm cameras at the time, seemingly alternating between both over a period of over a month.

brewery, one of the largest employers in Stratford-upon-Avon until its eventual demise following its acquisition by Whitbread and the relocation of operations to Cheltenham.

At Flowers, Tom met and became good friends with Brian England, who worked in the same department and who also became a much-accomplished railway photographer, as did his younger brother, Gordon.

In the introduction to the newly published volume of Tom Williams's restored colour slides, Brian captures the great relationship between himself and Tom.

"We found we had much in common and would regularly cover for each other when sneaking out at 10.09am for the Down 'Cornishman', and in the evenings would cycle up the canal towpath off the Birmingham Road to photograph the return working at 6.10 pm."

Another friendship with a kindred spirit was formed when Tom and Brian, who regularly cycled over to Hatton Bank near Warwick, met another well-known and respected railway photographer, Dick Blenkinsop.

Indeed, it was Dick who said in 2017: "Tom was a natural for the difficult, trying, and often frustrating hobby of railway photography".

Such recognition supports the view that Tom Williams became one of the unsung great



The 'Caledonian' was one of the crack London Euston to Glasgow Central express turns and was exclusively entrusted to the Stanier-designed 'Princess Coronation' Pacifics. Here No. 46239 *City of Chester* has been immaculately turned out by Camden shed for the Down working on June 23, 1959, seen passing the village of Brinklow, north of Rugby.



With just a trace of steam at the safety valves and a comparatively easy southeasterly run down through Warwick, the fireman of Reading's No. 4096 *Highclere Castle* can afford a wry smile as he passes the photographer, who is standing by the Budbrooke Up goods loop, just north of Warwick. The train is the 7.20am Pwllheli to Paddington service on September 8, 1962, and the 'Castle' will have come on at Shrewsbury, probably taking over from a 'Manor' or 'Grange' class, and is captured here looking well prepared to tackle the climb ahead, after the next stop at Leamington Spa General. When this photograph was taken, No. 4096 had only been working out of Reading for two months, after spending the previous four years at Old Oak Common. It would remain at Reading until the end of the year before returning to Old Oak, from where it would be withdrawn for scrapping within a matter of weeks.

post-war railway photographers.

Complete with a BR Western Region lineside permit and eventually gaining a Vespa motor scooter, Tom was regularly found capturing ex-GWR locomotives at work along the Birmingham-Paddington and Worcester-Paddington main lines.

For the first few years (1947 to 1954), Tom worked purely in black-and-white medium format photography. It was in 1954 that he managed to afford his first 35mm camera, purely with the intention of shooting colour slide film.

'Castles' and 'Kings'

His main love was the classic, and some would say unsurpassed, GWR 4-6-0s, primarily 'Castles' and 'Kings', the sight and sound of which could be enjoyed as they worked hard.

With 'Castles' steaming up Chipping Campden Bank with Worcester-Paddington services or 'Kings' thundering along the GW main line at Hatton operating the Paddington-Birkenhead services, both were within 10 miles of Tom's home.

However, in those early days, he didn't always venture far, except by train, deciding to make the most of his local area, which he captured comprehensively and in fine detail. The result is that Tom produced many cracking

images that don't just present a locomotive and its train, but that encompass a landscape, a world and a way of life that was being rapidly consigned to history.

Sometimes in those early post-war years, Tom could travel further as his father would occasionally provide the transport. The usual arrangement was: "I'll pick the location I want to photograph and you can pick the country pub to visit on the way home!"

When it came to cameras, Tom used several in the early years, including Zeiss Ikonta, Rollei and the Afga Record III. He used Ilford film for the vast majority of his black-and-white work. He also experimented with press cameras; their attraction being mainly that they were 'fast', with shutter speeds up to 1/1000th of a second.

As Tom ventured into the world of colour, this is where his photographic prowess came to the fore. However, one needs to appreciate the step this was for Tom, an average working man. Colour was expensive in terms of both camera and film. Photography was Tom's passion, and he possessed a level of creativity and preparedness to try new things and seek that shot not taken or seen before.

Tom would take his black-and-white camera and another loaded with colour film. If the circumstances provided an opportunity



It is approximately 1.30pm on an unspecified date in the spring of 1954 and No. 6995 *Benthall Hall* waits at Bristol Temple Meads with the 'Merchant Venturer', having taken over duties from a 'King' class. No. 6995 has just backed onto its charge and the duty wheeltapper has just completed his run of the train, which within a minute or so will continue its journey to Weston-super-Mare, due in at 2.04pm.

RESTORING OLD IMAGES – Phil Williams outlines his experience and views when it comes to restoring images

AS much as I've treated every slide very much individually, each with its own set of 'issues', there's usually a consistent set of problems associated with every different film type.

Without a shadow of a doubt, the most colour-fast dyes I've found are in the emulsions of Kodachrome I and II (the former being superseded by the latter in 1961). However, the adhesive in the cardboard mounts and the gelatines that constitute a large proportion of the film emulsion have proved to be the perfect breeding ground for a host of fungi.

Generally, much of this 'bloom' can be removed from the film's surface by gentle

washing with tepid water and a very fine, soft sable watercolour brush. A propanol-based solvent has also proved useful for removing dust and debris. Of course, any such cleaning process does not repair the damage left behind by the action of these hungry microbes, and this can only be addressed digitally.

Other film types – for example, Kodak Ektachrome, Gevacolor 26, Agfa CT-18 and Ilford D – have proved more challenging because on top of the damage associated with fungal attack, the dyes within the film emulsion have not remained stable. Depending on the manner (and degree) of the colour degradation,

each slide is then scanned accordingly, in some cases twice using different exposure settings to maximise the possibilities for the digital aspects of the restoration.

As much as some of the final restored images contain components from both scans, at no point has any part of one image been transplanted onto another, and I've not 'painted in' anything that wasn't present in the original photograph.

There's always the temptation for digital 'restorers' nowadays to add, for example, smoke to a photograph of a steam locomotive to embellish it, but that's not what I'm about. I don't see that as restoration.

■ Degradation of film emulsion is a challenge facing many photographers with 50-year-old images. This 'before' view shows how mould and other deterioration shows up on a scan. Following work in digital manipulation software, the glory of the original image has been restored. Achieving these results can be a time-consuming but ultimately worthwhile process.



Stafford Road's 'Castle' class No. 5046 *Earl Cawdor* heads north out of Stratford-upon-Avon towards the Bishopton Lane overbridge on the 12.15pm (SX) Kingswear to Wolverhampton service on July 30, 1958. The locomotive is fitted with the reversed 'Cornishman' headboard, suggesting it had worked the Down Wolverhampton to Penzance train as far as Bristol and, having been turned round quickly, is caught here returning the headboard for the following day's Down 'Cornishman' service.



Bath Road's No. 4084 *Aberystwyth Castle* is less than a month out of Swindon Works after overhaul but is already showing signs of a heavy work load, with a layer of grime beginning to form and a short trail of steam leaking from one of its inside cylinder valves. It is captured here thundering through Twyford on October 11, 1958, with an unidentified eastbound express.



After just under a decade in service, Sheffield Millhouses-based 'Black Five' No. 44851 has just exited the paint shop at Crewe works in pristine condition after its first full repaint. Llandudno Junction-based Ivatt '2MT' 2-6-2T No. 41238 in the background appears also to have been given the same treatment. This photograph was taken on May 30, 1954.



Old Oak's No. 5084 *Reading Abbey* with an eclectic mix of coaching stock (no doubt retained specifically for excursion workings) runs through Twyford Station on February 28, 1959, with a Paddington to Newbury Racecourse special. Captured here passing the goods shed, No. 5084 (ex-'Star' class No. 4064) has recently been out-shopped from Swindon after a heavy general overhaul, and this is reflected in the loco's near-pristine appearance in this photograph. The work carried out included the fitting of a double chimney, new Diagram HD boiler and its Hawksworth 4,000-gallon tender being replaced by a Collett equivalent.

to capture the activity in colour, Tom would do so, but it was invariably dependent on weather conditions.

In the 1950s, colour film came with its own set of constraints, plus a higher cost. Its low sensitivity to light, combined with limited camera functionality, meant that shots ideally had to be taken in bright sunlight. A fast-moving subject, whether an express train or a football player, was near-impossible to capture without blurring. Hence, most rail and sport photographers of the time rarely opted for colour slide film.

Exposure calculations also had to be spot-on, testing the skill and knowledge of the person behind the lens. Half an 'f' stop could often be the difference between a great image and photographic disaster.

Quality

Kodak led the way in progressing the quality and functionality of colour slide film with its flagship 'Kodachrome', eventually raising its original 10ASA rating and marginally reducing the constraints that had previously existed.

Over the years, fate also played a hand; Kodachrome has become the only 35mm slide film to stand the test of time with its colourfast dyes and other technical qualities.

Understandably, Tom ventured into using other film makes, which offered faster speeds, but thankfully he regularly returned to Kodachrome. Nevertheless, there were many cassettes of non-Kodak film that yielded disappointing results and that, over time, manifested colour degradation.

Tom's friendships with Dick Blenkinsop, and Brian and Gordon England, became long-standing, and with Dick being able to drive, regular photographic trips were arranged when they could fit around work schedules.

Days out to locations such as Twyford, Sonning Cutting and Goring troughs realised some classic images captured by all three of these intrepid photographers.

In the 1950s, a car journey to Sonning Cutting from Warwickshire involved just A-roads, with a resulting journey duration of

OLD SCHOOLFRIENDS

Phil Williams and Fraser Pithie were both born in 1960. They met when they attended Broad Street Junior and Infants School, Stratford-upon-Avon, situated within a stone's throw of what used to be Evesham Road level crossing on the railway line south from Stratford to Cheltenham.

Little did either of them know then that more than 50 years later, the railways would bring them together to work on a feature for *The RM* about Phil's father, Tom Williams.



several hours each way. In those days, Swindon Works were open to the public on Sundays and many visits were made during the last decade of steam.

The fruits of these excursions were ably recorded on colour film by Tom, the results of which can be seen in the three volumes of his work already published, with the fourth due out as I write this.

Throughout the 1950s and early 1960s, Stratford-upon-Avon enjoyed an important operational status as a driving depot, with Stratford drivers and fireman regularly booked to work or relieve north, to and from Wolverhampton and south far as Cheltenham, Gloucester, Bristol, Worcester and Oxford.

Over the years, Tom got to know most of the Stratford crews well (his father-in-law was a fireman and, later, driver). As the Modernisation Plan of the British Railways Board, announced in 1955, began to gather pace, the crews came to appreciate the importance of railway photography and the record that Tom and his fellow photographers were creating with their many hours spent at the lineside.

The railwaymen's relationship with Tom paid handsome dividends, often enabling him to catch a shot of an unusual working or locomotive. Sometimes, a request by the man behind the lens would be made to a crew working a particular train to ensure it was working hard, thus providing a more dramatic picture when it came into view at a pre-specified location.

Sid Lloyd, initially a GWR driver at Machynlleth, moved to Stratford in the late 1950s and got to know Tom. Sadly, Sid died last year, aged 97, but in his recollections to me three years ago said: "Tom Williams was a friend to us railwaymen. You have to remember that in the late 1950s and early 1960s, railways were going out of fashion. We welcomed Tom because he was loyal in his interest and passion for the railway."

Rail passion

The pleasure and company of friends sharing that passion for the railway also shines through recollections like the one related to the photograph reproduced on page 20, taken by Gordon England. He said: "On the way back from Llanvihangel, Tom and myself see that the signal is off at Pontrilas and quickly pull into the station. Getting out of the car, we can hear it coming. The photo proves I could run faster than Tom at the time!"

As time marched on, Tom became more accomplished in taking colour photographs and, as already mentioned, film manufacturers were continually improving colour film performance.

This coincided with Tom being able to travel further afield, broadening his range of photographic subjects and locations, and recording what are of some of the most evocative colour images of the time – not just in railway terms but also of catching a view of that period in our history, not least because of Tom's eye for photographic composition.

Consequently, Tom's pictures take the reader to the East and West Coast main lines, the South Devon Banks and Thames Valley in a period of post-war recovery to one where a significant change to the railway scene was on the horizon.

That said, Tom's love was for the 'Castles' and 'Kings' of the GWR and Western Region ▶



The crew on the telegraph wires doesn't seem fazed as Crewe North-based 'Britannia' No. 70054 *Dornoch Firth* lumbers up the bank north of Llanvihangel, Monmouthshire, with the 13-coach 9.20am Liverpool to Plymouth on July 13, 1963. The built-up (disused) siding on the east side of the cutting here gives an indication of the gradient (approximately 1-in-82) faced by locomotives approaching the station in both directions, the disused platforms just a few hundred yards away from the location of this shot, almost straddling the summit.

"The railwaymen's relationship with Tom paid handsome dividends, often enabling him to catch a shot of an unusual working or locomotive. Sometimes, a request by the man behind the lens would be made to a crew working a particular train to ensure that it was working hard, thus providing a more dramatic picture when it came into view at a pre-specified location."

In its final few months at Worcester shed prior to reallocation to Oxley, No. 7023 *Penrice Castle* braves the cold and damp on this depressing Saturday afternoon as it crosses the bridge over the Stratford Road at Honeybourne, Worcestershire, on an unidentified Worcester to Paddington express. In the distance you can just make out the outline of an unidentified freight that has been held in the up goods refuge to allow the express to pass. The bridge on the right of this image carries the west-to-north loop that links the Worcester line with the Cheltenham to Stratford-upon-Avon line at Honeybourne North Junction. Photograph taken on March 14, 1964.



THE ONE THAT GOT AWAY!



Tom Williams's fellow photographer and travel companion, Gordon England, got this picture of 'Hall' No. 6915 Mursley Hall roaring through Pontrilas as Tom (inset) is seen having not quite got to the optimum photo position. Quips Gordon: "The photo proves I could run faster than Tom at the time!" GORDON ENGLAND

of BR, which he felt epitomised the very best in 4-6-0 locomotive design and performance.

With the publication this March of the fourth volume of Tom's collection, his sons Phil and Owen will have showcased about 500 timeless colour images. In total, Phil has so far restored about 1,300 photographs from

around 1,550 surviving slides.

A proportion of the collection is missing. Tom gave some away to friends during his lifetime and others were loaned to commercial duplicators but not returned after his death.

It has been a labour of love. The result has given readers pleasure as the pictures take them

back to a time long gone and, crucially, in full colour. This new volume is set to provide more enjoyment and certainly some surprises, with a few unexpected shots leading to "well I never knew or have seen that before!" moments. ■

■ *T E Williams – The Lost Colour Collection is published in four volumes by Irwell Press Ltd.*

King's Cross-based 'A3' Pacific No. 60107 Royal Lancer is hard at work on Stoke Bank with a King's Cross to Newcastle express captured here between Little Bytham and Grantham. Tom travelled with Gordon England across to the East Coast Main Line on this day, primarily to photograph No. 60022 Mallard on the first leg of the RCTS/SLS 'Aberdeen Flyer' railtour, a goal which they achieved, but unfortunately due to the light being particularly poor, Tom chose not to waste any colour film on it, capturing it only in black-and-white with his medium format camera. The weather improved later in the day, allowing for a handful of 35mm colour images, including this one. Photograph taken on June 2, 1962.



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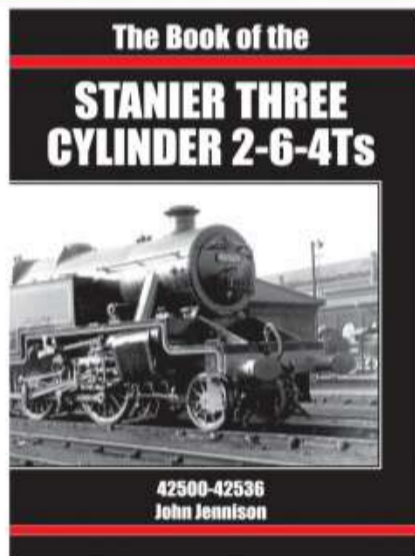
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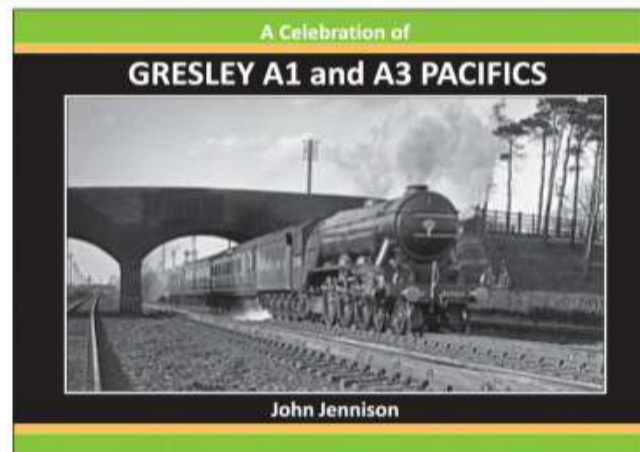
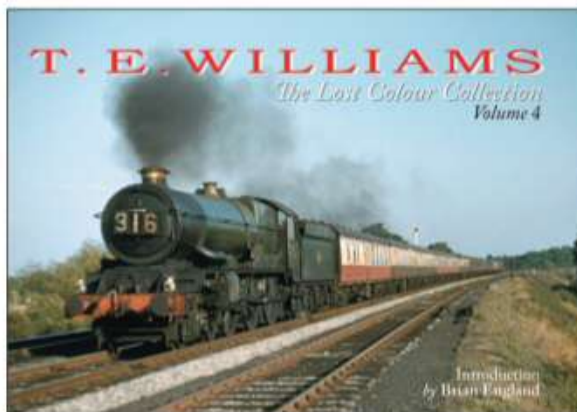
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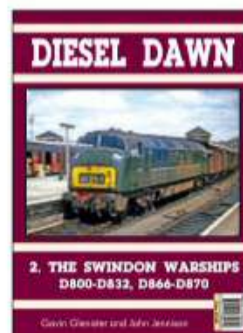


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EASTERN EXPECTATIONS AND EXCEPTIONS



John Heaton FCILT analyses the impact of LNER's Hitachi 'Azuma' trains on East Coast Main Line schedules.

HERE has been much discussion during the development of the InterCity Express Project concerning the provision of bi-modal power. There was a balance to be drawn between extra electricity and time costs for transporting unused diesel engines under electric wires against the lack of flexibility possessed by pure electric units.

The matter was finally resolved in favour of 'bi-modes'. The lack of 'infill' electrification over regular diversionary routes in Britain and the frequency of overhead line failures were two of the deciding factors. Commentators who preferred a strategy of switching from all-electric units to large diesel loco haulage where the wires ended never really addressed the locos' probable lack of productivity between turns.

By now we should have been relishing the prospect of the full East Coast timetable delivering the range of improvements we have been promised, including progress towards the much-vaunted four hour London-Edinburgh interval service.

Voices have suggested that this might only be achieved by limiting trains to a single intermediate stop at Newcastle, which arguably underplays the significance of, among others, Darlington and York. It has been suggested that four-hour schedules over the current

infrastructure are impractical even with just one stop.

The single train from Edinburgh to London timed for four hours has not enjoyed the best of punctuality records, despite the encouragement of having the 'Flying Scotsman' title transferred to it.

The problems have chiefly stemmed from tight pathing and overtaking moves such as that of the 06.00 Berwick-upon-Tweed-King's Cross at Darlington, the 06.55 Skipton-King's Cross at Doncaster, and the 07.00 from Hull between Grantham and High Dyke. If these impediments are successfully overcome, we have the 07.42 from King's Lynn 2min ahead on Welwyn viaduct.

No guarantees

Some will say they can deliver such a tight timetable. Others might say paths have been oversold. I suspect I might have promised to deliver the Edinburgh 90% within 5min of time 'on time' but with no guarantees about the other four trains mentioned.

On a recent rail rover trip, Railway Performance Society (RPS) magazine editor David Ashley analysed a run with nine-car 'Azuma' No. 801207 working the 08.30 Edinburgh-King's Cross on a fine September morning. The train was booked to call at



TABLE I: DARLINGTON TO YORK

Unit/Loco		801207			91026	
Vehicles/tare/gross tonnes		9/419/430			DVT+9/410/420	
Train		13.00 Edinburgh-KX			07.00 Edinburgh-KX	
Date		September 9, 2020			March 28, 1992	
Recorder/Position		J. Heaton 1st of 9			G A M Wood	
Miles	Timing Point	Sch	MS	MPH	MS	MPH
0.00	DARLINGTON d	0	0 00	T	0 00	½L
2.64	Croft Spa		2 27	105	2 58	97
5.23	Eryholme		3 48	121	4 23	113
6.96	Cowton		4 40	124	5 15	123/127
10.44	Danby Wiske		6 21	123	6 54	123
14.26	Northallerton a	10	9 14		9 39	
0.00	d	0	10 42	1E	0 00	
3.40	Otterington		2 34	117	3 37	102
7.78	Thirsk	5½	4 43	123	5 50	125/129
11.88	Sessay		6 43	124/125	7 47	126
13.83	Pilmoor		7 39	124	8 42	127
16.55	Raskelf		8 58	124	9 59	127/128/126
20.15	Tollerton	11½	10 43	123	11 41	127
24.36	Beningbrough	[1]	12 47	122	13 41	126/128
26.76	Skelton Bridge Jct	16	13 58	122/tsr	-	
29.90	YORK a	19	17 53		18 06	

Berwick, Darlington and York, in addition to Newcastle, and took exactly four hours. Just one delay was suffered, of 3min at Werrington Jct.

Station dwell time totalled 13½min and the train arrived at London 6min early. If, instead, 2min dwell time is allowed at both Newcastle and York, and a 3min deduction is made from the four hours running time for unrequired acceleration and deceleration from the two excised stops, we come to a scratch two-stop schedule of 3hrs 58min. That allows only 2min recovery time, whereas say 6min plus a 2min performance contingency allowance might be practical.

It is therefore arguable that the competing pressures of a four-hour schedule aspiration, a realistic stopping pattern, and reliability are incompatible.

In the down direction, the four-hour schedule of the 15.00 from King's Cross in the 1990s again brought the 'counsel of perfection' cliché to mind. It required a near-perfect Class 91 run and some favourable regulating



LNER 'Azuma' Nos. 801101 and 800201 pass Bessacarr with 1S14, the 10.22 London King's Cross to Edinburgh on November 15, 2020. The train is diverted via GE/GN joint line due to planned engineering work on the ECML. GEOFF GRIFFITHS

treatment to succeed.

In fact, it is when accelerating on electric power from intermediate stations and low-speed restrictions that 'Azumas' show superiority to Class 91s. David Ashley suggests it would make sense for the few Class 91s that are being retained to work the four-hour trains, while the 'Azumas' work trains with more stops, especially the London-York services that call at most principal stations, thereby clearing the way for the Class 91s.

In a world of perfectly maintained elderly electric locomotives, this might well have been the case.

Appetising

Covid-19 has restricted the ability to compile a dossier of 'Azuma' runs over the last few months before the *RM* deadline. It would be hard to claim riding up and down on long-distance trains was 'necessary' or 'essential' by any definition. Nevertheless, a few appetising runs have been tasted, mainly from the intra-lockdown months of September and

TABLE 2: NEWARK TO PETERBOROUGH

Unit/Loco		801216			91018		
Vehicles/tare/gross/tonnes		9/419/435			DVT+9/409/-		
Train		06.56 Edin-KX			09.58 Newcastle-KX		
Date		September 23, 2020			November 17, 1999		
Recorder/Position		J Heaton 2nd of 9			D Ashley		
Miles	Timing Point	Sch	MS	MPH	MS	MPH	
0.00	Newark N d	0	0 00	T	0 00	T	
3.26	Balderton		2 46	112	3 42	95	
4.79	Claypole	6½	3 32	124	4 38	103	
8.61	Hougham		5 23	124	6 37	118/120	
12.31	Peascliffe TSP		7 21	110	8 29	118/101	
14.68	GRANTHAM		8 42	97/119	9 45	106	
20.38	Stoke Jct	12½	11 46	112/125	12 45	117	
23.04	Corby Glen		13 06	120	14 03	128	
27.91	Little Bytham		15 31	124	16 21	128	
31.43	Essendine		17 13	124	18 03	123	
33.03	Greatford		17 59	124	18 49	128	
35.33	Tallington	19	19 07	123	19 54	127	
38.23	Helpston	[1]	20 32	122	21 16	127	
40.65	Werrington Jct		21 43	124	22 25	127	
43.76	PETERBOROUGH a	27	24 25		25 23		

TABLE 3: RETFORD TO DONCASTER

Units 801103/801106
 Vehicles/tare/gross tonnes 10/478/490
 Train 17.03 KX-Leeds
 Date July 27, 2020
 Recorder/Position I Umpleby 1st of 10

Miles	Timing Point	M S	M P H
0.00	Retford Down Slow d	0.00	
1.16	Botany Bay	2.38	49
2.20	Sutton	3.50	56
4.48	Ranskill	6.03	65
6.34	Scrooby	7.37	73
8.15	Bawtry ub	9.08	72
9.85	Piper's Wood ob	10.35	66
11.86	Rossington	12.16	79/82
14.53	Potteric Carr ob	14.15	65
16.49	DONCASTER a	17.30	



Right: A pair of 'Azumas' at Darlington on September 9, 2020. On the left, No. 801205 leads an Edinburgh to King's Cross working. On the right, set No. 801212 has been on a test run from Peterborough to Merchant Park Sidings, Newton Aycliffe. TONY WINWARD

October 2020.

Table 1 shows a run I made on my way from Edinburgh to Warrington, changing at Newcastle, as no sensible passenger would do, from a 'Nova 1' to an 'Azuma' and obtaining a mandatory seat reservation five minutes before the train departed.

The log covers the impressive Darlington to York section which arrived at its Northallerton stop in around the time it would have taken a Class 91 to be running through at 125mph. A fast Class 91 run timed by Alastair Wood has been included for comparison. The 'Azuma' superiority is derived solely from their lightning acceleration, which exposes the Class 91s to accusations that they are past their use-by date. Comparing IET comfort to the 'Mallard' Mk4s is certainly not to the advantage of the 'Azumas', or the way they rarely deliver

125mph when the 'speed-set' is set to that figure.

On a second trip, this time southbound from York, as we left Doncaster I was still coming to terms with the allocation of an airline seat with someone coughing in front and someone else spluttering behind when the rest of the coach was empty, coupled with a public address warning us to not even contemplate changing seats, when I realised No. 801216 was already up to 100mph and we had yet to reach the south end of Doncaster freight yards.

Start opportunity

The intervening section to Newark was less impressive but the intermediate stop meant another chance of an 'Azooming' start, followed by a Class-91-beating climb to Highdyke and Stoke summit (see Table 2).

The existence of the relatively new up main line Peterborough platform stop gave the opportunity for the 'Azuma' to demonstrate the speeds possible now that the approach control previously required to reach the lower numbered platform is no longer necessary. The run quoted was a new RPS fastest time.

Of course, the vast majority of Doncaster-Peterborough runs in the Class 91 era did not have the benefit of the new up main platform. The comparative Class 91 run in Table 2, timed by David Ashley, is fast but not really typical, with a somewhat brisk passage through Grantham and a much quicker entry to Peterborough than was normal. The degree of approach control much depends on the occupation of signal overlaps from moves taking place at the south end of the station.

The new platform might improve journey times but it, paradoxically, does not necessarily help time-keeping. When trains were timed into a low platform with approach control, a delayed fast train could zip past during the station dwell time, enabling departure perhaps on a yellow aspect from the platform starting signal in the way of delay. Trains not booked to be overtaken are now timed into the up main platform. If a delayed fast train is closing from the north, it must sit and wait. If the stopping train has its platform changed to clear the path for the nonstop express, it will lose time. Such is progress.

Back to our record-breaking 'Azuma', and the climb from 105mph up the 1-in-200 to Abbot's Ripton was scorching, just touching 125mph and passing the former station at 122mph. Class 91s might manage 115mph but I have come close to the 'Azuma's' speed with Class 180s (formerly 'Adelantes').

A partial solution to the inflexibility of the so-called 'all electric' sets seems to have been reached by fitting a single 'get you home' diesel engine. The very phrase conjures pictures of InterCity trains limping along to the next refuge point to await rescue.

On July 27, 2020, the 17.03 King's Cross to Leeds ground to a halt at Retford with overhead line defects ahead. The train was formed of two five-car 'all electric' sets Nos. 801103 and 801106, and a delay looked inevitable. The fault took four hours to clear.



Loversall Carr Junction, just south of Doncaster, is the location where 'Azuma' No. 801212 passes with 1Y84, the 12.02 York to King's Cross, on February 2. GEOFF GRIFFITHS



With its single emergency diesel engine, set No. 801205 works train 1E13, the 11.30 Edinburgh-Peterborough, past Brownay, just south of Durham, on February 28. JAMES GARTHWAITE

TABLE 4: YORK TO DARLINGTON

Loco	801230
Vehicles/tare/gross tonnes	9/419/-
Train	07.30 KX-Edinburgh
Date	September 15, 2020
Recorder	D Ashley 3rd of 5

Miles	Location	WTT	M S	M P H
0.00	YORK d	0	0 00	
5.50	Beningbrough		5 02	121
9.60	Tollerton	7½	7 02	123
22.19	Thirsk	13½	13 10	123
26.55	Otterington		15 18	123
30.00	Northallerton a	pass	18 53	
30.00	d	17½	20 30	
33.76	Danby Wiske	(2)	26 54	50/52
37.15	Cowton	[1]	30 48	51
38.95	Eryholme		32 55	54
41.49	Croft Spa		35 35	60/sig stop
44.10	DARLINGTON a	29	42 11	

Northallerton stop to switch traction mode from electric to single diesel engine

Meanwhile, however, the emergency 750hp diesel engine in each set was fired up and the train continued on its way. Fortunately, RPS line chart editor Ian Umpleby was on board to record events and his log is shown in Table 3.

After leaving the down slow line signal stop at Retford, the 6.34 miles to Scrooby, where a speed of 73mph was attained, are mainly level but two miles average a downhill gradient of around 1-in-320. Speed then fell to no lower than 66mph on the three-mile climb at 1-in-198, punctuated by two very short level stretches through Bawtry to Piper's Wood. Downhill at 1-in-198 to Loversall Carr, a maximum of 82mph was attained before adverse signals intervened. The time lost running against a normal 'Azuma' start-to-stop schedule was 3½min.

RPS technical officer Dr David Stannard has modelled bi-mode performance and estimates a balancing speed of 80mph for five-car Class 801s, albeit only eventually, on the level in emergency diesel conditions. He points out that a nine-car 801, with its sole 'get you home' diesel engine and more auxiliaries to feed, is likely to balance at nearer 60mph. The tare weight of an 'all electric' five-car unit with one emergency diesel engine is, of course, some 11½ tonnes lighter than a pure bi-mode.

Emergency power

As if to confirm this conclusion, David Ashley then experienced a nine-car run from Northallerton to Darlington under emergency diesel power, less than two months after Ian's Retford incident.

'Electric only' IET No. 801230 left York with the 07.30 King's Cross-Edinburgh 4min late, making a good start on its Class 91 timings but running at the characteristic 123mph of these nominally 125mph sets (see Table 4). Speed setting is encouraged wherever possible, so the heroic 'driven' runs quite often experienced with Class 91s are now unlikely.

The train was halted at Northallerton with electrical power supply problems ahead, but within 97sec of stopping the train was on its way under emergency single engine 750hp diesel power. The train reached 50mph after 3.76miles to Danby Wiske, then registered the slight rise on 1-in-490 near Cowton to

pass Eryhome at 50mph. It touched 60mph downhill at 1-in-391 to the Tees bridge at Croft Spa, before preparing to enter Darlington station where the train reverted to the comforting hum of the electric motors.

Reflecting on this brief interlude, that amounted to a delay of less than 10min compared to having made a booked Northallerton stop. David Ashley concluded that carrying just a single diesel standby engine around the countryside in case it is occasionally needed probably represents a sensible balance of fuel and time versus convenience.

During the intervening August, Ian Umpleby discovered another unusual situation involving the employment of 'Azuma' diesel engines, this time on what seemed to have been a surprising yet planned arrangement.

The December 2019 timetable had

enhanced the basic single daily Harrogate east coast through train famine to a two-hourly feast. The original strategy of the mixed five or nine-car formations and electric/bi-mode propulsion was supposed to provide an economical response to serving the likes of Harrogate, away from the electrified core main lines where a two five-car formation could be split with a single set going forward from, in this case, Leeds.

Reduced capacity

Last summer, Leeds station was in the process of being remodelled to create the new Platform 0, resulting in reduced capacity when Mr Umpleby decided to sample his first IET run to Harrogate.

He was surprised to find the arrival from King's Cross formed of a Class 802 bi-mode

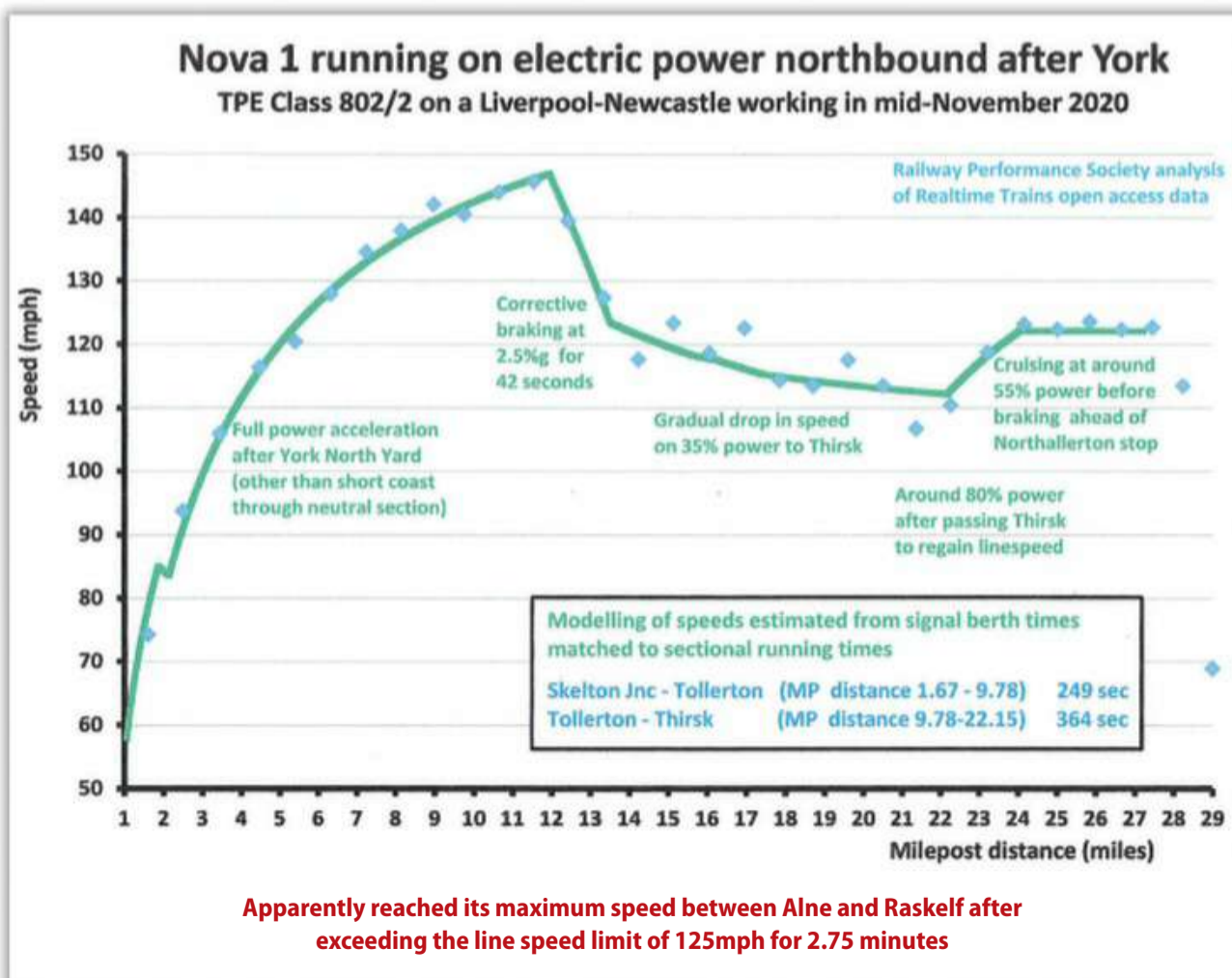


FIGURE 1: A graph produced by the Railway Performance Society in relation to an overspeed incident with a TransPennine Class 802 in November last year.

PRACTICE & PERFORMANCE

attached to a so-called ‘electric only’ Class 801 with its single emergency engine. Moreover, no detachment was to take place, meaning all 10 cars were to face the steeply graded climb to Harrogate, 100 yards higher altitude than Leeds, with a maximum of four diesel engines between them.

The combination made a gentle start, scarcely threatening to challenge the 45mph permanent speed restriction (psr) just after Armley Jct, where the hard work begins.

There is a short 1-in-105 as a prelude to 1-in-65, and then four miles at 1-in-100 from Headingley tunnel almost to Bramhope tunnel.

Underpowered as the pair might seem, that still gave 3,000hp for around 503tonnes gross – 6hp/tonne is a shade more than the 5¼ of a 2-car 300hp Metro-Cammell Class 101 DMU of course.

A constant 45mph between the tunnels corresponded with Dr David Stannard’s assessment of what three diesel engines would achieve, the implication being the electric-only set was indeed just that. The constant speed also confirmed the 1-in-100 was in fact consistent.

The overall maximum permissible speed is 60mph, so the downhill 1-in-94 through

Bramhope tunnel does not allow a run at the forthcoming gradients. The most significant feature of the Harrogate line is arguably the magnificent Crimble viaduct, where the line converged with the Wetherby-Harrogate route.

The Leeds line almost corners the full 90 degrees at the former Crimble Jct, where a 20mph psr applies, which costs a 10-car train more than a five-car one.

Travails

The restriction presaged a 1-in-91 climb and a maximum speed of only 29mph before the haven of Harrogate station offered final respite. Despite the travails of apparently dragging an unpowered unit over this assault course, only 5½ minutes had been lost against net working times, the gross figure including 2min recovery time.

A second run the following week featured an unfettered five-car bi-mode which ran at the booked speed throughout and reached the spa town in 23min 25sec. Ian Umpleby’s research reveals that the fastest legal HST time for this section is Noel Proudlock’s 23min 37sec. It has been done in a breathless 21min 7sec but the maximum speed was... erm... 76mph. However, it should be noted that the five-car

bi-mode dropped 85sec on the optimistic working times. Perhaps ½min of this was caused by the running brake test at Armley Jct, a little owing to only 18mph on the Crimble 20mph psr and the optimistic 7½min net timing from Rigton (pass) to Harrogate (arrive) – see Table 5.

After some debate about the role of the emergency diesel engine on the Class 800/2 in the first run, Mr Umpleby confronted Covid-19 again to determine what was happening.

In a display of selflessness so typical of RPS members, he chose to sit directly above the engine in question. The noise did not change when the train moved away and it stayed at a consistent level, with just a couple of minor changes in pitch en route.

It remained relatively muted throughout, compared with a hard-pressed Class 800/2 bi-mode, leading Ian to believe it was providing ‘hotel’ power only. The log closely mirrored the first run, with a 3min late arrival. This was only 1min late by the advertised time, so all but one of the 10 or so passengers would have been blissfully unaware of the drama.

David Ashley suffered further problems with IETs further north on a Covid-19 timetabled 14.21 Newcastle-Edinburgh TransPennine Express (TPE) with a ‘Nova 1’ Class 802/2. *The RM* Dec 2020 Practice and Performance article covered the anomaly of the TPE bi-modes being forced to work on diesel north of Morpeth. But what if the diesel engines were found to be defective?

David’s Class 802/2 started from Morpeth with just two of the three engines working, and by Widdrington one of those had given up the ghost. The driver coasted from Acklington towards Warkworth where three-engine power was restored, only for two to drop out passing Alnmouth at the foot of the 1-in-170 climb through Lesbury. One suspects the driver was by now pleading with Network Rail to be allowed to raise the pantograph and squeeze what juice could be extracted from the inadequate electrical supply. A stop was made at Stamford, the pantograph raised, and soon the train was cruising at 122mph after Falldon (see Table 6).

Finally, I would like to retrace our steps to November 2020, when I became aware of

TABLE 5: LEEDS TO HARROGATE

Unit/s			800209/801108		800111		80111/800205	
Vehicles/tare/gross tonnes			2x5/10/491/493		9/432/435		2x5/491/492	
Train			13.33 KX-Harrogate		11.33 KX-Harrogate		13.33 KX-Harrogate	
Date			August 11, 2020		August 17, 2020		August 18, 2020	
Recorder/Position			I Umpleby 5th of 10		I Umpleby 8th of 9		I Umpleby 2nd of 10	
Miles	Timing Point	Sch	MS	MPH	MS	MPH	MS	MPH
0.00	LEEDS d	0	0 00	T	0 00	T -/46	0 00	T -/36
1.04	Armley Jct	2½	2 35	40	2 28	rbt35	2 38	33
2.24	Burley Park		4 14	44	4 02	54	4 27	42
3.07	Headingley		5 22	45	4 55	58/59/56	5 37	44
5.64	Horsforth	7	8 47	45	7 33	57/59	8 58	46
6.71	Bramhope TSP		10 07	53	8 40	54	10 18	53
8.85	Bramhope TNP		12 21	60	10 52	60	12 27	61/57
11.68	Weeton		15 20	52/48	13 45	57/52	15 23	58/59/56
13.10	Rigton	14½	17 02	53/57	15 16	58	16 49	58
14.94	Pannal	[2]	19 01	52	17 10	61	18 45	46
16.26	Crimble VEE		21 54	18	19 27	18/43	22 18	17/32
17.24	Hornbeam Park		24 00	29	21 05	40	23 22	28
18.20	HARROGATE a	24	27 31		23 25		27 04	

Timed to 1/10sec rounded for publication

Leaving a stormy sky behind, ‘Azuma’ No. 801216 speeds south at Frinkley Lane crossing north of Grantham on a Leeds-King’s Cross train on November 11, 2020. CHRIS MILNER





The old school: Class 91 No. 91102 *City of York* leads dead loco No. 91124 past Scrooby, between Retford and Doncaster, on March 20, 2020, with the 06.15 London King's Cross-Edinburgh Waverley. GEOFF GRIFFITHS

TABLE 6: MORPETH TO FALLODEN PASS

Unit	802202				
Vehicles/tare/grosstonnes	5/251/-				
Train	14.21 Newcastle-Edinburgh				
Date	September 15, 2020				
Recorder/Position	D Ashley 3d of 5				
Miles	Timing Point	WTT	M S	M P H	Engines
0.00	Morpeth d	0	0 00	18L	2 Diesel
1.93	Pegswood		2 50	63	2/C/2
4.03	Ulgham Lane		4 40	72	2/C/1
6.63	Widdrington		6 45	75	1/C
8.99	Chevington		8 37	79	1
11.88	Acklington		10 47	86/81	2/C
15.21	Warkworth		13 09	87/92	3/C/3
18.20	Alnmouth	12	18 08	86	C/1/C
23.86	Stamford		20 57	42/stop	c/0/Elec
26.95	Falldon		24 37	106/122	Electric

Engines - number working of 3 maximum. C=Coasting

a control log entry recording an incident with a Liverpool-Newcastle 'Nova 1' five-car IET after it had left York. The circumstances have been debated in other circles, but it was stated that the driver thought he had activated the speed control to regulate a constant 125mph but the procedure had not been completed correctly.

With no European Train Control System installed on the track, no automatic train protection or, it would seem, no automatic maximum speed limitation on the unit, the machinery thought the driver was supervising the top speed. The driver, on the other hand, must have thought the machinery was doing the job.

In darkness, the train exceeded 125mph for, the RPS estimates, about 165sec, reaching about 145mph before the driver recognised the overspeed and brought his train under control to make its booked Northallerton stop.

Honesty

The driver decided he should report himself, which was probably a better course of action than hoping no one downloaded the data recorder information. The train was apparently allowed to go forward to Darlington, where the driver was relieved.

After a further delay, the train was allowed

to proceed to Newcastle 40min late. In the light of the driver's honesty, one might wonder if other similar incidents had gone unreported.

The point of this story is not sensationalism but to highlight the way the Railway Performance Society experts were able to use modern technology in an attempt to validate the scenario. David Ashley understands the way today's computer systems can help pinpoint a train. Using the GPS second-by-second upload for the run shown in Table 4 as a base, he could establish the location of the train every second of the journey.

RealTimeTrains chief Tom Cairns was able to supply the times the train passed the berth track circuit for each signal. For instance, the train passed signal 343 at 09.45.07. The GPS data showed the train was 7.64miles from York at that time. Signal 347 was passed at 09.45.34, 8.56 miles from York, giving an average speed of 123mph. Applying the data for all the signals involved to the TPE IET in question, a corresponding figure of 138mph was established in that particular instance.

Dr David Stannard matched the information with his own computer modelling software for acceleration and braking to establish the likely behaviour of the train, as shown in Figure 1.

The data corroborates the reported top

speed of 145mph and perhaps a mile per hour or so higher. Dr Stannard took expert advice on just what braking would have been employed in such a hypothetical situation. With up to 10% available, it was thought the train would have been brought back under control with as little as 2.5%, thereby avoiding any unknown dynamic forces.

Test assumptions?




Train recorders ponder what they would have done if timing the train in these circumstances. First, they would probably have given their GPS a shake or even a bang on the table. Would they assume it was some sort of official test, or concluded the driver was ill and the vigilance devices had failed? Knock on the driver's door, alert the guard, operate the emergency alarm or await one's fate?

It was ironic that reports of York-Darlington being considered for 140mph running were published at the time of the investigation. Lower speeds being improved would yield better reward but perhaps the 140mph plans also included ironing out the entry to Darlington and the curvature from Skelton Jct into York.

If there is a bright side to this overspeeding case, at least we can be confident electric IETs can reach 140mph with consummate ease. ■

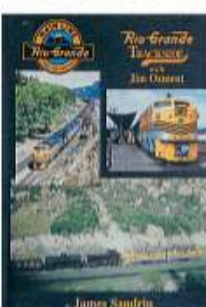
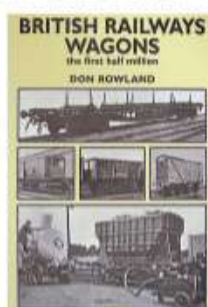

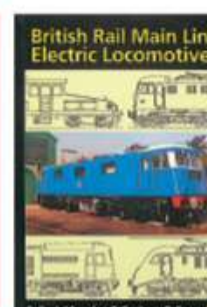


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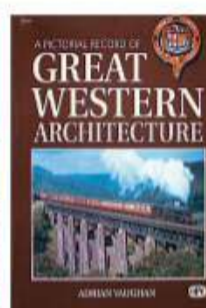
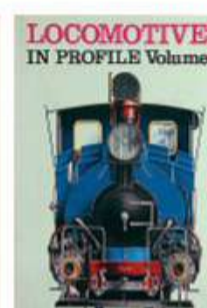
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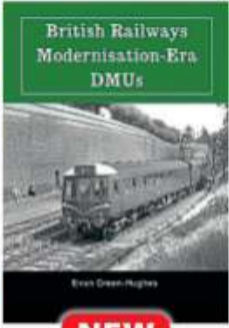
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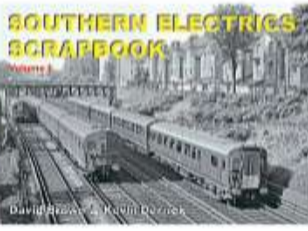
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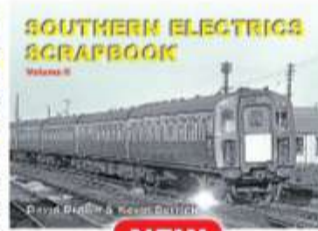
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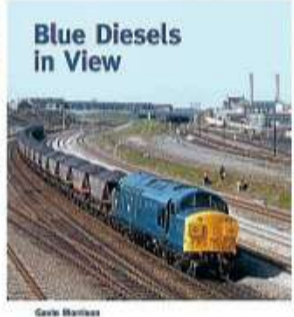


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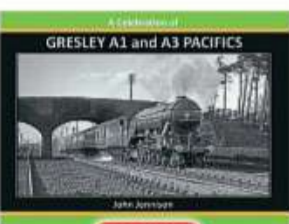
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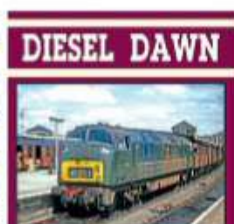


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AN UPHILL STRUGGLE

For the Bowes Railway, dealing with the impact of Covid-19 has been the latest of several challenges in recent years. **Graeme Pickering** looks at how this unique standard gauge preserved rope-hauled railway is hoping for a resurgence as a visitor attraction.



FOUR miles south of Newcastle-upon-Tyne, high above the East Coast Main Line and the A1, is the surviving section of a once extensive colliery railway system.

George Stephenson was engaged as engineer for the first phase of what would eventually become known as the Bowes Railway, which came into operation in 1826, just months after the Stockton & Darlington Railway, for which he is universally known.

It evolved into a 15-mile main route stretching from Dipton in the west to the River Tyne at Jarrow, connected to a series of shorter lines. Over a working life of almost 180 years, it handled traffic from a number of different collieries and even in the middle of the 20th century (by which time it was in National Coal Board ownership), it continued to deal with more than a million tons of coal a year.

“I think you can use the word ‘unique’ for it now,” says Geoff Morrison, who leads tours

at the railway and has been a volunteer there for 17 years.

“A hundred-and-odd years ago, it was just one of many such railways in the country, certainly in the North East. It’s the only one which has been left in preservation with the rope haulage system at least visible to view at the moment.

Special place

“The complex of buildings at Springwell, all the engineering works, the waggon shop, the joinery shop, the old stables for the horses and so on, in addition to its rope haulage character, just makes it even more special. It really is a very special place in terms of what’s been preserved, and thank goodness it was.”

At 6¼ miles in length, the first section of the route was built for Lord Ravensworth and Partners to connect Mount Moor Colliery at Blackfell, south of Gateshead and Springwell Colliery, which was in the process of being

sunk, to Jarrow Staiths, where the coal would be loaded onto ships.

From the west, the first two miles consisted of three rope-worked inclines, with the remainder of the route to Jarrow being operated with steam locomotives.

In 1842 the line was extended across the Team Valley via two more inclines to serve George Southern’s Kibblesworth Colliery, but it was County Durham landowner John Bowes and his business associate Charles Palmer who provided the catalyst for the railway to take on its final form.

Bowes, the son of the 10th Earl of Strathmore and ancestor of Her Majesty Queen Elizabeth The Queen Mother (who officially inaugurated the railway’s preservation in 1976), established a company to reopen Marley Hill Colliery, south west of Gateshead. A half-mile of track connected the colliery to the Brandling Junction Railway’s Tanfield Branch (part of which is preserved as the Tanfield Railway)



No. 22, built by Andrew Barclay in 1949, is a familiar sight on the Bowes Railway and was delivered new to Springwell shed in October 1949. The locomotive saw service on various parts of the railway and at other local National Coal Board sites. It returned to Springwell at the start of the preservation era and is pictured here on the Pelaw Main Curve. PHIL WATERFIELD



The reopening of Marley Hill Colliery by John Bowes and his subsequent partnership with Charles Palmer were catalysts in the expansion of what would latterly become known as the Bowes Railway. Ironically, the colliery, seen here in the background, would outlive the railway and other deep mines in the Gateshead area, closing in 1983. It was at Marley Hill that the National Coal Board Bowes Railway and the Tanfield Branch, by this time in British Rail ownership, crossed on the level. NCB No. 83 is pictured in charge of a loaded train while No. 22 is seen to its left. TREVOR ERMEL



Traffic is halted on the A692 at Hobson Bank crossing to allow National Coal Board 'Austerity' 0-6-0ST No. 22 (not the same No. 22 closely associated with Springwell) to cross with a loaded eastbound train. This section of line between Burnopfield and Marley Hill had only a few months of life left when this picture was taken on April 17, 1968. The track can be seen in the middle distance curving away from the road, after which it reached Marley Hill Colliery and crossed the Tanfield Branch (now the preserved Tanfield Railway). It's hard to imagine that road once gave way to rail on this now busy stretch. TREVOR ERMEL

and this was subsequently extended two miles westwards to Burnopfield Colliery via a further rope-worked incline.

Palmer, who would later form his own shipbuilding and iron company, became a full partner in John Bowes Esq & Partners in 1846.

Extension

Within five years, the company had taken over the line to Burnopfield, plus that between Kibblesworth and Jarrow, along with all the collieries on both lines. In September 1854, a link between the two routes was opened and a westwards extension from Burnopfield to a new colliery at Dipton came into use the following spring. Although it never extended quite as far west as Pontop, it was named the Pontop & Jarrow Railway and retained that title until the company decided to rename it the Bowes Railway in 1932.

The incline at Burnopfield was converted for working with locomotives in 1900, creating

a four-and-three-quarter mile loco-worked section between Dipton and Birkheads, which preceded six miles of inclines. The incline at Birkheads was gravity worked, while at Kibblesworth the haulage engine worked with the load and that at Blackfell was against the load. At Blackham's Hill, a single haulage engine worked both the West (against load) and East (with load) inclines. Beyond that was Springwell incline, which was gravity worked. Locomotives from Springwell shed took traffic forward to Jarrow.

Operations ceased on the Dipton to Burnopfield section in 1940 with the closure of Dipton Colliery, but the rest of the line remained busy and from 1959 also handled traffic from the Pelaw Main Railway (PMR), a connection having been created between the two systems at Blackham's Hill.

This allowed coal from the PMR, previously taken to Pelaw Staiths, further upstream on the Tyne, to reach ships at Jarrow instead.

Closure began to beckon for the Bowes Railway around a decade later. The furthest west section still in use, from Burnopfield to Marley Hill (where the Bowes and Tanfield Railways intersected) shut in August 1968, with Blackburn Fell-Kibblesworth being taken out of use the following March. In the short period before lorries took over the transportation of coal from Blackburn Fell Drift Mine, it was taken westwards by rail to Marley Hill.

Last deep pit

Railway operations came to an end at Marley Hill in July 1970, with the engine shed, which is now used by the preserved Tanfield Railway, continuing to undertake repair work until the end of the year. Marley Hill Colliery outlived both the line and its counterparts along the Bowes Railway, its coal now reaching the surface via Clockburn Drift Mine in the Derwent Valley. It was the last deep pit in the Gateshead area and closed in 1983.

PRESERVATION



Allerdene incline was on a route which served Ravensworth Park drift mine, Ravensworth Shop Colliery (also known as Allerdene Pit), and Ravensworth Ann Colliery. Originally, coal was taken to Pelaw Staiths, but in 1959 a connection was created with the Bowes Railway at Blackham's Hill so traffic could use Jarrow Staiths instead. This picture was taken circa 1968 when the drift mine and Ann Colliery were still producing coal. The Team Valley Industrial Estate can be seen in the background. **TREVOR ERMEL**



The present-day picture, taken on February 25 this year, shows the extent to which the trackbed is now enclosed by trees, this stretch of line having closed in 1973. It is still possible to make out the hill in the distance. **GRAEME PICKERING**

The closure of the Pelaw Main Branch in April 1973 and the demise of Kibblesworth Colliery the following year spelt the end for the remainder of the middle section as far east as Springwell. This included the five remaining inclines and the Springwell workshops.

The final section between Wardley and Jarrow, which served Monkton Coke Works, closed on January 10, 1986. In addition to the site at Springwell, the preserved Bowes Railway consists of 1¼ miles of the 1826 roped-hauled route as far as Blackfell (including the hauler houses at Blackfell and Blackham's Hill), plus a mile of line which, from 1959, connected it to the PMR. Its purchase for preservation in March 1976 by the erstwhile Tyne & Wear County Council marked the start of an exciting and ambitious era.

On July 15 that year, a Royal Train ran to convey the Queen Mother to Springwell after she had performed a ceremony at Blackham's Hill hauler house to mark the railway's preservation. With support from the Manpower Services Commission and Locomotion Enterprises (Manufacturing) Ltd (which also used the Springwell workshops to build replicas of early locomotives including *Rocket* and *Novelty*), the Tyne & Wear Industrial Monuments Trust began work to restore the railway and its rolling stock, as well as making it a visitor attraction with public operating days.

Steam-hauled

A Light Railway Order allowed the trust to begin operating a steam-hauled passenger service along the mile-long Pelaw Main

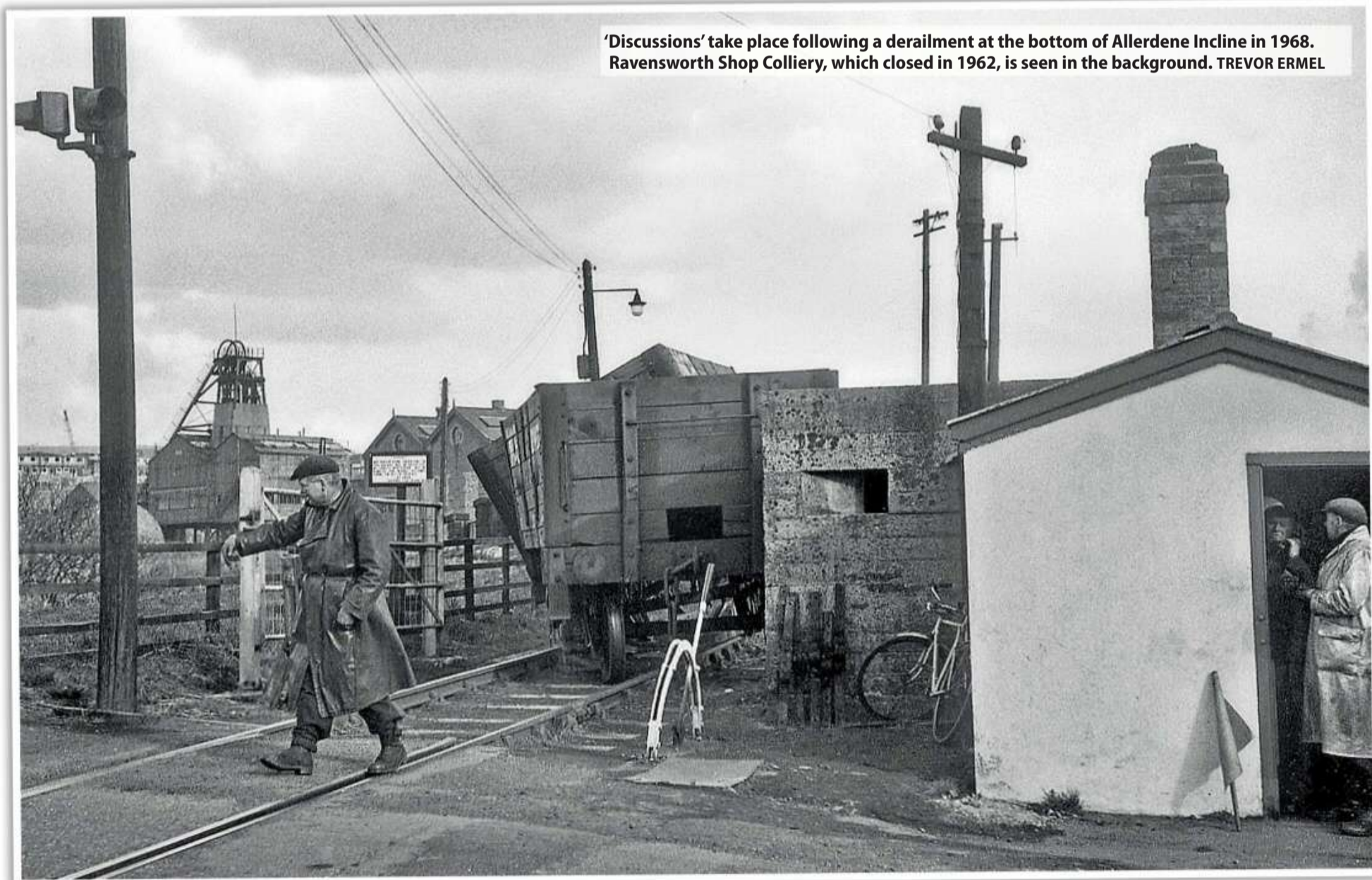
connection, and visitors were able to see the roped-worked inclines in operation.

To mark the millennium, a train of chaldron waggons was recreated and worked over the inclines, the first time such a sight had been seen there in 90 years.

But the 21st century heralded difficult times. In 2001, operations on the inclines were suspended after part of a retaining wall collapsed. Vandalism was a growing issue, with waggons being set alight and destroyed, and thieves broke into the hauler house at Blackfell.

Although it hadn't been operational in preservation, the hauler equipment, which had remained in situ was stolen for scrap.

The railway managed to continue, even rebuilding three of the waggons and completing work on a new roof and wall repairs



'Discussions' take place following a derailment at the bottom of Allerdene Incline in 1968. Ravensworth Shop Colliery, which closed in 1962, is seen in the background. **TREVOR ERMEL**



Waggons pictured on the Mount Level Crossing at Eighton Banks on August 15, 1993. The consist is on the Blackham's Fell West Incline, also known as the 'Short Bank', which is 750 yards in length. Blackham's Hill hauler is further up the hill behind the camera, with the Blackfell hauler building visible on the left of the picture, above the crossing gate. TREVOR ERMEL



The Mount Crossing as it is today. A condition survey has been carried out for the Bowes Railway to help give an accurate indication of what work would be necessary to bring the West Incline back into use for demonstrations. It hasn't seen traffic since the collapse of a retaining wall in 2001. GRAEME PICKERING

to the Springwell waggon shop thanks to a Heritage Lottery Fund grant, but the loss of local authority financial support in 2013 put it at risk of closure.

Sunderland-based support organisation Community Opportunities was brought in to work with the Bowes Railway's Board and members to establish a way forward. One of the main priorities was agreeing a new lease with Sunderland City Council, which owns the Springwell site and the eastern end of the trackbed.

"There was a list of things the council wanted to see addressed," explains Community Opportunities chief executive Nikki Vokes.

"They needed to work forward to get museum accreditation. They needed to allow the community in and hold events and have targeted times to attract those people to the site. They needed to have proper opening hours.

"When we first joined, it was open for volunteering one day a week and the public one day a month for 10 months of the year.

"Basically the council were saying, 'we'll give you a peppercorn rent, but you need to open a minimum of three days a week, one for volunteering, two for the public'. You need to have some targets in terms of number of visitors and those sorts of things. They also wanted to see some repair and restoration work done to the buildings on site. There were things around the track not being maintained."

Cooperation

Speaking on behalf of the Bowes Railway Board, Ms Vokes says there has been tremendous work and cooperation within the organisation and from other stakeholders to turn things around.

"It's through pure determination and dedication across a range of disciplines from volunteers to board members who've all taken a different level of responsibility to get it to where it is now," she says.

"Over the last five years we've very much worked with the council and Historic England who, I have to say, have been a massive supporter.

"Over a period of time, they got their confidence back and they helped us fund the repairs to the site wall at Springwell. The Heritage Lottery Fund helped us fund the repairs to the brakeman's hut.

"The volunteer cohort, built from about eight regular volunteers who were remaining



A view of Eighton Banks towards Mount Level Crossing on September 8, 1996, which shows the severity of Blackham's Hill West Incline and the three tracks at its foot. ROBIN STEWART-SMITH

from previous times, is up to about 35 now. The approach to volunteering is much more robust.

"Between all the different organisations in Springwell, we hold a 1940s event in June. It's a proper old-fashioned community event and we have thousands visit, and many people come to Washington that day solely because of it."

These kinds of events have provided an opportunity for the Bowes Railway to re-establish its connection with the community, something which had become rather neglected in the past, even though Springwell village owes its very existence to the colliery and the railway established to serve it.

"Relationships with our communities were not very good many years ago," Mr Morrison explains.

"We've tried very hard over the last few years to establish better relationships with them and they are extremely good.

"We do a number of things in conjunction with the community association and over the Covid period we've tried to use that link to just keep our profile high in the region. We've done food drops to isolated elderly people. We

haven't actually paid for those, but we've acted as the conduit.

"We've given out more than 200 paper lanterns that people were able to construct at Christmas, and pancake ingredients. There was an online session showing people how to turn it into a kind of waggon wheel shape.

"There've been all sorts of initiatives not necessarily related directly to rail systems and such but at least trying to keep up our profile.

"The Bowes Railway is there and it's part of our industrial heritage but it's also part of our community."

Bicentenary thoughts

Attention is turning to the next five years and the railway's bicentenary in 2026, by which time it's hoped that the hauler at Blackham's Hill could be brought back into operation for public demonstrations.

Controlling waggons on the 1,170 yards East Incline, with a gradient of 1-in-70, and the 750 yards West Incline (1-in-14 at its steepest), even when it originally opened in June 1826, examples of steam-driven stationary engines working two inclines were quite rare.



Hunslet-built NCB 'Austerity' 0-6-0ST No. 83 between Blackburn Fell Drift Mine and Marley Hill on April 11, 1968. TREVOR ERMEL

The ropes for both banks leave the west side of the hauler house with a 14ft diameter wheel beneath the track being used to redirect and align the east rope. Standing 470ft above sea level, the current hauler house dates from 1915, when the third steam engine to operate the inclines was installed. The structure was retained when this was replaced with a 300hp Metropolitan-Vickers electric hauler in 1950.

"The infrastructure in the hauler is quite magnificent," says Ms Vokes. "That won't actually need a lot of testing, but how are we going to get power to it? We used to have a live cable that ran down the side of the railway. I don't think they're going to allow that in 2021. "Do we put a localised generator up there? Once it's going it doesn't need a lot of power, it just needs the power to get it going, really."

A condition survey was carried out on the inclines two years ago, with support from Historic England. As the railway is a scheduled ancient monument, reinstatement of such a unique feature would be the ideal outcome, but with its manually-operated gates, the level crossing at Eighton Banks dates from a time of less road traffic and the railway's whole method of operation from an era when standing in front of moving waggons to detach the hauler rope was simply the way things were done.

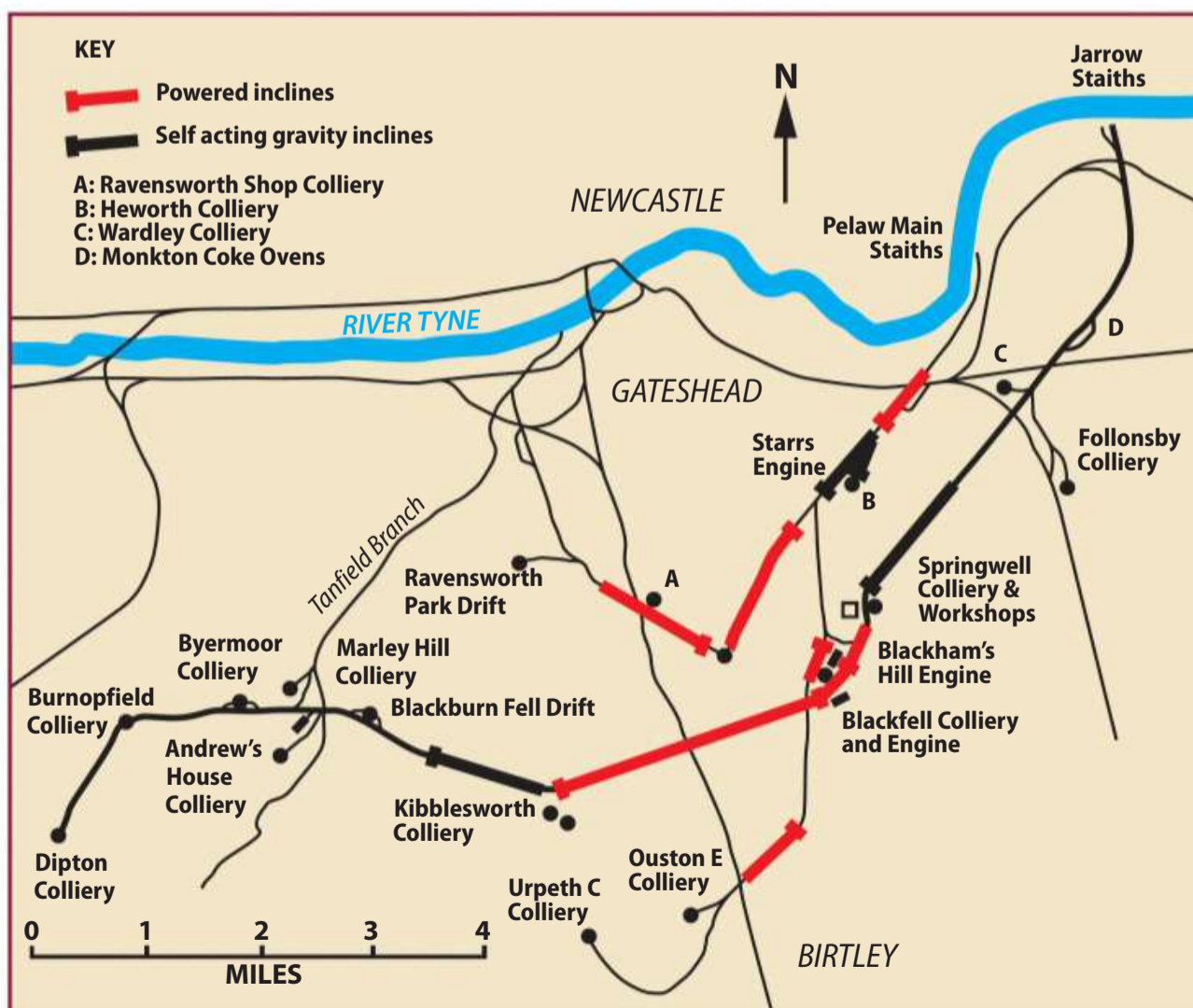
Realistic

Ms Vokes says the railway's board will have to give careful consideration to what can be realistically achieved in terms of both restoration and safe operation: "There's no way we're going to put back the three tracks that go down to Blackfell hauler. We're not going to repair them all. I think we'll drop down one and probably pull back up the same one.

"We've got a full report on the track, the walls, the needs of the level crossing and the little hut at the level crossing, and what we need from there up to the gate before Blackham's Hill, which is the Gateshead end of the land, if you like.

"It will come with its challenges, but that's why we need an engineer to say, 'if you're going to do this and you're going to put your wagons down, this is what you need to consider'. What can you actually do and what can you simulate?"

In the past, steam locomotive-hauled trains used the mile-long Pelaw Main route which runs within yards of the hauler house to take visitors to and from the inclines, but Ms Vokes says this, too, will need further assessment: "I can absolutely see that, because it's a decent walk to get there, but it would need to be researched – as would all of what we've talked about. Running actual locos I don't think will be a problem, but if we're putting passengers



A map showing the lines which formed the Bowes Railway and how they linked to the Tanfield Railway and the national network.

on, I think we need to be really clear what we're doing."

At Springwell, the focus is on realising the potential of the workshop facilities, which include a forge. A survey is being carried out with the intention of bringing the workshop equipment back into use. A similar process to reinstate and make joinery equipment compliant with health and safety regulations has already taken place, with a view to visitor demonstrations and, in the longer term, waggon restoration work.

"What I'd like to see ultimately is that we had somebody in engineering employed, and they could offer apprenticeships and experience to young people, and we could be making things and doing repairs for other railways," adds Ms Vokes. "That's probably the five- to eight-year vision. We've still got some significant restoration work to do. We've got our waggon stock, but we've not got an awful lot of indoor space, so we need to think about how we're going to protect and display them for the future without ruining the aesthetic view of the site."

A total of 41 waggons from the Bowes Railway were acquired as part of the preservation of the railway, and it continues to house a collection of significant historical importance.

Waggon types

"A lot of waggons from the system were moved onto the site in preservation," says Geoff Morrison. "They tried to have as many different styles of waggon as had been operating that were still extant. There are a couple of old chaldrons as well from way back in the 19th century.

"For anyone particularly interested in types of coal waggons, there's an example of almost every type of waggon that was used on the North East's colliery system... drop-sided, side loaders, tipplers, all sorts – from the wooden ones through to the big metal hoppers."

One of the locomotives most familiar to visitors over the years is 0-4-0ST No 22, built by Andrew Barclay in 1949. Originally destined for East Tanfield Colliery near Stanley, it was instead delivered to Springwell shed in October of that year. The locomotive saw service on various parts of the railway, along with other National Coal Board sites in the area, and returned to Springwell at the start of the preservation era.

"It's spent virtually its whole life on some part or another of the Bowes system," remarks Mr Morrison.

It's possible to walk much of the old route between Dipton and Jarrow, including the six miles between the Bowes Railway's Springwell site and the Tanfield Railway at Marley Hill. Ms Vokes says that in the wake of Covid, a joined-up approach could make all the difference: "If we tie the railway in with, for example, the Angel of the North and even Tanfield and other railway partners as an experience, you would see something of an industrial past that's different in each one. There has to be some mileage in bringing visitors to the area not for two or three hours, but for two or three days."

■ For consistency, this feature has used the term 'waggons' rather than wagons, as it is in keeping with the period that the system was conceived in. It also helps differentiate between modern day and the basic vehicles in operation on a colliery system. Furthermore, both Tanfield and Bowes tend to refer to their stock as 'waggons' - Ed.



Barclay 0-4-0ST No. 22 at work at Springwell alongside another Kilmarnock product - 0-4-0ST No. 2361 of 1954, named WST. This loco was delivered to the Long Meg Plaster and Mineral Co. Ltd, Lazonby, in the summer of 1954 and named WST after William Stewart Trimble, the plaster company's deputy chairman. PHIL WATERFIELD

Right: The hauler at Blackham's Hill is unusual in that it used one engine to operate two inclines. The building dates from 1915 and was constructed to house the third steam haulage engine to be used at the site. It was retained to house a new 300hp electric hauler, which was installed in 1950. On July 15, 1976, Her Majesty Queen Elizabeth The Queen Mother arrived by helicopter at Blackham's Hill to unveil a plaque officially inaugurating the Bowes Railway's preservation before travelling up to Springwell by train. The plaque can be seen above the doorway. GRAEME PICKERING



Ruston & Hornsby diesel locomotives Port of Sunderland No. 21 Pinky and No. 22 Perky arrived at the Bowes Railway in March 2017, having been rarely used at their former home of Sunderland South Docks for a number of years. Perky is pictured on a Bowes Railway passenger service. ROBERT KITCHING



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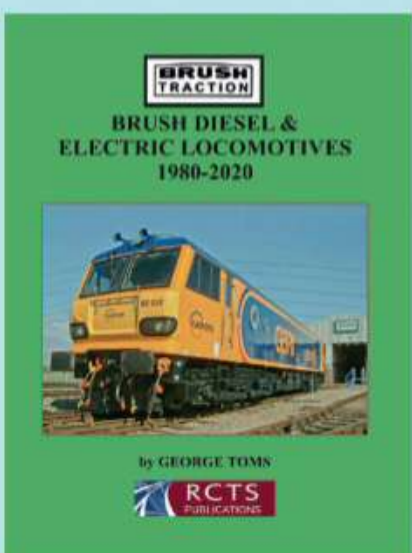
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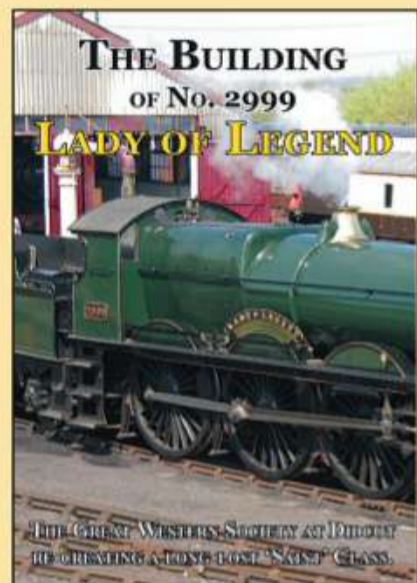
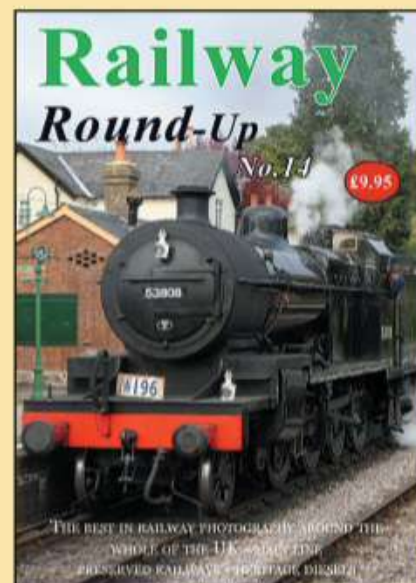
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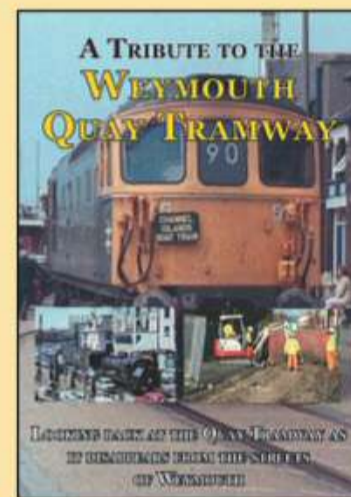
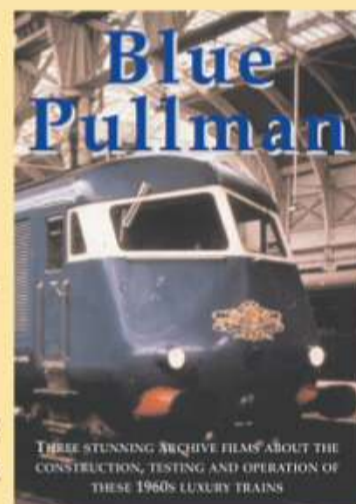
The Building of No. 2999 'Lady of Legend'

The Great Western Society based at the Didcot Railway Centre have many fine achievements to their name, but in 2019 they unveiled one particularly important development which has been in the planning for nearly 50 years. The re-creation of a Churchward 'Saint' Class locomotive.

When the GWS was purchasing engines from Dai Woodhams' yard at Barry in the early 1970s, one particular purchase was 'Hall' Class No. 4942 *Maindy Hall*. This was not to be restored as another of the Halls, of which Didcot has two anyway, it was set aside and earmarked for a complete rebuild into a Saint in an attempt to fill a missing gap in railway locomotive preservation. The last Saint saw active service on BR in 1953 and was quickly scrapped and so the dream of members at Didcot was, to some day, build a new one with the boiler and frames from No. 4942 being adapted to those of the 1902 class.

This is the story of how the project developed following a concerted effort to complete this dream was outlined in 1995. Since then, the project has raised £825,000 to pay for a new set of 6' 8 1/2" driving wheels, new cylinders, remodelling of the frames and the building of a new tender. The launch of No. 2999 *lady of legend* took place on 3rd April 2019 and since then the engine has entered service on the demonstration line. **40 minutes duration £14.95**

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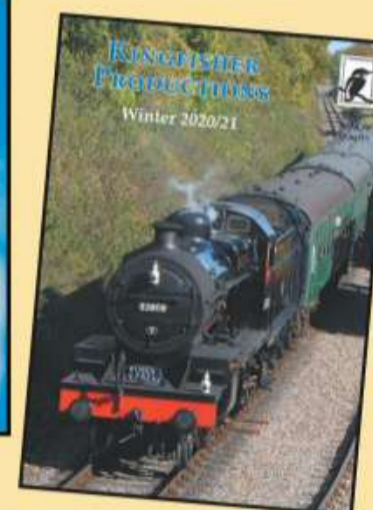
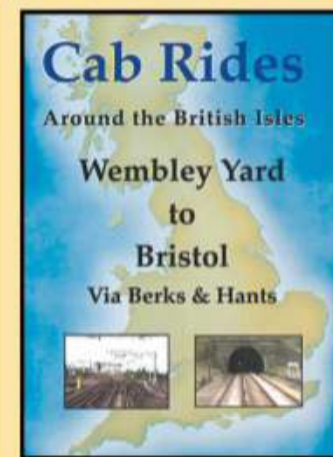
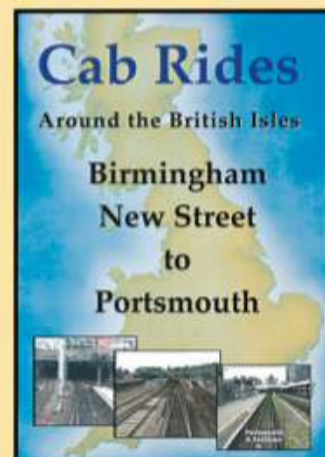
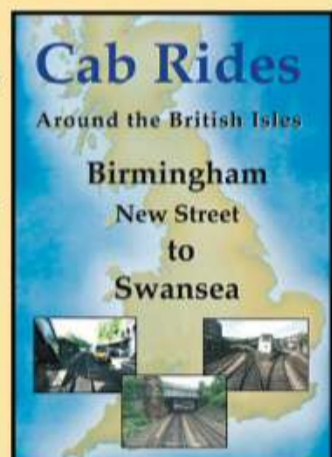
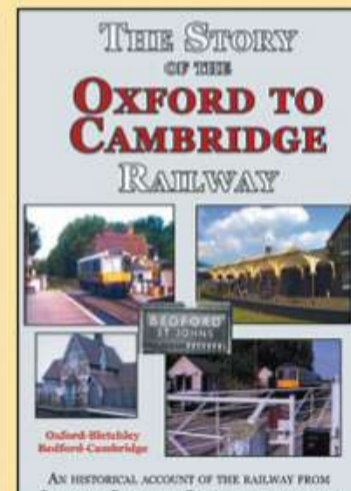
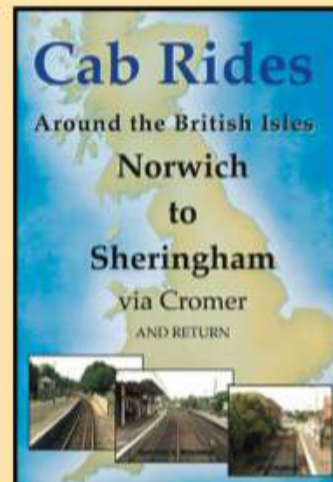
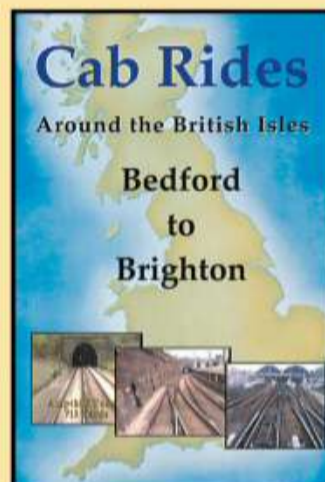
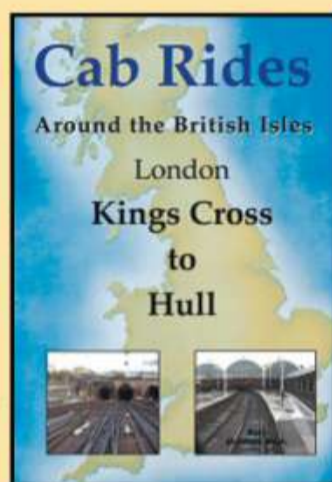
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During the autumn of 2020 the track imbedded in the roads around the quay at Weymouth were removed for scrap. This ended operations which began in 1865 for the supply of wagons to and from the port for goods and then, from 1889, passengers for the Channel Island ferries. The very last train to traverse the branch was a special charter in 1999 and since that time the line has laid unused. A joint decision was made by the local council and Network Rail to dispose of the line once and for all. This DVD shows the workings over the branch during the 1980s and 1990s with scenes from the 1960s period using Ivaat tanks. With a historical narration, the last views are of the line being scrapped in late 2020. Due to be published May 2021. **60 minutes duration £14.95**



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Thompson Revisited



LNER CME from 1941-1946,
Edward Thompson

Former wartime CME of the LNER, Edward Thompson, was often viewed as intolerant and having a hatred of Gresley, yet others recalled his kindness and courteousness. What was the truth? Nicola Fox presents the evidence.

FOR fans of the LNER, the ultimate ‘poster boy’ must be Sir Nigel Gresley. Promoted to chief mechanical engineer (CME) of the Great Northern Railway in 1911 at the relatively young age of 35, he was then appointed as CME to the newly formed LNER in 1923, a position he held until his death in 1941.

During his tenure, the LNER outshopped many well-known locomotives, most notably No. 1472 (later 4472) – the world-famous *Flying Scotsman* – and, of course, the ‘A4s’. In the golden era of rail, these locomotives hauled named trains and set speed records.

Gresley’s crowning achievement was *Mallard’s* 126mph world speed record, which was never surpassed by any steam locomotive. He was even one of the few to be knighted by King Edward VIII during his short reign.

Taking all this at face value, it’s no surprise that his successor, Edward Thompson, wouldn’t be as popular; those were big boots to fill and huge achievements to live up to. However, to say that Thompson was less popular than Gresley is putting it mildly.

Historians and enthusiasts alike decry his decisions, designs and demeanour. The belief persists that Thompson was an ill-tempered man who disliked Gresley and his designs – which he sought to erase and replace with his own. In short, Thompson is perceived as an unpleasant, Gresley-hating, incompetent CME worthy of the denigration heaped upon him.

But is there another side to the story? Network Rail signalling design engineer Simon

Martin has dedicated more than 20 years examining the evidence in an effort to ‘set the record straight’. The information he has unearthed makes for compelling reading, and is currently being turned into a book offering a counter-argument to those already available.

According to Simon: “People perceive Thompson to be a controversial figure, in my opinion, based on a very select few people who have written about him after the event and have perhaps been unfair in their portrayal.”

Simon has kindly made his research available to *The Railway Magazine* and it paints an interesting picture. To look at Edward Thompson from a new perspective requires examination of the charges laid at his door.

First, simply that he was an unpopular, unpleasant and difficult person; second, that he hated Sir Nigel Gresley; third, that he sought to rid the LNER of Gresley; fourth, and finally,

“Thompson’s personal life was not a happy one. His wife had passed away in 1938 and his own house was bombed in 1942, leaving him homeless.”

that he chose to rebuild the GNR’s historically significant pioneer Pacific locomotive, *Great Northern*, purely out of spite.

Thompson, the man

The portraits of Thompson are not flattering. He was described by railway writer H C B Rogers as possessing an ill temper and being “notoriously difficult to deal with”. The *Stephenson Locomotive Journal* declared: “A measure of his unpopularity was the fact that nobody attended his funeral” – which, on face value, is a damning indictment.

However, the SLS failed to take into account one very important point. Nobody attended Thompson’s funeral at his express stipulation. What else may have been erroneously reported?

Regarding his temperament at work, that he was a hard taskmaster is undebatable. Thompson was in complete control and liked to oversee everything, and has been described by many as autocratic, which evidence from the time seems to support. He does not sound like a delight to work with. Before judging him too harshly, there are mitigating circumstances that might make allowance for this behaviour.

First and foremost, there was a war on, and with around 90% of their foundry capacity given over to the War Department, there was no room for error. Exacting standards were a necessary evil.

Thompson had seen action in the previous world war, being twice mentioned in dispatches and subsequently made an OBE. He fought at

Left: In his short tenure as CME of the LNER, Edward Thompson's most numerous design was the mixed traffic 'B1' 4-6-0, of which 410 were built, including 136 after Nationalisation. As LNER No. 1018 *Gnu*, the loco sits at York in one of the south facing bay platforms. C C B HERBERT/COLOUR-RAIL

Right: For suburban services, Thompson designed the 'L1' 2-6-4 tank, with 100 built from 1945 to 1950, but with 5ft 2in driving wheels, the motion and axleboxes wore quickly. No. 67716 is seen at Palace Gates station on October 6, 1962. Part of the old station site is now occupied by Bounds Green depot. COLOUR-RAIL

Ypres, where half a million men died on both sides, and analysing his behaviour on return from the war, it is highly likely that he was suffering with Post Traumatic Stress Disorder. A known response to the illness is a person's need to control their situation and environment, something Thompson was meticulous about.

Further evidence can be found in his temperament. Prone to strong reactions, Thompson could accelerate from calmness to an outburst very quickly. Could this have been further indication that he was suffering from PTSD?

Finally, Thompson's personal life was not a happy one. His wife had passed away in 1938, leaving him arguably very lonely, and his own house was bombed in 1942, leaving him homeless. Thompson moved into his office, where he continued to work while also volunteering for fire watch for the next three months! Adding all of these circumstances together, it is easy to see why he might not have been all jokes and smiles.

Nonetheless, there are records of acts of kindness by Thompson towards colleagues. Freddie Harrison, the mechanical engineer of the LNER's Great Central Section, recounted when Thompson bought a pipe and smoking tobacco for one of his assistants simply because he saw that it was the type he liked. Richard (Dick) Hardy, a contemporary of Thompson's, observed how Thompson always took care to look after the welfare of the younger generation of railway staff. If these examples weren't enough, Thompson gifted a St Christopher medal to each member of his team upon his retirement.

Additionally, there is photographic evidence in Peter Grafton's book, *Edward Thompson of the LNER*, showing Thompson at get-togethers and he appears – not unlike Gresley – to be the life and soul of the party. Dick Hardy called Thompson “a kind courteous man” and, in a letter to the *Gresley Observer*, said: “I choose to remember him as a man of dignity charm and kindness.”

Hatred of Gresley

The second charge laid at Thompson's door is that he hated Gresley. Thompson and Gresley worked closely together over a period of about 20 years, and while they disagreed on certain ways to do things, it does not seem these professional disagreements extended in any way to personal dislike or rancour. In fact, the evidence points rather to the opposite.

In 1913, Thompson married Gwendoline Raven (daughter of Sir Vincent Raven, the CME of the North Eastern Railway), and the Gresley family was present at his wedding. Gresley's daughter, Violet, was flower girl; hardly an appointment which suggests



With an 'E' prefix on the cab, 'B1' No. 1140 heads a Glasgow to Marylebone goods through Princes Risborough on February 26, 1948. RM ARCHIVE/H K HARMAN



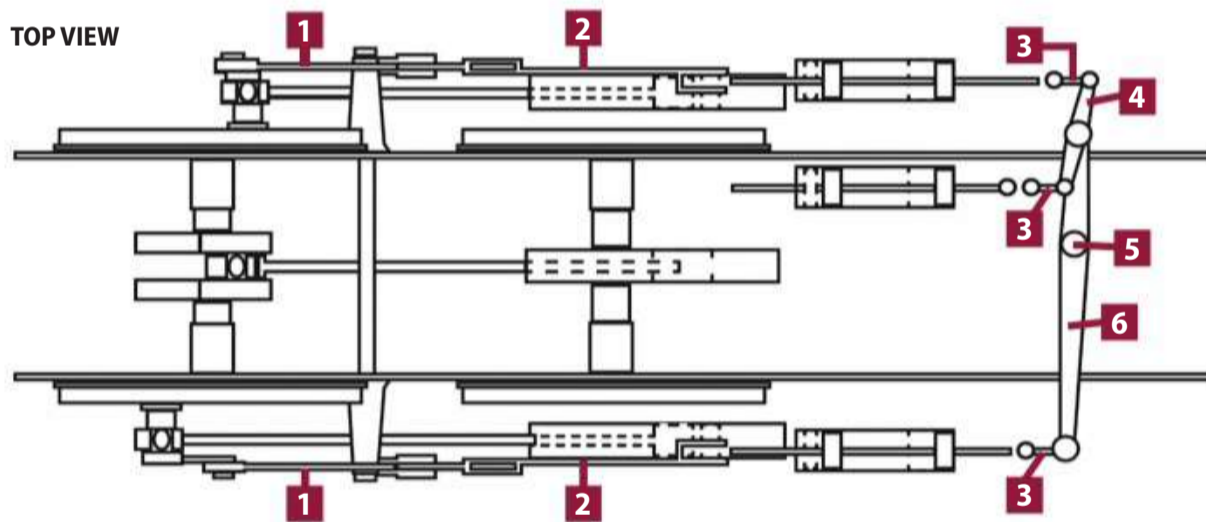
Under Thompson, 10 Gresley three-cylinder 'B17' 'Sandringhams' were rebuilt as two-cylinder 'B2s' with a 225psi boiler, North Eastern tenders and alterations to the bogie and cylinder positions. No. 61607 *Blickling* is seen at speed near Cambridge in May 1959. All 10 were withdrawn by the end of 1959. G D KING/COLOUR-RAIL



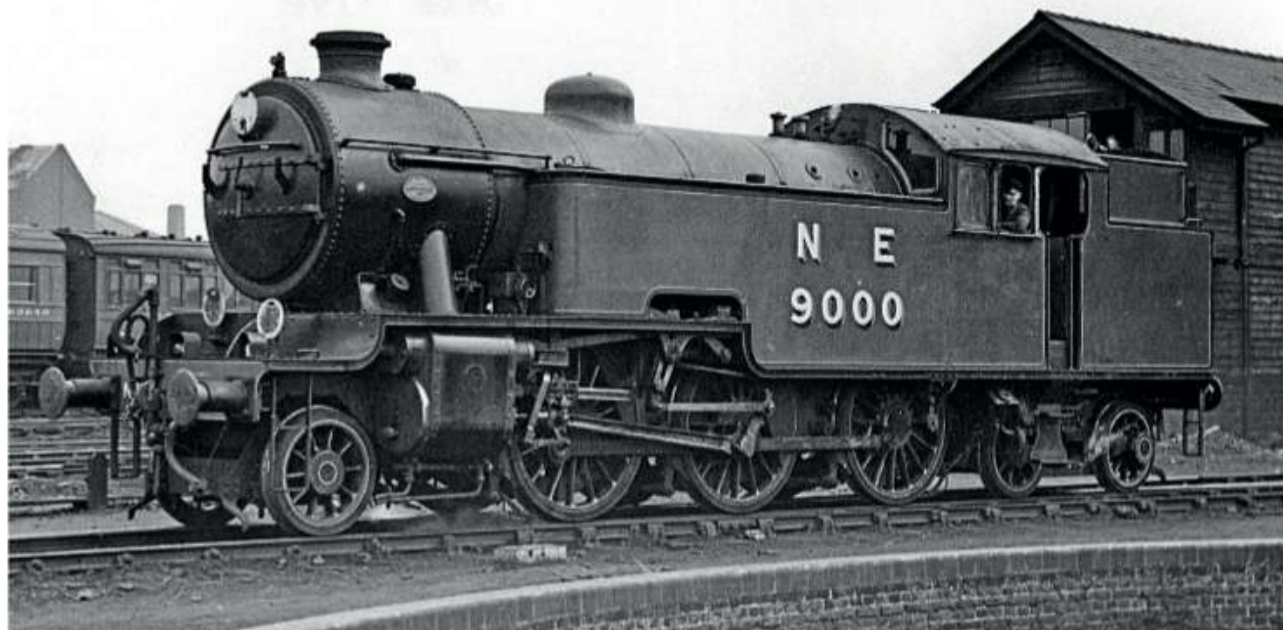
With the Scott Monument on the skyline, 'B1' 4-6-0 No. 61146 heads an afternoon train through Princes Street Gardens, Edinburgh, for the East Fife Line on July 5, 1954. DAVID HEPBURNE-SCOTT

CONJUGATED VALVE GEAR

The standard method used hitherto was for each cylinder to have its own valve gear, meaning often a three-cylinder locomotive would require three sets of valve gear. Gresley's conjugated valve system allowed three cylinders to be powered by just two sets of Walschaerts valve gear. The centre cylinder derives its motion from the outer two by means of a set of levers in a pin arrangement.



KEY: 1: Eccentric Rod 2: Radius Rod 3: Valve Spindle Link 4: Equal Lever 5: Fulcrum Pin 6: 2 to 1 Lever



The first of Thompson's 'L1' class 2-6-4Ts No. 9000 at Stratford Works in 1946. The loco was completed in May 1945 and was the only tank engine built by the LNER to carry lined apple-green livery. RM ARCHIVE

animosity. Later in life, Sir Nigel lost his wife Ethel in 1929. Lonely without her, he began spending much of his hours outside work with Thompson. They played golf together, and he was regularly invited to dine with the Thompsons on weekends.

From this, it can be deduced that whatever disagreements the two men may have had, they remained professional ones.

Ridding the LNER of Gresley

So, to the heart of the matter. Thompson was a practical man – was he able to set his friendship with Gresley aside, after the great man's passing, in order to systematically eradicate his designs from the LNER?

According to another contemporary, E S Cox, "he conducted a Machiavellian campaign against all things Gresley".

One of the arguments given to support the case that Thompson sought to eradicate Gresley was the different approach the two men had to valve gear. Gresley employed conjugated valve gear (see panel left) while Thompson favoured a simpler design. However, E S Cox, who so accused Thompson of wishing to obliterate Gresley designs, was in fact the author of the report that denigrated Gresley's conjugated valve gear. The report – which was approved by William Stanier – was written by Cox at the request of Thompson and the LNER board, and contained the following reflections on the 'Gresley' valve gear:

"Mechanically, the design is unsound."

"It has been successively abandoned wherever it was applied... except on the LNER."

"It is certain that with this arrangement of valve gear it will be necessary to give the engines a frequent overhaul."

"In view of the inherent defects and the discontinuance of its use throughout the world, a case can be made for not perpetuating it in any future design."

The report clearly shows that, while correct in principle and perhaps kinder to the track, the valve gear required high maintenance, caused the big ends to run hot on a frequent basis (six times more frequent than rival company LMS), and irregular steam distribution vastly reduced the life expectancy of the parts.

Thompson was an engineer, a practical man who made choices based on evidence. The evidence in Cox's report is clear: Gresley's conjugated valve gear had not been designed for the constraints of wartime running and required more maintenance than was desirable.

An acceptable option for peacetime, the maintenance-heavy valve gear was not a viable option for future locomotive designs.

Standardisation

In light of E S Cox's involvement in the decision to move away from conjugated valve gear, his scathing opinion on Thompson's anti-Gresley 'campaign' seems odd. Were there other decisions Thompson made that seriously eroded Gresley's work?

Thompson's tenure as CME can be categorised as a period of standardisation. In 1923 the LNER had become custodian to an eclectic mix of railways and many ageing pre-Grouping locomotives.

In contrast to the Great Western, where the number of boiler types by 1942 was approximately 20, the LNER had 163 different boiler types. Of the 6,227 locomotives in the

LNER fleet, just over 400 of these were Gresley designs.

Perhaps in his accusation of Thompson's 'Machiavellian campaign', Cox was referencing the vast number of Gresley engines Thompson retired for scrapping during his tenure in the name of standardisation. That would be a weak argument if so, as only three Gresley locomotives were retired under Thompson, in comparison to about 100 other locomotives of varying ages and designers.

CMEs did not take locomotives out of service on a whim. There was a structure in place, and engines would need to be deemed beyond economic repair by the locomotive superintendents before being scrapped. The Gresley locomotives scrapped under Thompson comprised two life-expired 'P2s' and *Sir Ralph Wedgwood*, an 'A4' famously withdrawn from service after a bomb exploded right next to it in 1942.

More Gresley, not less

In fact, far from retiring Gresley engines in his pursuit of standardisation, Thompson chose to proceed with orders of Gresley designs that had been pencilled in prior to his death, thus increasing the number of Gresley designs on order to a total of 66 'V2s' and 100 'O2s'. If he was seeking to rid the LNER of Gresley, ordering 166 locomotives of Gresley design was an odd way of going about it.

A counter-argument to this would be that of the 66 Gresley 'V2s' ordered, the final four were not completed to Gresley specification. Under Thompson, the construction of these locomotives was revised from a 2-6-2 wheel arrangement to a Pacific 4-6-2, and the new design was designated 'A2/1'. Here, perhaps, is a whisper of Thompson actively removing a



Gresley's first 'A1' built in 1922, No. 4470 *Great Northern*, was rebuilt under Thompson, a project which included new frames. As 'A1/1' No. 60113 in BR stock, the loco, with its 'wing' type smoke defectors, sits at Doncaster in September 1960. G PARRY COLLECTION/COLOUR-RAIL

Gresley design. However, in contrast to the 62 unmodified 'V2s' ordered, the 'Thompsonising' of only four of the class represents a very small fraction, certainly. To return to the words of E S Cox, nothing that constitutes the words "a Machiavellian campaign against all things Gresley".

Rebuilding Gresley designs

Here, then, the issue of rebuilding locomotives may raise its head. It was a common practice for CMEs to rebuild locomotives; Gresley himself had rebuilt several Ivatt locomotives. Out of the hundreds of Gresley locomotives operational during

the wartime CME's tenure, how many did Thompson select for rebuilding? A grand total of 20. *Great Northern* was the most famous rebuild (more about that later) but the others comprised: six 'P2s' rebuilt as 'A2/2'; 10 'B17s' which became 'B2s'; one 'K3' became a 'K5'; a 'K4' became a 'K1/1'; and a 'D49' was rebuilt as Class D. The percentage of Gresley engines rebuilt under Thompson was a negligible 5%.

'D49' No. 365 (1946 No. 2768 *The Morpeth*) was an interesting rebuild. The others were created as test beds but although No. 365 has been touted as the prototype of Thompson's 'D' class, the reality is likely far less prestigious. ▶



Thompson rebuilt three-cylinder Gresley 'K4' No. 3445 *MacCailin Mor* at Darlington in 1945 as a two-cylinder loco, with much of the work entrusted to his assistant Arthur Peppercorn. The result was a 'K1' prototype designated as a 'K1/1', and later led to 70 'K1s' being built under Peppercorn to a revised design from 1949. No. 3445 became BR No. 61997. BR DONCASTER WORKS/RM ARCHIVE

LOCOMOTIVE ENGINEERS

The lack of foundry capacity and the incredible strain the railway was under meant that every part mattered and needed to be used; the 'make do and mend' attitude stretching beyond sartorial concerns.

No. 365's boiler was in good condition but the loco was out of service awaiting valve gear repairs. Such parts were difficult to find spares for in wartime and a good boiler sitting idle was a waste, so spare Shire cylinders and valve gear were fitted to swiftly get it back into traffic. The other 'D49s' were maintained by Thompson for the duration of his tenure.

Less than a year to rebuild the 'P2s'

In 1942-43, Thompson was in discussion with the board about changing the policy of locomotive building. The Cox report had shown that conjugated valve gear was not suitable to wartime operations, so taking this on board, Thompson and Doncaster's mechanical engineer, Robert Thom, opted to rebuild 'P2' *Thane of Fife*, based on the poor performance and availability of the class.

Some historians argue that the 'P2' could have been better made use of by transferring it to another route and that Thompson simply seized on this opportunity to try out his own designs. Perhaps this is true, but Thompson was an engineer who believed he had a solution to a problem. What engineer wouldn't take up an opportunity to put those ideas into practice?

Additionally, if Thompson was truly focusing on removing as much Gresley as possible, here would have been an ideal opportunity to scrap the entire class. However, instead he opted to rebuild the 'P2', refining Gresley's design into a locomotive suited to wartime running.

Wartime dictated that as much of the original as possible be maintained, so the rebuild focused on the front end, remodelling the 2-8-2 wheel arrangement into a Pacific 4-6-2, dispensing with conjugated valve gear in favour of independent sets of Walschaerts gear for each cylinder.

The rebuild was done start to finish in less than a year, and accomplished quickly, cheaply and effectively. The end result lacked the elegance of the 'P2' but performed well, showing a huge improvement in mileage and availability,

In 1946, *Thane of Fife* recorded 93% availability, a huge increase on the class's 49% availability in 1942. Consequentially, the remaining 'P2s' were rebuilt to the same design.

Controversy and betrayal?

Now, finally, to perhaps what is at the heart of the matter and the root from which all of this animosity has grown.

Following on from the successful rebuild of the mixed traffic 'P2', Thompson looked to build a new express locomotive, the follow-up to the 'A4'.

Hampered by wartime, a new-build from scratch was not viable so the new express pacific would have to be a rebuild of an existing engine. These circumstances led to Thompson's controversial decision to rebuild 'A1' No. 4470 *Great Northern*.

A pre-Grouping locomotive, *Great Northern* was historically significant, being both Gresley's and the GNR's first build Pacific.

Outshopped in 1922, *Great Northern* was the first of 52 locomotives in Gresley's new 'A1' class, the production of which was carried over into LNER management. Under Gresley, the class was later refined and rebuilt into the 'A3' 'Super Pacific' class, of which *Flying Scotsman* is a famous member, with only 14 original 'A1s' left intact.

The claim is made that Thompson chose to rebuild *Great Northern* out of spite. Author Colonel H C B Rogers wrote: "Out of all of them, to the horror of anyone who had been connected with Doncaster, Thompson selected the pioneer of the A1 class, *Great Northern*."

Once again, the finer detail is missing from this observation, namely that Thompson himself did not select the locomotive in question. Having looked at the performances

of the likely candidates, Thompson selected the class (since designated 'A10') and delegated the choice of the locomotive elsewhere.

The man responsible for choosing *Great Northern* was locomotive superintendent G A Musgrave, who was instructed to choose a locomotive from the 'A10' class suitable for rebuilding.

By this time No. 4470 was in a sad state. It had the lowest availability of its class, was already in for overhaul, and, as the oldest 'A10', would have needed a lot of work. Musgrave made the expedient choice and selected the engine on these grounds, and presented Thompson with his choice.

Should Thompson at that moment have asked for another engine? Should he have seen the historical importance of *Great Northern* and passed over the choice for another locomotive? What, in all likelihood, Thompson may be guilty of is a failure to understand the sentiment attached to the locomotive in question.

It was simply expedient to pick the oldest member of the class that was already in the works. Thompson was a practical man; there is no evidence to show that he ever felt any emotional connection to the engines under his care. On the contrary, he objected to engines carrying names and once, when pressed to name the first of his 'B1' class, he reportedly offered the name 'Utility', as that represented his view of what they were trying to achieve.

The bigger picture

Edward Thompson was not just dealing with locomotives but an entire railway, including carriages, station and infrastructure, and during the austere conditions of the war, it was all creaking. The LNER was the second largest of the 'Big Four', but it was also the poorest, with a wide-ranging and ageing stock.

Thompson lacked Gresley's flair for publicity and now, with the added pressure of wartime conditions, there was no room for sentiment.

When Thompson took over after Gresley's

Two of Thompson's 'B1' are preserved and both have worked on the main line. Here, No. 61306 *Mayflower* (a name originally carried by 61379) pilots 'Merchant Navy' No. 35018 *British India Line* at Greengate, Birket Common, between Appleby and Garsdale on February 2, 2019. JOHN COOPER-SMITH





The other surviving 'B1' is No. 61264, seen working across the remote 684ft long Rannoch Viaduct on September 29, 2001, during a privately-sponsored photographic charter train as the finale for the annual 'Jacobite' season. CHRIS MILNER

death, discussing the five-year spending plans, he told the board: "I have so much to do and only five years in which to do it."

A total of 75,000 men left the LNER to fight, and despite the valiant efforts of the women and older men who stepped in, Thompson was dealing with an under-resourced railway that had lost 90% of its foundry capacity to the war effort.

Thompson knew time was short, and decisions needed to be made from practical considerations. Modern biographers cannot know whether it even entered his head to consider the feelings attached to *Great Northern*. Perhaps he was thoughtless and totally lacking sentimentality, or perhaps he was aware but still chose to make the best financial decision for an organisation already under a great deal of strain.

Whatever he is guilty of, in this instance, it is highly unlikely he was driven by any anti-Gresley feelings. Thompson was a pragmatist. He likely did what was best for the railway, and not what satisfied sentiment.

While the rebuild of *Great Northern* was extensive, Simon Martin argues that it honoured Gresley's design development. "It's mostly a Gresley design; it's a Gresley loco with a Thompson front end. It would not be unfair to say that this engine was the post-war 'A4' Pacific. It has 'A4' frames with minor modifications, an 'A4' 250lb boiler, and a tender not like the 'A4' ones."

Certainly, the outrage at the time was minimal. When the new 'A1' was unveiled in November 1945, the subsequent issue of this magazine mentioned it in its 'Notes and News' section: "Another conversion now complete is that of 4470 *Great Northern*, the first of the 'A1' Pacifics built at Doncaster in 1922. The

engine has received a 250lb boiler of the 'A4' type, new frames and cylinders, three sets of motion and a very high running plate."

Later the column assumed the rebuild would be classified as the 'A1', but there was not even a hint in this November article (or any previous and subsequent mentions of the rebuild) of any outrage at the choice of locomotive.

Nameplates

The seed of outrage may have been planted by the report of an argument between Thompson and chief draughtsman Teddy Windle. Teddy remonstrated with Thompson over *Great Northern* but was his problem with the choice of locomotive, or to do with the fact that Thompson did not want No. 4470 outshopped with nameplates on it?

As shown by his attitude towards naming the 'B1s', romanticising machines designed for functional purposes was not Thompson's style. In the end, tradition prevailed and No. 4470 was reunited with its nameplates at the start of the following year.

Thompson's new 'A1' *Great Northern* proved a successful locomotive and lasted until the end of steam on the main line.

Not a monster but a man doing his best, his way

The wartime CME of the LNER was going to have to make unpopular decisions to keep the railway running. The locomotives hauling the trains were simply one of many concerns Thompson was faced with, and there was no room for anything other than economic practicalities.

Thompson chose to preserve Gresley designs conducive to wartime running and,

where possible, adapt those that weren't.

From the LNER board notes, it is clear that Thompson was involved in a staggering amount of work, including designing new sidings for the war effort, reopening old works to supplement current ones, and dealing with material shortages, while ensuring the LNER delivered some of the biggest contracts of the war, including aircraft and munitions – and all the while at the detriment of the railway's own capacity to maintain its current fleet. Building new locomotives from scratch was not an option.

Thompson was not a designer in the mould of Gresley. He lacked Gresley's talent for publicity, and his actions demonstrate the lack of sentimental attachment to the machines under his jurisdiction.

The Second World War called for austerity, for a 'make do and mend' attitude, and for continuation in the face of overwhelming odds. Thompson's practical and therefore sometimes unpopular decisions ensured the railway endured.

Perhaps the time has come to acknowledge that Edward Thompson was simply human, attempting to do an extraordinary job in unprecedented circumstances, as vulnerable to flaws as the best of us.

In the words of Dick Hardy, Edward Thompson was: "A principal chief, a man of courage, remote perhaps but respected throughout his huge department [and by] his superiors, not least his chairman Sir Ronald Matthews.


"So now let Edward Thompson rest in peace, for he did his job".

■ With thanks to Graham Langer and Simon A C Martin. Simon's book, *Edward Thompson: Wartime CME of the LNER*, is coming soon.



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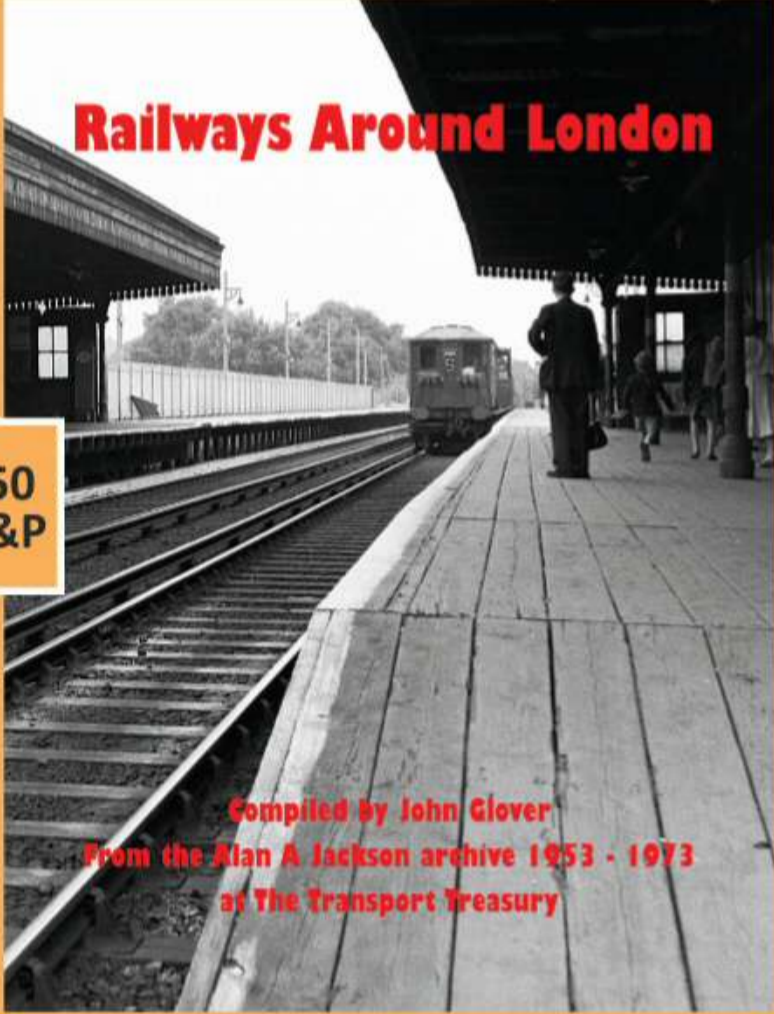
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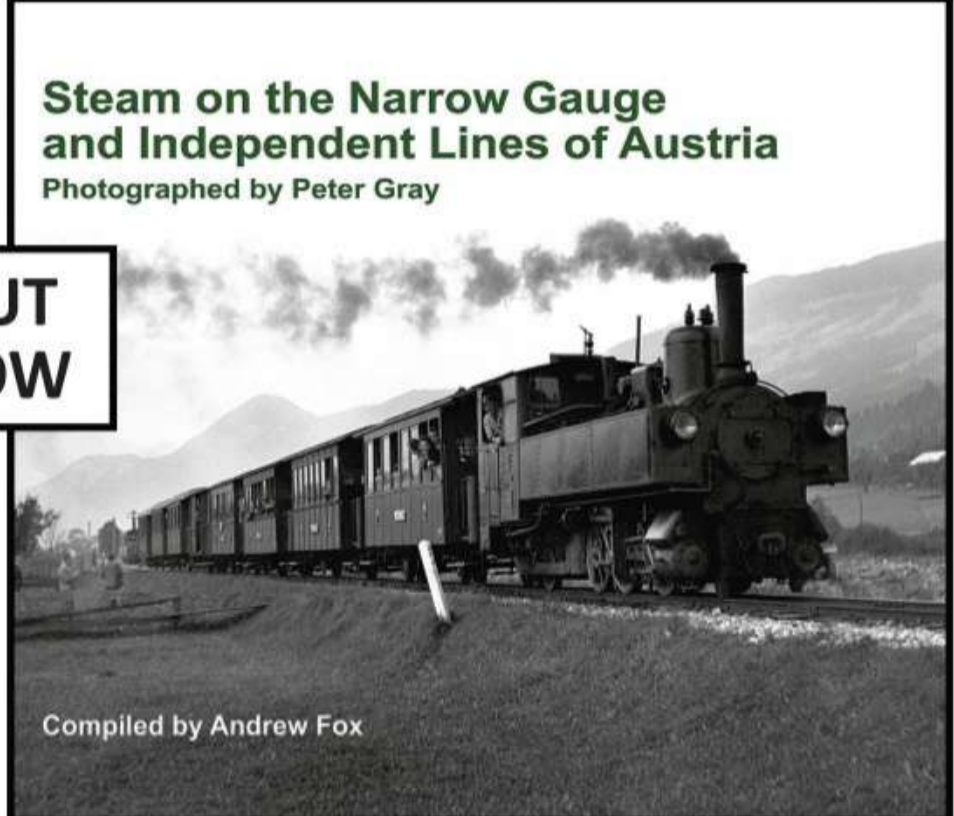
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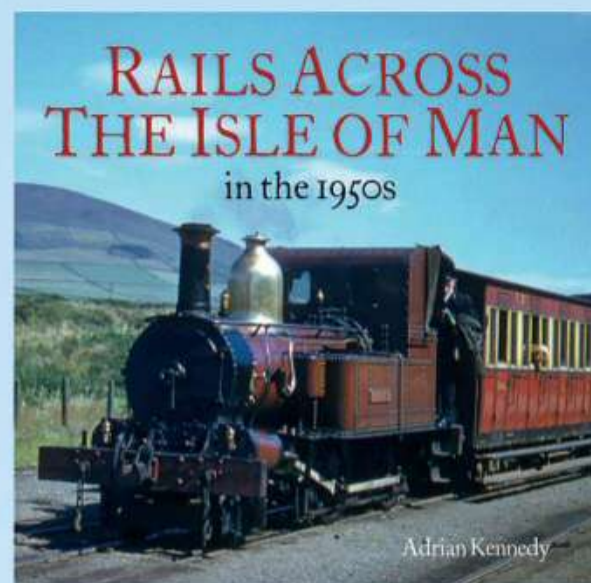
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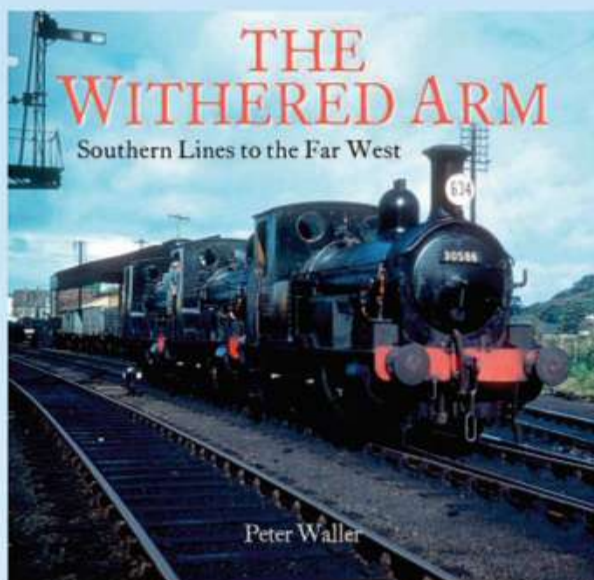
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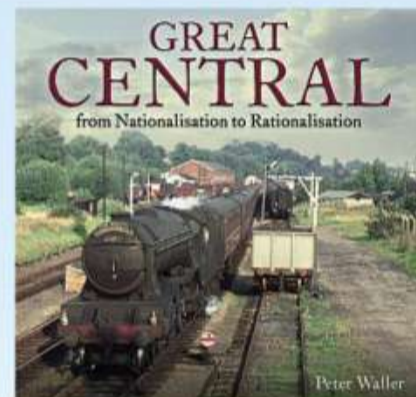
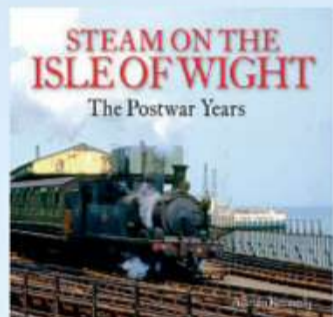
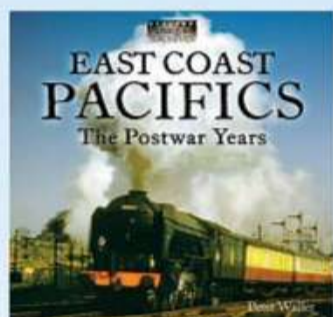
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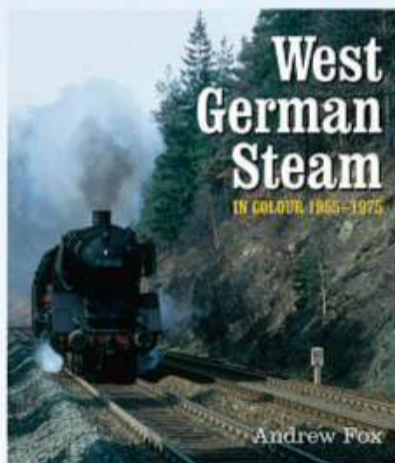
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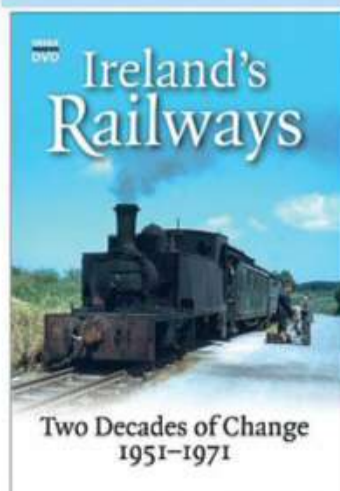
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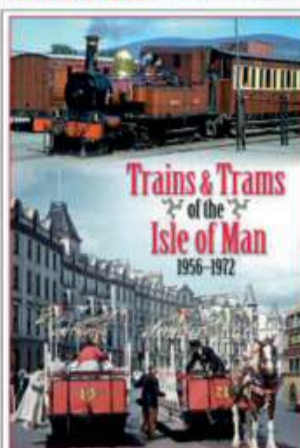
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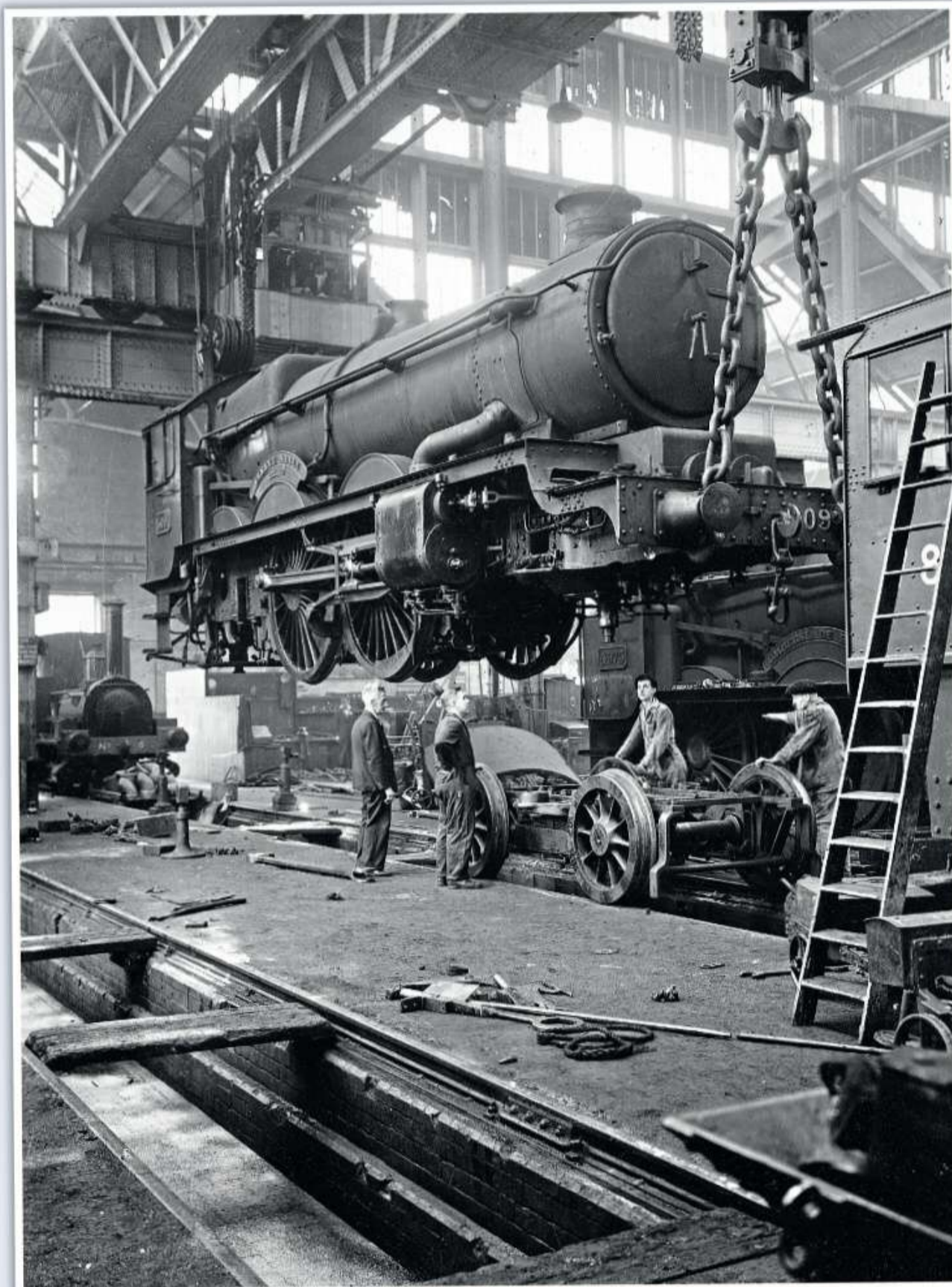
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SWINDON'S ANNUAL TRAIN TRIP

Dene Bebbington recalls how the annual works staff trips began and how popular they became – at their height, taking 29,000 people on a seaside trip.



Swindon staff keep a watchful eye as 'Castle' No. 5091 *Cleeve Abbey* is lowered and reunited with its front bogie. The loco was one five 'Castle' class locos converted in 1947 to burn oil, and the photograph is believed to date from that time. In the background is former Wantage Tramway 0-4-0T No. 5, now preserved at Didcot. GWR PUBLICITY/COURTESY FRANK DUMBLETON

“Rules were strictly enforced. The penalty for trying to go on a Trip train using someone else’s ticket could be dismissal, as Timothy Hartley found out in 1856.”



A poster advertising the works excursion, taking staff on holiday for a week during annual shutdown.

THE old railway quarter in Swindon retains a few vestiges of its industrial past amid the shopping centre and apartments, notably in the STEAM Museum. What started as a repair works in 1843 went on to become one of the largest railway factories in the world, at its peak employing 14,000 people.

Life in the factory was hard, but one perk the workers could look forward to was the annual ‘Trip’.

Great Western Railway (GWR) built a line between London and Bristol, on which it needed a site for a repair works. The small town of Swindon was chosen partly because it was at the junction of lines to Cheltenham and Gloucester. Construction began in 1841 and finished in early January 1843.

To house workers hired from beyond the town, a railway village of small terraced houses was also built. The works’ importance to GWR, and to the town, grew in 1846, when it changed from being solely a repair facility to also manufacturing trains.

Demanding

Back then, life for manual workers everywhere was tough – and Swindon was no exception.

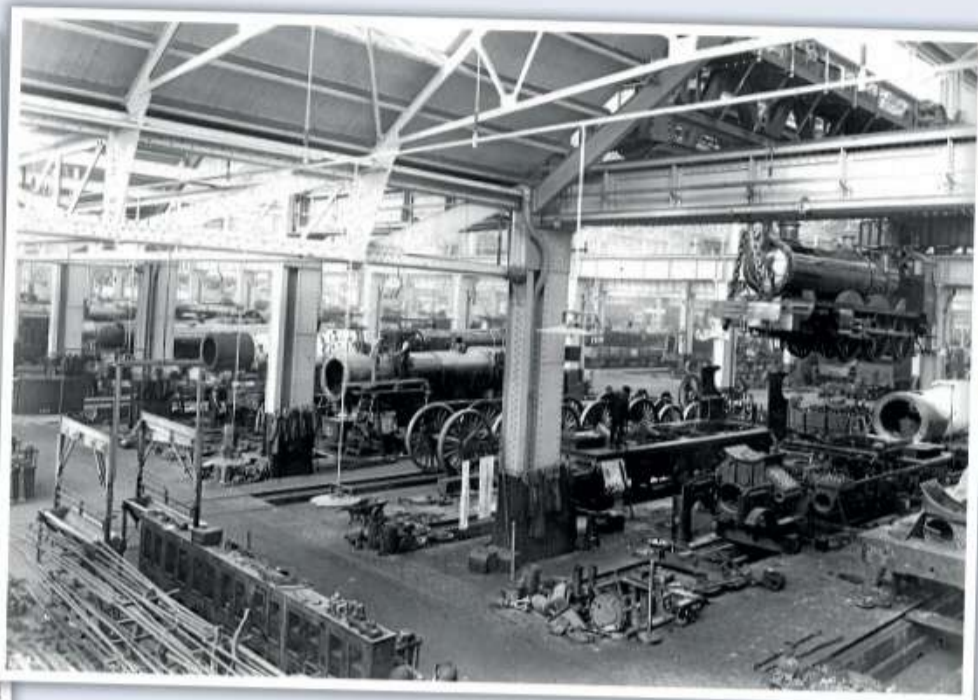
They endured long working weeks and few holidays. Men risked dangers every day from heavy machinery and molten metal which could cause serious injuries or death.

Working conditions could also ruin a man’s health, causing some to leave at a relatively young age, while others changed to a less demanding and lower paid job. Even after the 1847 Factory Act (known as the Ten Hours Act) a 55-hour week, which typically included Saturday morning, was reality for many.

Any break from the hard routine was welcome and a little restorative, and what was to become an annual fixture of factory life for more than a century began by luck.



Staff in the 'smithy' take a moment to pose for the camera. JACK BOSKETT COLLECTION



Locomotives and boilers as far as the eye can see inside the works' massive erecting shop. JACK BOSKETT COLLECTION



Staff gather for the historic occasion of the naming of '9F' No. 92220 *Evening Star*, the last steam locomotive to be built at the works. JACK BOSKETT COLLECTION

In 1848 the British Association for the Advancement of Science accepted an invitation to visit the Swindon works on a free train service. It reciprocated by inviting railway workers and their families to Oxford. This spawned the annual 'Trip' on free trains, the first destination being Torquay, in Devon, in 1849.

For a long time, only workers who were members of the Mechanics' Institution benefited from this perk. It took a century, until the nationalisation of the railways in 1948,

for Trip to be opened up to all. Trip gave families who could afford it a welcome chance to holiday at the seaside in July, initially for one day, but by 1874, the works closed for a week, allowing up to nine days away.

Strict rules

It broke the year up into three parts between Christmas and Easter. Families would typically save for it through a club after Christmas, and filled in forms to request tickets. Rules were strictly enforced. The penalty for

trying to go on a Trip train using someone else's ticket could result in dismissal, as Timothy Hartley found out in 1856.

Planning Trip took several months each year, a massive logistical exercise in addition to normal GWR train services. Engines had to be stabled and prepared, coaches acquired, trains labelled, timetables created, and ticket requests processed.

When the big day finally arrived, crowds of trippers would walk through Swindon early in the morning in the hope of bagging a good

STAFF PERKS

seat. Trains would line up in the sidings with their destination printed on them.

Boarding the trains by steep steps with no handrail – rather than stepping into the carriage from a station platform – was tricky for children encumbered with their buckets and spades. For them especially, Trip was an adventure. Youngsters even slept on the luggage rack because coaches were so tightly packed with people.

Dirt and dust

Passenger coaches had to be sourced regionally as Trip numbers grew. Coaches pressed into this service included lesser-used ones which may have been sitting idle in sidings for months. They would often be dirty and dusty, and many didn't have toilets.

Until 1896, only the outbound journeys were on trains specially provided by GWR. And as GWR increased its normal train service routes, the list of destinations available for Trip expanded too. Throughout the early 20th century the number of people going on Trip continued to rise, with Weymouth and Weston-super-Mare the choice of a third of Trippers.

Fourteen coaches made up trains heading to the West Country. Such was demand that in 1912, night trains departing the evening prior to the holiday's start were added to ensure everyone heading west of Swindon got to their destination in time. 'Star' class No. 4011 *Knight of the Garter* was the first night train engine.

The demands of the First World War suspended the annual trip for four years until 1919. During that time the factory continued working. It had government contracts to fulfil and fewer men available, meaning a one-week holiday couldn't be accommodated. Only two decades later, war resulted in another hiatus of Trip, this time for six years, from 1939 until it resumed in 1946.

The post-war years introduced another boon for GWR workers who by then enjoyed a two-week paid holiday. It had taken 90 years after Trip began until workers were entitled by law to just one week's paid holiday after the Holidays with Pay Act of 1938 was passed.

End in sight

Steam engine production finished at Swindon in 1960 as the diesel era was taking over. Class '9F' 2-10-0 No. 92220 *Evening Star* was the last of that bygone age to be made at the works. A decision to develop diesel locomotives using hydraulic rather than electric transmission spelled the beginning of the end for the Swindon works.

In the 1960s, British Rail chose electric transmission for all future diesel trains, with Swindon producing its last engine in 1965. The works continued as a repair facility for two decades, closing in March 1986. Trip numbers declined along with the workforce in those years, with a local newspaper describing it in 1979 as a 'sad affair'.

In its heyday, Swindon's Trip was one of the biggest, providing families with a holiday in many parts of Britain on trains made at the works. A staggering 29,000 people were taken in 520 coaches in a period of under eight hours in 1924.

■ Did any RM readers, perhaps former Swindon Works staff, travel on the annual Trip? Drop us a briefline and tell us your experiences – Ed.

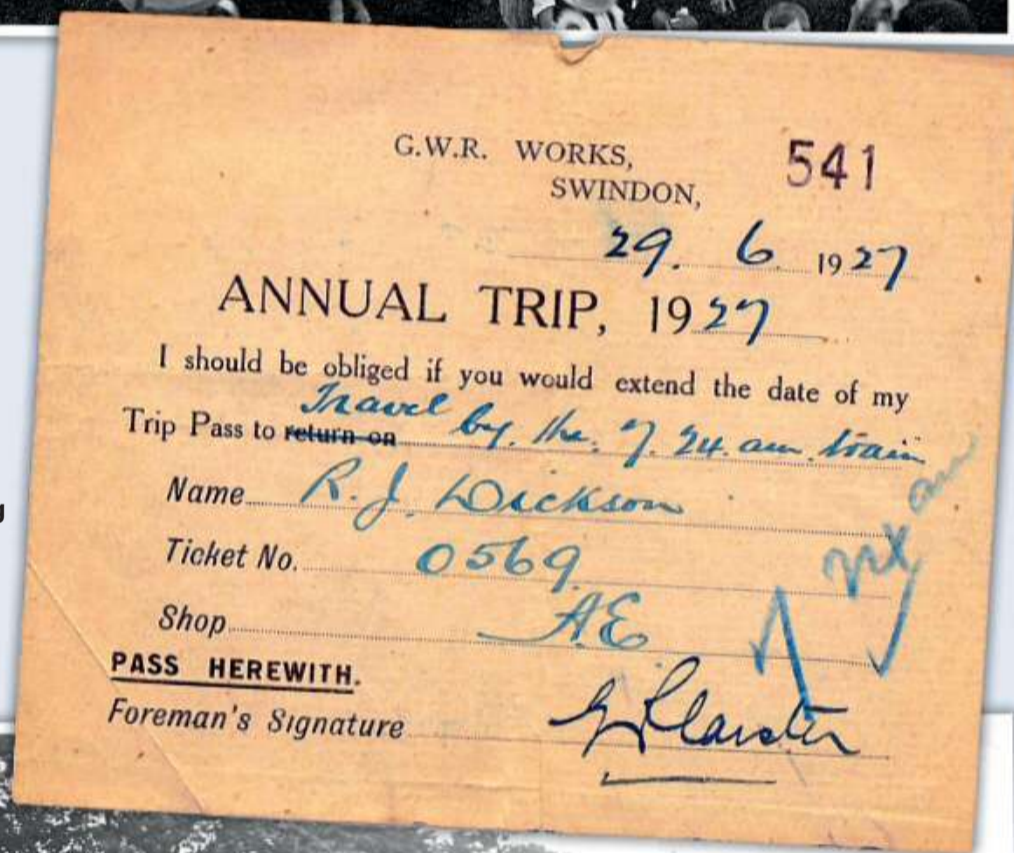
“A staggering 29,000 people were taken in 520 coaches in a period of under eight hours in 1924.”



Above: Workers and their families on the 1912 annual Trip in Tenby, Wales. COURTESY OF PAUL WILLIAMS

Right: A Trip ticket from 1927. COURTESY OF SWINDON LOCAL STUDIES

Below: Trippers posing for a photograph before boarding their train in 1934. COURTESY OF SWINDON LOCAL STUDIES



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Reasons for two locomotives, but with the same number

YOU posed a question in March's *RM* after Mervyn Pritchard's letter: Is there a simple explanation for there being two 'KDL11' locomotives with the same number (699.01)? Well, yes there is – though it's not that helpful.

The engine now known as *Sir Drefaldwyn* on the Welshpool & Llanfair was allocated to the late lamented Salzkammergut Lokalbahn (SKGLB) by US Occupation forces in January 1946. The SKGLB formally bought the loco in 1950 but only kept it in service until 1952. It lay out of use until 1955, when it was sold to the Steiermärkische Landesbahnen (StLB/Styrian Local Railways).

There were already 'KDL11' locomotives in service with the state railways (ÖBB) on a number of its narrow gauge lines, and these were grouped into Class 699. For some unrecorded reason, the StLB decided to number their 'KDL11' in the same series, thus becoming their No. 699.01.

The Taurachbahn locomotive that Mervyn Pritchard photographed was the ÖBB's No. 699.01, which was initially allocated to the Bregenzerwaldbahn in the west of Austria and then sold into preservation as early as 1972.

Anyone with an interest in Austrian railways is invited to join the Austrian Railway Group. Details can be found on our website, www.austrianrailwaygroup.co.uk

Robert Day
By email

REGARDING the two 'KDL11' locos with the number 699.01. The Welshpool example was Steiermarkische Landesbahn

★ STAR LETTER

NSU diesel testing remembered

MY late sister-in-law was employed as a tracer in the offices of Birmingham Railway Carriage & Wagon Co when the first of these locos was out on trial on Sunday, February 21, 1954. Here is an official photo arranged by the Company.

I'm not sure of the locations, but photos were taken between the factory and Banbury, as your article says.

Reece Atkiss
By email



No. 699.01 and was previously Salzkammergut Lokalbahn No. 19, before eventually becoming Welshpool No. 10.

The other loco, pictured working on the Taurachbahn, was ÖBB, the Austrian State Railways No. 699.01 – same loco class and number, but different railways.

Just out of interest, ÖBB ended up with seven of these locos after the war; Nos. 699.01 to 699.03 and 699.101 to 699.104, plus quite a few others ended up in France, a couple of which are now preserved and one became a PKP 'Px6' class loco in Poland.

A book with the known histories of the 'KDL11' locos, plus the prototype and three built after the war for use in Senegal was written by Herbert Fritz and published by Club 760 (the Austrian owners of the ÖBB loco) in 1986, all in German but quite easy to understand and with plenty of pictures.

Peter Lea Bridgnorth

Corris Railway says a big thank-you to mystery benefactor

ON behalf of the Corris Railway, I'd like to pass on our thanks for two donations we have received from a person who has provided no contact details, meaning we cannot formally thank them directly.

I believe these donations may have followed publicity in your pages.

We have a name, plus a suspicion that they live in the North West, but as the person prefers anonymity, I hope they recognise themselves and accept our thanks for their support.

Last summer, following publicity about work in progress building

the embankment for our southern extension, a donation was made and more recently another towards our Corris Station development which includes the installation of a traverser.

The Corris Railway is always grateful for support it receives from enthusiasts and does try to acknowledge receipt of donations.

If any reader recognises themselves from this information, please accept our thanks for your support.

John Wallbridge
On behalf of Corris Railway Society

Inventor and pioneer loco name views

IN your Comment (*RM* March) about locomotive naming policy, you say that 'one genre never properly honoured by locomotive and unit namings has been British pioneers and inventors'.

While I fully endorse your comments, have you forgotten the Class 60 locomotives, many of which were indeed named after that very group of people you suggest, such as Alexander Fleming, John Logie Baird and Alexander Graham Bell to name just a few.

Nevertheless, with all the new units now coming on stream, there is still tremendous scope for the naming genre you suggest.

Jim Sparks
By email

I WOULD suggest naming a loco after Sir Peter Mansfield, Nobel Laureate and developer of the MRI Scanner.

I wonder how many people he has helped to diagnose otherwise hidden disease through his work on this invention?

Ray Wand
By email

Several other readers have pointed out a number of original Class 60 names honoured pioneers and inventors, but since their introduction in the early 1990s, many locos carrying those names have either lost them or are in store, hence the suggestion for such names to be carried by a new fleet – Ed.

East-West route should be electric

NOTING Chris Milner's comment last month on Britain's poor electrification record, I was surprised to learn the East-West Rail project is proposing diesel propulsion.

To equip this largely 'new-build' railway with diesel trains seems a startling

decision given the Government's stated intent to reduce polluting emissions and to become carbon-neutral in about 30 years' time.

If the decision is based on cost, has anyone thought of the much simpler and cheaper benefits of electrifying the route by third-rail?

Bridges, for example, wouldn't need to be raised and bi-mode electric stock, such as that used on Thameslink services, could be utilised.

There would also be the added benefit of access for 'through' trains, including freight flows, to/from the electrified main lines which the Oxford-Cambridge route crosses.

Can we really embrace such a 'throwback' to the diesel age as the government propose?

Robert Wade
By email

I suspect many readers have shaken their head in disbelief that the East-West reconstruction won't be for electric trains, especially as it seems contradictory to decarbonisation targets. The fact the Oxford to Cambridge Expressway road scheme has just been cancelled, cited as poor value for money (and in the main duplicated by the rail route), is a forward step – Ed.

Calling female spotters and enthusiasts from the 1960s

AMONG the many readers of *The Railway Magazine*, are there any women who, in the Swinging Sixties (or even the 'Struggling Seventies!'), were railway enthusiasts and train spotters?

I personally never knew any, but I am assured that there were some female enthusiasts back then.

I would like to hear from them via my e-mail – philgoudie@hotmail.com – and discover how they got drawn into this great hobby as teenagers.

Phil Mathison
Author of *Shed Bashing with The Beatles*



Cleverly set up, a real HST led by No. 43102 passes Mr Taylor's house, with his model HSTs and the Haynes book in the foreground.

Unique picture of HST record breaker

IT was great to see mention of record breaker No. 43102. When I found out that they were painting the loco into the livery it wore when it reached 148.5 mph, I knew what picture I wanted to take of it.

Where I live backs onto the Midland Main Line and I have grown up with HSTs passing by, so it is going to be a huge wrench when they disappear.

Having travelled on IETs a number of times on the LNER and GWR, with their hard riding, window seats with no windows and bolt upright hard seats,

I'm dreading their introduction on the MML in 2023.

However, for the last few months I shall cherish the sight and sound of the last remaining HSTs passing my bedroom window and savour the moment of the best train ever designed, developed and built in the UK from when we had that capability for all forms of rolling stock.

This really is the train against which all others will be by judged.

Alan Taylor
By email

EDITORS NOTE

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

✓ PUTTING THE RECORD STRAIGHT (RM MAR)

P50: The St Ives referenced in the Flanders & Swann song was the one in Cornwall, not Cambridgeshire!



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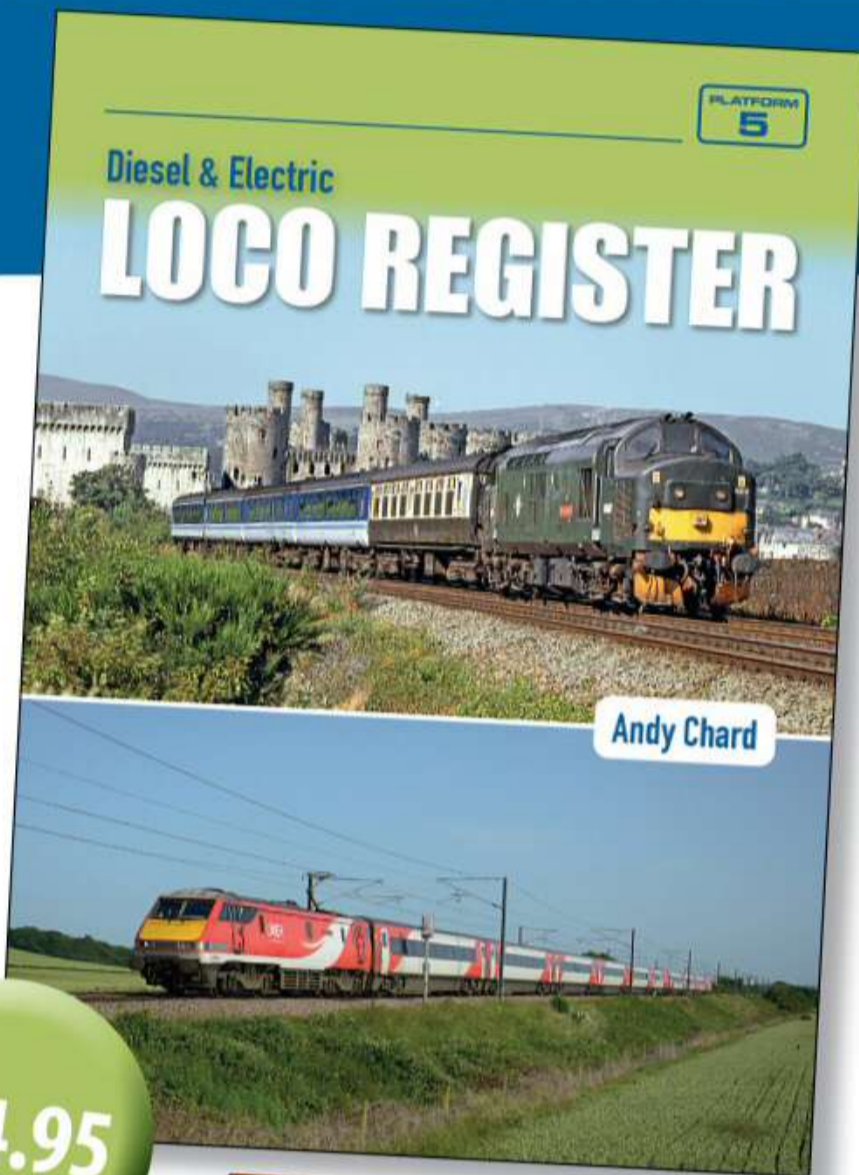
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By popular demand and in line with earlier editions of this book, **scrapping information has been included**. The book now contains scrapping details for approaching 5000 locomotives, showing where and when they were disposed of.

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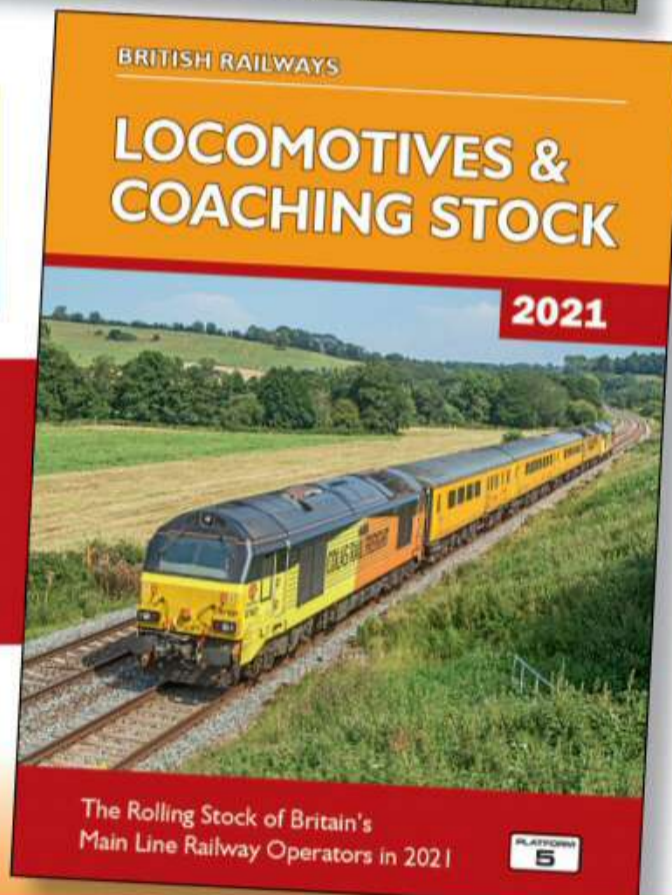
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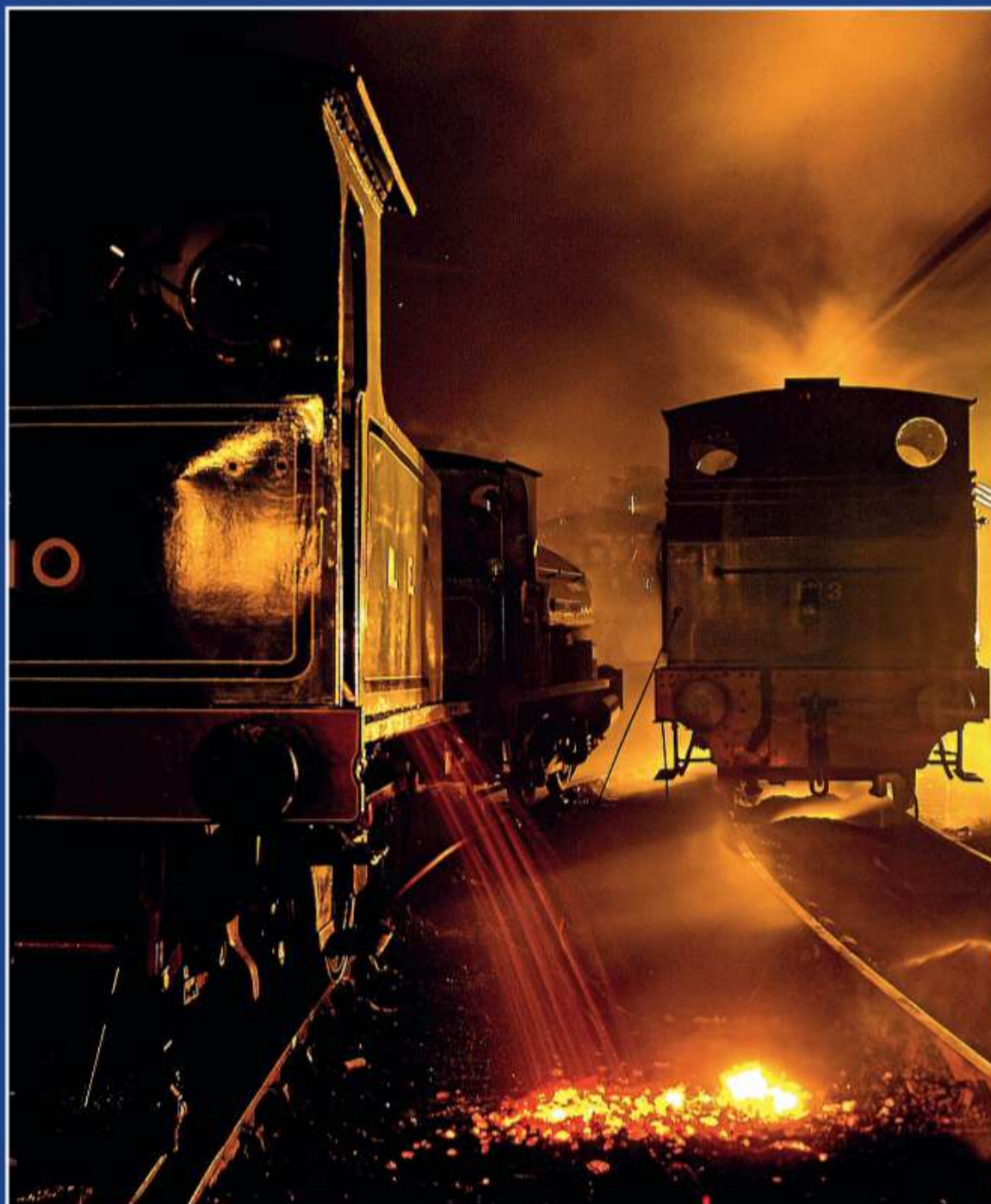
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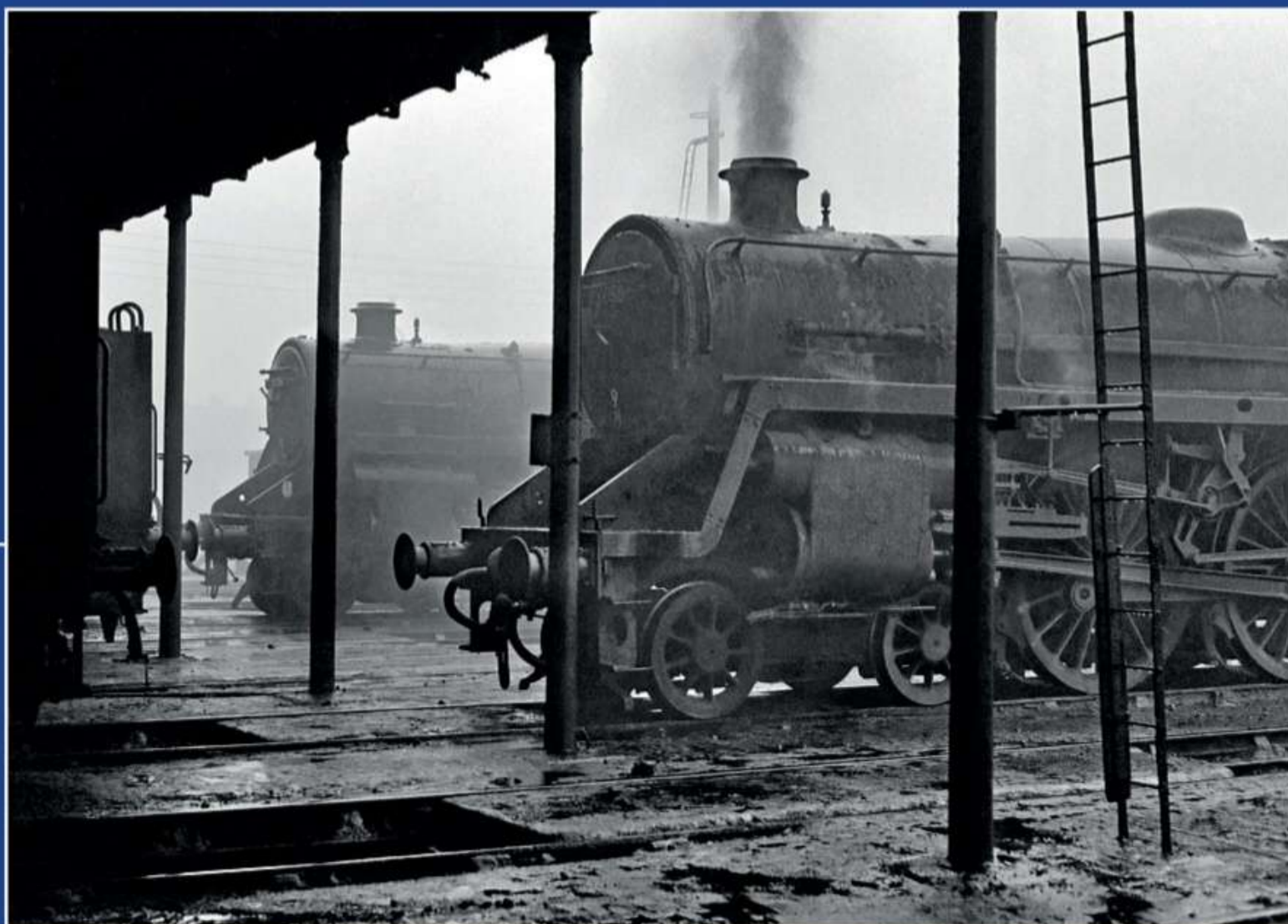


Panorama



A long exposure captures the fire of visiting NER 'H' class 0-4-0T (LNER 'Y7') No. 1310 being thrown out at the end of the day during a Tanfield Railway gala night shoot at Marley Hill on September 7, 2012. DAVE HEWITT

Patcroft shed on a dank and wet December 29, 1967, sees BR 'SMT' 4-6-0s Nos. 73034 and 73050 awaiting their next turns. The locomotives only had three and six months left in service respectively. JOHN COOPER-SMITH



Porterbrook – delivering a safe, reliable and sustainable railway

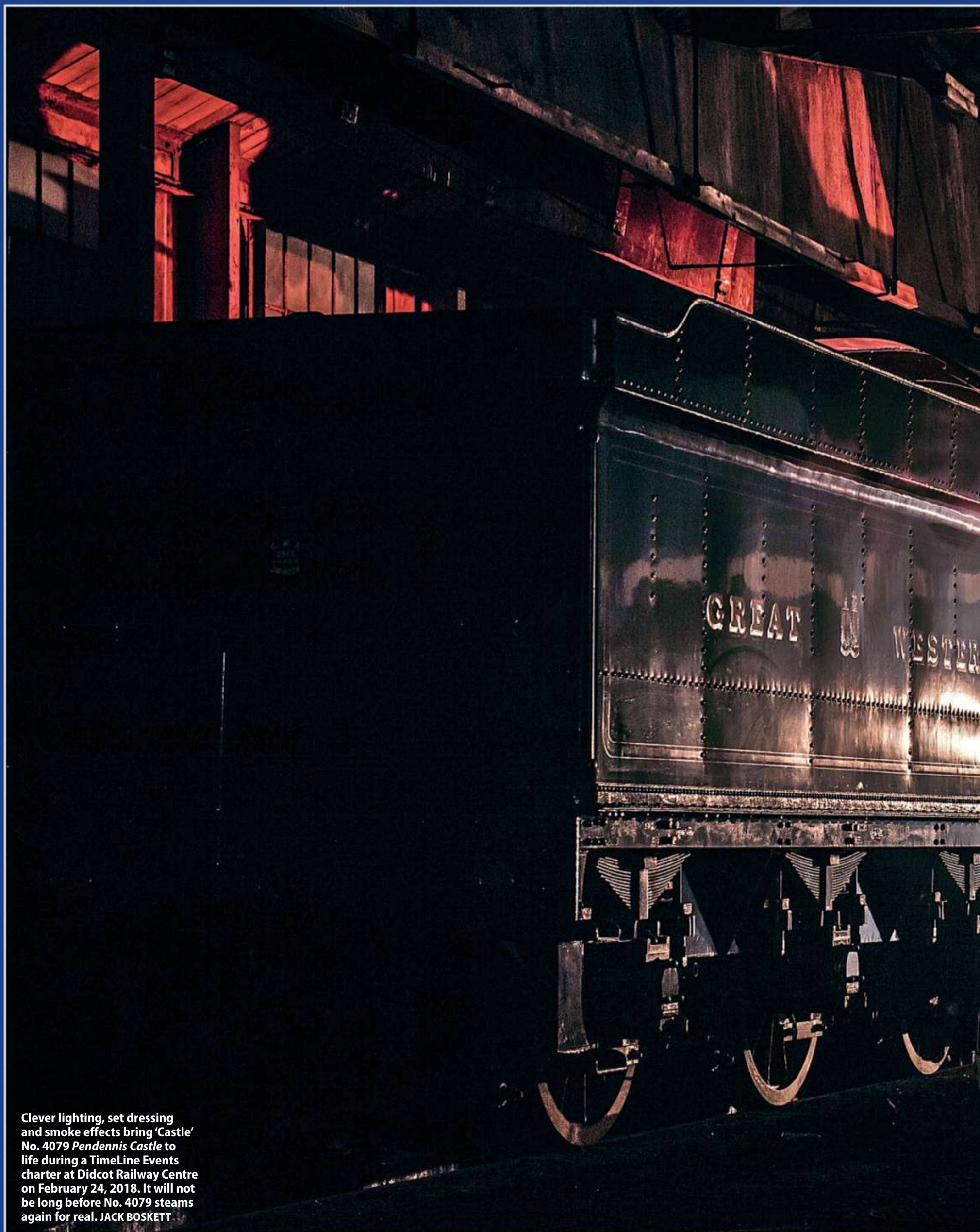


GBRf Class 66 No. 66785 runs through the unmistakable landscape of the Settle & Carlisle Line at Lunds Viaduct with the 6Z97 Newbiggin – Drax containerised gypsum service on February 2. CAMERON WALKER

A classic glint moment as Sulzer Type 4 No. 46056 and another redundant classmate catch the late afternoon sun at Swindon Works on November 11, 1984. No. 46056 had been withdrawn on October 31, 1982, having spent most of its career in the North East. STEVE IRELAND



Panorama



Clever lighting, set dressing and smoke effects bring 'Castle' No. 4079 *Pendennis Castle* to life during a TimeLine Events charter at Didcot Railway Centre on February 24, 2018. It will not be long before No. 4079 steams again for real. JACK BOSKETT

Porterbrook – delivering a safe, reliable and sustainable railway



FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
APRIL 1921

Mystery white posts

TRAVELLERS on the suburban lines of the South Eastern and Chatham Railway have recently had their curiosity excited by the number of white posts they have been erected on the railway track.

These posts have been put up in connection with the working of suburban traffic during the peak hours, with a view to increasing the carrying capacity of the line. Each post is located at the end of a certain distance beyond

the signal, viz, at the treadle of the section at the rear of that signal. This is the point which the first wheel of an engine of any train must pass over before the next following train can be accepted to pass the second effective signal to the rear of the first train.

Surmounted by triangles bearing letters indicating the line to which they refer, the posts are numbered consecutively, section by section, in the same direction as the train is travelling. It will therefore be seen that by taking passing times at the posts, it is possible to ascertain how long a train occupies the line, section by section.



50 YEARS AGO: In April 1971, The RM reported Chester Northgate station had been sold and would be demolished to make way for a ring road. RM ARCHIVE/J A PRICE

50 YEARS AGO
APRIL 1971

Butlins locomotives to be moved

CONCERNED at the continued deterioration of locomotives in its care, Butlins Limited has arranged with Bressingham Steam Museum for two of its four large ex-LMS locomotives at holiday camps to be transferred to Norfolk on loan. The locomotives concerned are 4-6-2 No. 6233 *Duchess of Sutherland* from Ayr, and 4-6-0 No. 6100 *Royal Scot* from Skegness.

No. 6233 left Heads of Ayr camp for Ayr Station by road on a 64-wheel transporter on February 24, from where it was towed by rail in easy stages to Thetford, under a 15-25 mph speed restriction for onward transfer by road. Later in March, No. 6100 *Royal Scot* was to leave Skegness and travel by road all the way to Bressingham.

The Transport Trust is to advise on the future disposal of the remaining six engines in the care of Butlins, which are Pacific Nos. 6203 *Princess Margaret Rose* (Pwllheli), and 6229 *Duchess of Hamilton* (Minehead), ex-LBSCR 'Terrier' 0-6-0 tanks Nos. 32640, 32662 and 32678 (Pwllheli, Heads of Ayr. and Minehead respectively) and ex LSWR 'B4' 0-4-0 tank No. 30102 (Skegness).

Rails to roads

CHESTER NORTHGATE, terminus of the former Cheshire Lines Committee, has

been sold to the city council. The site is scheduled to be part of a ring road.

The station was closed entirely from October 6, 1969, when its passenger services were withdrawn by British Railways; goods traffic had ceased four years earlier.

20 YEARS AGO
APRIL 2001

Virgin's first 'Pendolino' arrives for testing

ALSTOM'S pledge to deliver the first pre-series Virgin 'Pendolino' on February 14 was fulfilled to perfection, with the train operating at Asfordby test centre under its own power and demonstrating its tilt capability.

The Valentine's Day occasion was used to name the train *Virgin Pioneer* and to officially open the test centre, which is to become the base for all the Class 390 'Pendolino' trains as they undergo trial running on the newly-upgraded Old Dalby test track.

Collectors Corner closes

COLLECTORS Corner, the railway artefacts outlet operated in York by National Rail Supplies, closed on January 27 following just 18 months at its new premises.

No official reason has been given, but its new location was considered to be poor.



The RCTS: then and now

THE January 2021 edition of the *Railway Observer* contained a comprehensive report on the chaos caused at Bradford Exchange station by an out-of-control fire close to Mill Lane Junction, where the ex-GNR line to Leeds and the ex-L&YR route to Low Moor via Bowling Tunnel diverge.

The fire broke out in November, when a large number of stored used tyres ignited on what had been a former go-kart circuit. Once well alight, columns of black, acrid smoke spread quickly over swathes of south Bradford and engulfed the main routes out of Bradford Exchange.

With the signalling compromised, this brought about many cancellations. Among the trains diverted were the hourly Leeds to Chester, York to Blackpool, which brought Class 195 diesel-multiple units to the Dewsbury and Brighouse line. The Huddersfield to Bradford Interchange service was terminated at Halifax and the Hull to Halifax at Pudsey. Disruption continued for three days until the lines to Laisterdyke and Low Moor were reopened.

Looking at the summer ROs for 1965, it was reported that the summer holiday extras running via Mill Lane Junction to Blackpool and the east

coast resorts were steam hauled on many occasions and there were eight such departures between 7.14am and 9.30am, in addition to a number of 2-6-4Ts being used on empty stock movements and banking up the 1-in-50 gradient. On October 1, the curtain finally came down when 2-6-4T No. 42152 was in charge of the last Bradford to Leeds express after 'B1' 4-6-0 No. 61306 had worked the 22.00 Huddersfield mail the previous night.

However, going back another six years to 1959 – the immediate pre-Beeching period and one where the transition from steam to diesel was only slowly impinging on the railways of Bradford – some summer Saturday holiday trains were extravagant in their use of resources, the Saturday Only trains to and from Exchange and Poole being just one example.

Using Southern Region stock one way and NE coaches on the other brought the unusual sight of a complete train of green liveried coaches into Bradford Exchange. It would be stabled until the following Saturday, while at Poole the NE stock would also go unused, thus two complete rakes were effectively mothballed for six days.

In those pre-motorway days the trains were slow, taking over



CrossCountry used to run a number of services through to the south coast but they have been steadily pruned and a number now terminate at Reading. Twenty years ago, when Class 220s were new, a unit is seen passing Redbridge, Southampton. B PERRYMAN/COLOUR-RAIL.COM

eight hours, and routed away from the principal mainlines to run via Huddersfield, Penistone and the ex-Great Central line before running via Oxford and the Southern Region.

At the same time across Bradford at Forster Square station, the 7.40am to Bournemouth (West) ran over the ex-Midland main line to Leeds and then via Derby, Cheltenham Spa to Bath Green Park before heading over the

Somerset & Dorset line and took over 10 hours. With the Somerset & Dorset route gone and current Covid restrictions in place, a through journey from Leeds to Bournemouth is not possible, but even with a change of train along the way the journey can be completed in around six hours – still not rapid but better than it was 60 years ago. Although, perhaps, with a first class fare of £280, there may not be many takers.

TRACKRECORD

The Railway Magazine news digest



After an extensive restoration to main line running order, Class 37 No. 37240 has emerged in the Transrail livery and was used on a Network Rail infrastructure assessment train on March 18. Top-and-tailing with Network Rail's own Type 3 No. 97304, the train is seen at Warrington Central with the 18.45 test train from Crewe. TERRY EYRES



P58 STEAM & HERITAGE
'64XX' for Mid-Hants gala



P70 CLASSIC TRACTION
'Pacer' in the Valleys



P82 TRACTION & STOCK
Flask traffic to Bridgwater

ALSO INSIDE:
P64 INDUSTRIAL STEAM
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➔ Your reports and pictures are most welcome. Highly competitive rates are paid, especially if exclusive to *The RM*.



Many happy returns!

Our railways reopen for business post-lockdown

MID-HANTS PANNIER: The new season will feature a move for the Bodmin & Wenford Railway's Collett '64XX' 0-6-0PT No. 6435, which is to star at the Mid-Hants Railway's Spring Steam Gala on April 30 to May 3. The pannier will join the S&D Trust's recently-arrived Peckett 0-4-0ST *Kilmersdon* and a third visitor, understood to be the South Devon Railway's Small Prairie No. 5526. For more information visit watercressline.co.uk. No. 6435 is pictured at the Severn Valley Railway's Bewdley station with a northbound auto-train on March 27, 2014.
ROBIN STEWART-SMITH

MORE of the UK's preserved railways have announced details of when they plan to reopen and how their services will look once the lockdown restrictions are eased.

As reported in the March issue, heritage lines have been formulating their reopening

strategies since the Government laid out its roadmap to freedom in late February, which should see the first wave of restrictions lifted on non-essential retail and certain hospitality venues on April 12.

Several railways have elected to commence 2021 operations

at that time, albeit to a more restricted timetable.

They are also sticking rigidly to the advanced booking, social distancing and hygiene measures introduced during last year.

Other lines are waiting until after May 17, when the

Government hopes to relax restrictions on hospitality and most other businesses, as well as limitations on meeting others outdoors.

Reopening dates announced by standard gauge lines at the time of writing (mid-March) are set out in the table below.

Details of when train services will resume, together with ticket/booking details, can be found on the railways' websites or social media channels.

Reopening dates for former industrial lines, or those that rely primarily on ex-industrial steam, can be found on page 64.

PROVISIONAL REOPENING DATES FOR HERITAGE RAILWAYS ANNOUNCED SO FAR...

Railway/Museum:	Reopening Date:	Railway/Museum:	Reopening Date:	Railway/Museum:	Reopening Date:
Avon Valley Railway	May 1	Didcot Railway Centre	April 14	Lakeside & Haverthwaite Railway	April 12
Battlefield Line	May 1	East Lancashire Railway	May 1	Mid-Hants Railway	April 12
Bluebell Railway	May 20	East Somerset Railway	April 14	Nene Valley Railway	May 22
Bodmin & Wenford Railway	May 1	Ecclesbourne Valley Railway	April 15	North Norfolk Railway	April 12
Bressingham	April 14	Gloucestershire Warwickshire Steam Railway	April 13	Severn Valley Railway	April 12
Chinnor & Princes Risborough Railway	April 15	Great Central Railway	April 17	Somerset & Dorset Railway	May 22
Cholsey & Wallingford Railway	May 30	Great Central Railway – Nottingham	April 12	South Devon Railway	May 17
Churnet Valley Railway	May 1	Isle of Wight Steam Railway	April 12	Spa Valley Railway	May 22
Dean Forest Railway	April 17	Keighley & Worth Valley Railway	April 17	Swanage Railway	April 12
Derwent Valley Light Railway	April 18	Kent & East Sussex Railway	May 22	West Somerset Railway	May 22

Locomotion No. 1 finally leaves Darlington... but it will make a return

THE Science Museum Group (SMG) and Darlington Borough Council (DBC) have reached an agreement over the controversial decision to relocate George Stephenson's historic *Locomotion No. 1* to Locomotion in Shildon after 163 years on display in the town.

As a consequence, the 1825-built Stockton & Darlington Railway (S&DR) pioneer moved to its new home in early March, but will return to the Head of Steam museum for a six-month loan during the first half of 2025 – the bicentenary year for the S&DR. The agreement also allows for two further six-

month loans of the locomotive to Darlington between 2026 and 2030.

In the meantime, the NRM's 1975-built replica of *Locomotion No. 1* has moved from Shildon to Head of Steam to replace the original.

Further loans

The agreement is part of a wider Memorandum of Understanding agreed by SMG and DBC that covers the period until 2030, but it has been agreed that both organisations will actively seek opportunities for *Locomotion No. 1* to have further loan spells to the council beyond 2030 – for up to two periods of 12 months,

or one period of 24 months, in each five-year period.

Additionally, the SMG has agreed to renew 28 other loans to Head of Steam from the National Collection, including the 1845-built S&DR 0-6-0 *Derwent*, North Eastern Railway (NER) 'Tennant' 2-4-0 No. 1463, and fellow NER Raven 'T3' 0-8-0 No. 901.

Commenting on the agreement, Peter Gibson, MP for Darlington, said: "*Locomotion No. 1* is an essential part of our town's identity.

"Just as she has travelled to exhibitions around the world in times past to tell our great railway story that began here, so too she now moves a short

distance to Shildon, only to return in the future as part of exhibitions at our original museum.

'Disappointed'

"I understand some will feel disappointed but our place in railway history can never be erased. The agreement now reached by our council and NRM represents an opportunity to work together to bring more visitors to our museums and embrace the next chapter in our railways story."

As part of that story, DBC is working in partnership with Tees Valley Combined Authority to develop a major

£25 million visitor destination and museum located around the North Road Station site, with a planned opening in 2024. The development will combine multiple listed buildings to create a unique visitor experience, which will include exhibition, function and hospitality spaces.

Part of this will be a purpose built locomotive works facility for the A1 Steam Locomotive Trust, with public viewing facilities and interpretation, plus the refurbishment of the 1861-built, four-road Whessoe Road shed as a facility for the repair, maintenance, storage and display of locomotives and artefacts.

Betton Grange group set to relocate to Tyseley following the collapse of Llangollen

THE 6880 Betton Grange Society has reached an agreement in principle to relocate all of its assets – including new-build 'Grange' No. 6880 *Betton Grange* and unrestored 'Hall' No. 5952 *Cogan Hall* – to a new permanent home at Tyseley Locomotive Works (TLW).

The decision comes after Llangollen Railway Plc, operator of the Llangollen Railway where the society was previously based, called in the receivers (see *Headline News*), casting doubt over the future of the railway.

In announcing the planned move to Tyseley, the 6880 Betton Grange Society said that it wished to put on record its appreciation to the Llangollen Railway for providing a home for the project during its earlier stages, and wished the railway well for the future.

Llangollen return

In a statement, it said: "We look forward to taking a fully operational *Betton Grange* to Llangollen to haul trains there in the future."

No. 6880's bottom end was transferred from Llangollen to Tyseley in June 2018 to join the loco's Standard No. 1 boiler, which was being overhauled there.

Volunteer and contract work has continued on the loco since then, with TLW being awarded

the contract to complete the loco earlier this year.

A target steaming date for this coming autumn has been set, after which the society will focus its resources on building a new tender for the 'Grange'.

This will be a replica Collett 3,500-gallon version, a chassis for which has already been acquired from Tyseley. However, the society's planned hire of Peter Robinson's 4,000-gallon tender from '2884' 2-8-0 No. 3814 is now in doubt owing to the situation at Llangollen.

The tender was under restoration at Llangollen to run with No. 6880, but the current situation means it is unlikely that the project can be completed in time for it to run with the 'Grange'.

Tender tank

The society is now looking at alternative hire options, while having also agreed in principle to buy a 4,000-gallon tender tank from TLW that formerly ran behind 'Castle' No. 5029 *Nunney Castle*. This is expected to form part of the tender that will eventually run with *Cogan Hall*.

Meanwhile, the opportunity is being taken to cosmetically prepare the 'Hall' for display at Tyseley, and the society is therefore seeking expressions of interest in helping start the restoration of the loco, both physically and financially.



The remains of 'Hall' No. 5952 *Cogan Hall* are to be taken to Tyseley pending a full restoration to working order. PAUL EVANS/6880

Foxcote Manor will join West Somerset stable

THE situation at the Llangollen Railway has also impacted on the Foxcote Manor Society, owner of 'Manor' No. 7822 *Foxcote Manor*, which has decided to find an alternative base for the BR(W) 4-6-0 for at least the next five years.

As a consequence, the FMS has reached an agreement with the West Somerset Railway (WSR) that will see No. 7822 based on the railway for the remainder of its 10-year boiler ticket.

This is due to expire in March 2026, which gives the WSR the use of the 'Manor' for the next five years.

No. 7822 was a long-time resident at Llangollen and despite spending the past few years away on hire, it still

technically called the Dee Valley line home.

It first moved there in 1985; the FMS constructing a shed to carry out the loco's restoration from ex-Barry condition.

However, it has nominally been based at the WSR on hire since late 2017, clocking up over 150 days of action in 2018 alone.

The locomotive is currently undergoing winter maintenance at Minehead, including the manufacture of a new spark arrester, chimney cowl, cab floor, and feedpipe cladding covers.

It will join the line's other resident 'Manor' – 7828 *Odney Manor* – Mogul No. 9351 and on-hire Large Prairie No. 5199 once the WSR's operating season begins on May 22.

Fresh agreement gives the Gloucs-Warks railway 'first option' on 'County' 4-4-0...

THE Churchward County Trust's (CCT) new-build 'County' 4-4-0 No. 3840 *County of Montgomery* is expected to be based on the Gloucestershire Warwickshire Steam Railway (GWSR) once it is completed, following the signing of a new agreement.

This supersedes an earlier 'agreement in principle' between the GWSR and the CCT, and gives the railway first option to be the home base of the 'County', where it would become part of the line's operating steam fleet.

The original 40 'Counties' had a particular association

with the Stratford-upon-Avon to Cheltenham route, over 14 miles of which the GWSR today operates between Broadway and Cheltenham.

The class were regular performers on express services between Wolverhampton and Penzance, owing to a weight restriction over the Midland Railway's Stonehouse Viaduct which, at the time, precluded the use of larger engines.

"While we clearly don't know what our railway's locomotive requirements will be in ten or 15 years, which is when the new 'County' is likely to be

available, I'm thrilled that we are being offered first choice for the engine's future base," said the GWSR's chairman, Richard Johnson.

"This new-build project has captured the imagination of the heritage railway movement, so this is a real honour.

"It will be a delightful addition to our fleet of locos, and a great attraction in its own right. It is something that we all look forward to, and are very grateful to the trust for offering it to us."

Visit www.gwsr.com to find out more about the railway.

... as main frames are completed and coupled wheels are ordered for build

CONSTRUCTION of *County of Montgomery* continues to make progress at Tyseley Locomotive Works, where the assembly of the main frame components (frame plates and stretchers) has now been completed.

Horn guides and spring hangers have also been fitted to the frames, and work on the manufacture of the rear dragbox is well advanced.

It puts the Churchward County Trust (CCT) on course to complete the first phase of the build, which is to complete the rear end of the locomotive and get it mounted on its coupled wheels. This will include having the cab, running plate and splashers fabricated, while at the same time the two new cylinders will have been cast and can be allowed to de-stress naturally before machining takes place next year in tandem with the extension frames.

To this end, the CCT has placed the order for the loco's four 6ft 8½in coupled wheels with Trefoil Steel in Sheffield.

They will be cast using the pattern generously loaned to the CCT by the Great Western Society at Didcot, which has previously been used to cast the wheels for 'Saint' 4-6-0 No. 2999 *Lady of Legend*.

Modified pattern

The first pair of wheels was expected to be cast as this issue went on sale, with the second pair following once the pattern has been suitably modified.

This is because the 'Counties', like the 'Saints', had two different designs of wheel; the leading driven wheels having a 5¾in centre boss and the rear wheels a 4¾in centre boss. The pattern as loaned has the smaller boss, with the modification work expected to cost £2,700 to complete.

Funding for the wheels has been provided via the CCT's

'Forty 4-4-0s Club', which was set up in early 2019 to raise the £40,000 required to pay for the casting of the wheels and their assembly onto axles.

The club allows supporters to 'adopt' one (or more) of the original 40 'County' 4-4-0s, all named after British and Irish counties with which the GWR had connections.

To date, more than half of the 40 locomotives have been adopted, paving the way for the placing of the recent order.

Membership of the 'Forty 4-4-0s Club' is set at £1,000 (payable in one lump sum or in eight payments of £125 by standing order), and comes with a string of incentives including:

- An invitation to the launch of *County of Montgomery*.
- A seat on the locomotive's first train.
- A certificate acknowledging the 'County' being adopted.
- A framed and mounted photograph of the 'County' being adopted.
- A mounted print of No. 3840 by artist Jonathan Clay.
- Your name on Roll of Honour.
- Life membership of the CCT.

Further information on the 'Forty 4-4-0s Club', including a full list of the 'Counties' available for adoption and how to join, can be found on the CCT website at www.churchwardcounty.org.uk/forty-4-4-0s-club/



The completed main frame assembly of No. 3840 *County of Montgomery* at Tyseley Locomotive Works in mid-January. Fitting of the rear dragbox will follow. ALASTAIR MEANLEY



CCT trustees Richard Croucher (left), David Bradshaw and Gary Boyd-Hope with the wheel pattern for No. 3840's coupled wheels. The pattern had previously been used to cast the six drivers of No. 2999 *Lady of Legend*. CHURCHWARD COUNTY TRUST

Appeal puts Severn Valley 'Manors' on comeback trail

MORE than £15,000 in donations and share purchases will allow the Erlestoke Manor Fund (EMF) to continue work on its two Collett 'Manor' 4-6-0s, Nos. 7802 *Bradley Manor* and 7812 *Erlestoke Manor*.

Both locomotives are currently at Tyseley Locomotive Works, where No. 7812 is undergoing overhaul and No. 7802 is being repaired after suffering major cylinder damage while in service at the West Somerset Railway in 2019.

The EMF subsequently launched the '2 for 2020' appeal, with the aim of raising about £25,000 to help pay for new cylinders for *Bradley Manor* and get 'Erlestoke' back in one piece.

Boost

In early March, the EMF announced that in excess of £15,000 had been received, which, with Gift Aid on the majority of donations, will further boost the value of the support given and thus help speed up the return of the 'Manors' to their base on the Severn Valley Railway.

The donations meant work on both locomotives continued during the pandemic, at a time when much of the usual volunteer engineering input was curtailed.

This included the manufacture of the new piston heads and piston rods for both engines and the machining of No. 7802's new cylinders, which were delivered to Tyseley in early February.

The cylinders were designed by Elliot Powick and cast using polystyrene patterns, and were the last to be produced by the Shakespeare Foundry before it went into administration.

New support coach for the *Duke of Gloucester*

UNIQUE BR Pacific No. 71000 *Duke of Gloucester* will run with a new support coach when it returns to main line action following the purchase of Mk1 BFK No. W17015 from JJP Holdings Ltd.

Previously, the 'Duke', which is currently under overhaul at Tyseley Locomotive Works, ran on the main line with Mk2 BFK No. W17041. However, as this is air-braked only and No. 71000 is equipped for both vacuum and air operation, the BR Class 8 Steam Locomotive Trust has been seeking a dual-braked support coach to increase the loco's operational flexibility.

Swindon-built No. W17015 is one such vehicle and previously served as the support coach for 'Hall' No. 4936 *Kinlet Hall*. Like No. 71000, the 'Hall' is under overhaul to main line standards at Tyseley, but will also spend time on heritage lines when it returns to action.

Its main line work will primarily be with Tyseley-based Vintage Trains, which has its own support



Dual-braked BR Mk1 BFK No. W17015, which formerly served as the *Kinlet Hall* support coach, has been acquired to run with No. 71000 *Duke of Gloucester*. BR CLASS 8 STEAM LOCOMOTIVE TRUST

vehicles, so the Mk1 was offered to the trust as being surplus to requirements.

Sponsorship

No. W17015 will receive some remedial attention from No. 71000's volunteers before it ventures back out on to Network Rail metals, and the trust is running a Support Coach Appeal that allows supporters to

sponsor individual 1ft lengths of the coach's 63ft total length for £500 each. This will raise £32,000, which, with Gift Aid, could reach the £40,000 needed to complete the work.

Sponsorship can be made in a lump sum or in 10 monthly payments of £50. Each sponsor will receive a signed certificate to recognise their contribution. Visit www.theduke.uk.com/support/

support-coach-appeal for more information.

Meanwhile, the Mk2 No. W17041 is being offered for sale. The 1966-built coach features steam or electric heating, is air-braked, and has four first class compartments plus kitchen. The trust is seeking best offers over £20,000. Contact trust chairman Trevor Tuckley at chairman@theduke.uk.com

Phased reopening planned for West Somerset Railway

WEST Somerset Railway trains will initially operate between Bishops Lydeard and Williton only when the line reopens on May 22, with services being extended towards Minehead as Government restrictions ease.

Trains will operate 'out and back' from Bishops Lydeard to Williton only, and all intermediate stations will be closed until further notice. Social distancing measures will

remain in force and passengers will travel in pre-booked and pre-allocated seats. They are required remain on board for the entire return journey.

In order to enhance the experience, however, a range of at-seat catering options will hopefully be made available on Wednesdays and Saturdays, such as food and drink choices on different services, and morning tea, coffee and cake,

lunchtime fish and chips, and afternoon cream teas. Carriage sets will be internally cleaned between services at Bishops Lydeard.

The WSR then plans to extend the services to Watchet and Blue Anchor on Saturdays only, with the full line to Minehead expected to reopen from July.

This is dependent on extensive key infrastructure works between Williton and

Minehead being completed, including the rebuilt Seaward Way Level Crossing in Minehead.

It is hoped that the full-line reopening will tie in with greater flexibility regarding Covid-19 precautions.

However, if restrictions do remain in place, it will be necessary for passengers to have fixed return journeys to specific destinations.

EAST LANCAS RAILWAY SENTINEL STEAMS:

Sentinel 4wVBT *Ann* (7232/1927) made its first independent moves at the East Lancashire Railway on February 27, just 214 days after work on its overhaul began following its sale and move from the Embsay & Bolton Abbey Railway last July. A few minor snagging issues were subsequently worked through, and the former British Tar Products loco went on to pass its steam test without issue on March 4. The loco is pictured during subsequent testing at Buckley Wells on March 6, and is expected to be available for traffic when the railway reopens on May 1. CALLUM PORTER



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Drummond 'T9' 4-4-0 No. 30120 runs past the site of the Swanage Railway's new Herston carriage shed in February.
ANDREW P M WRIGHT

Spa Valley to recreate lost 'West County'

LONG-LOST Bulleid 'West County' Pacific No. 34095 *Brentor* is to be recreated at the Spa Valley Railway for one weekend only this summer, when 'Battle of Britain' No. 34053 *Sir Keith Park* assumes its identity.

The railway and No. 34053's owner, Southern Locomotives Ltd, were approached last year with a proposal to rename and renumber the Pacific for a private charter.

After some consultation it was duly agreed, and *Brentor* will be reborn for just two days on June 26 and 27.

The original No. 34095 spent most of its career allocated to Bournemouth, transferring to Nine Elms in January 1956. It lost its original air-smoothed appearance and chain drive in 1961, and was again reallocated to Eastleigh in September 1964.

From there, it was finally withdrawn in July 1967.

Auto-train working returns to Watlington branch

THE classic sight of a Western Region auto-train will again grace the remaining section of the Watlington branch this summer as part of the Chinnor & Princes Risborough Railway's 2021 operation.

An agreement has been struck with Hugh Shipton to bring Llangollen Railway-based GWR auto-trailer No. 167 to the Oxfordshire line for much of this season, which gets underway on April 15.

The 1929-built coach will be paired with on-hire Collett '64XX' 0-6-0PT No. 6412 from the South Devon Railway, and the auto-train is expected to see regular use throughout the season.

The railway is planning to run auto-train services on select days, running to a timetable as close as possible to the Watlington to Princes Risborough one from 1928.

Details will be released on the railway's website, www.chinnorrailway.co.uk, nearer the time.

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Swanage Railway launches £65,000 carriage shed appeal

THE Swanage Railway hopes a public appeal will bring in the £65,000 required to resume work on its £240,000 Herston carriage shed.

The Dorset heritage line hopes to have reached its target by the end of June, which will enable the steel structure of the 131m-long building to be ordered ahead of planned construction this November.

Initial work on site, just east of Herston Halt on the outskirts of Swanage, originally got underway in January last year, but had to stop when the Government introduced the first national Covid-19 lockdown.

The contractors completed the foundations for the two-road building before the work prematurely halted.

"We are hopeful that the public will help us to close the funding gap and allow the carriage shed to be completed by the start of 2022 so it can protect some of our historic carriages, the oldest of which date from the 1930s," said Swanage Railway fundraising chairman Randy Coldham.

"The railway doesn't have any undercover storage facilities for its carriages, which have to be stored outside in all weathers.

"Keeping ten under cover in a dedicated storage shed will protect them from the weather and reduce the costs of maintenance."

An initial £30,000 was raised towards the cost of ground preparation and foundation work in early 2020,



An artist's impression of the new carriage shed. SWANAGE RAILWAY

but fundraising was paused while the railway battled the economic challenge the pandemic through its Save Our Service Appeal.

Since the resumption of fundraising for the shed,

however, a further £177,000 towards the building costs has been raised.

To make a donation or for more information, visit www.swanagerailwaytrust.org/carriage-shed-appeal



Dumbleton Hall leaves Devon for new home in Carnforth?

COLLETT 'Hall' No. 4920 *Dumbleton Hall* left its long-time home at the South Devon Railway on February 26, bound for an as-yet unconfirmed new home – but believed to be West Coast Railways' Carnforth depot.

The sale of the former South Devon Railway Trust/Dumbleton Hall Preservation Society flagship to an unnamed third

party was agreed at the end of last year, and here the loco is pictured heading north on the M5 near Cheltenham. What the future has in store for the 1929-built 'Hall' remains to be seen, although there is some speculation that it may end up running in 'Hogwarts Castle' guise in Scotland in due course.

WAYNE FINCH

Hidden failure risk leads to 'Legacy' motion replacement

SOME of the so-called 'legacy' motion acquired for use on new-build 'Patriot' No. 5551 *The Unknown Warrior* is to be replaced owing to the hidden risk of potential failure.

Following discussions with the Princess Royal Class Locomotive Trust (PRCLT), the contractor employed to complete the new-build Fowler 4-6-0, the LMS-Patriot Project has decided that using the legacy motion parts could cause problems in the future.

The team obtained a number of secondhand 'original' LMS/BR motion parts early on in the build, including the ex-'Jubilee' coupling rods, one outside and one inside connecting rod, and various parts of the motion and valve gear.

However, it has since been discovered that one of the radius rods has a previous repair, which has weakened the part to the point of being unsuitable for further use.

Such potential for failure has therefore prompted the team

to abandon some of these parts, and instead will source two new outside combination levers, one union link and two outside radius rods.

LMS-Patriot Project spokesman Andy Laws told *The RM*: "No decisions have been made yet on the original coupling rods, original inside connecting rod and one outside connecting rod. We will make further announcements."

Meanwhile, remedial weld repairs to the locomotive's coupled wheels have been completed by Riley & Son (E), but there will be a delay in returning the repaired wheelsets to PRCLT's West Shed owing to the effects of the pandemic at the South African plant manufacturing the new axle material.

While waiting for the wheels, PRCLT engineers have trial-fitted the main reverser shaft, intermediate reach rod and intermediate reverser shaft.

Anyone wishing to support the project should visit the website www.lms-patriot.org.uk

New 'fuss-free access' coach is delivered to the NYMR

THE latest element of the North Yorkshire Moors Railway's (NYMR) lottery-funded 'Yorkshire's Magnificent Journey' (YMJ) project has been delivered – in the form of BR Mk1 TSO No. 5001 after a major restoration.

The 1961-built vehicle is the first of four new 'fuss-free access' coaches that form an integral part of the YMJ project. Together with converted Mk1 BG No. M80509, which was modified for wheelchair use a few years ago, the NYMR plans to have five such coaches in due course; one per operating carriage set.

Redesigned

The restoration and conversion has been carried out by Barrow Hill-based Rampart Engineering, and saw the Mk1 stripped right back to its shell and refitted to a revised and acceptance body-approved design to make access easier and fuss-free for wheelchair users. The vehicle had been in store at the NYMR since late 2007 and was in a non-operational condition.

Internally around one-third of the entire coach has been redesigned for wheelchair users and those with restricted mobility. A dedicated area has been created that can accommodate wheelchairs with tip-up seating, enabling families to stay together.

The original narrow-access toilets have also been replaced with fully-accessible toilet



facilities and wider doorways, and old Formica coverings and the centre strip lights have been replaced with veneered plywood and dome lighting.

Access to the coach is via a new set of double doors offering ramp access from platform level. Externally it has been finished in BR maroon livery, which matches the rest of the set that works over the Esk Valley to Whitby.

Additionally, the previously-fitted air-brakes and electric train heating have been removed to convert the coach to vacuum brakes and steam heating.

The NYMR's Carriage & Wagon department will now fit a new retention tank toilet system to the coach ahead of a planned entry into traffic later this year.

Above: 'Fuss-free' BR Mk1 TSO No. 5001 is pictured shortly after delivery to the North Yorkshire Moors Railway from Rampart Engineering in March. Above right: The restoration has included a major internal refit to comfortably accommodate wheelchair users. BOTH: KIERAN MURRAY

PICKERING CARRIAGE SHED TRACKWORK GOES IN

A FURTHER element of the NYMR's 'Yorkshire's Magnificent Journey' project is taking shape at the southern end of the line. The new Pickering carriage shed is almost complete, and the line's permanent way department have been working on getting the facility connected to the rest of the railway. Points numbers 2 and 3 are now complete, and the team will focus on linking the main line to the first shed road in order to drop ballast. The shed is pictured on March 14. LUKE TAYLOR



First dates for Scunthorpe steelworks tours in diary

THE Appleby Frodingham Railway Preservation Society has announced dates for its first post-lockdown tours around the Scunthorpe steelworks site.

The dates for the socially-distanced brakevan tours are:

■ April 24 ■ May 15
■ June 12 ■ July 17

Site tours depart at 12.00 and last for around four hours, with resident Avonside 0-6-0ST *Cranford* (1919/1924) booked to haul the trains that cover about 120 miles of track throughout the steelworks site.

All brakevan tours must be pre-booked by calling 07889 297271.

For further information, visit www.afrps.co.uk/new_page_2.htm

Gala planned by North Norfolk line to mark 'N2' return

AN Autumn Steam Gala will act as a double celebration for two members of the North Norfolk Railway's operating steam fleet.

The event, on September 3-5, will be used to welcome back the Gresley Society's 'N2' 0-6-2T No. 1744, which is nearing the end of an extensive overhaul at Northern Steam Engineering in Stockton-on-Tees.

The Great Northern Railway-built locomotive is expected at the NNR later this year after progress on the overhaul was delayed by Covid-19.

The weekend will also mark the last gala appearance for LNER 'B12' 4-6-0 No. 8572, now nearing the end of its current extended boiler certificate. Both locos will line up alongside other members of the line's steam fleet, including '4MT' 2-6-0 No. 76084, 'WD' 2-10-0 No. 90775, '9F' No. 92203 *Black Prince* and GER 'Y14' 0-6-0 No. 564.

The gala is one of several the NNR plans to stage once its reopens on April 12. They include a Mixed Traction

weekend on July 24-25, a 1940s event on September 17-19, plus the return of the Norfolk Lights Express festive services in November.

For reopening, the railway will operate a one-train service between Sheringham and Holt, four times daily up to and including May 16.

Compartment stock will be used, with compartments priced at £40 for four people.

From May 17 to July 23, it is planned to operate a two-train service using steam and DMUs.

During both periods, trains will operate between Sheringham and Holt only, and will not call at Weybourne or Kelling Heath.

Pre-booking will be required for all services. Walk-up tickets are only being sold if space is available.

The railway hopes that from July 24 a normal Red service of two steam trains will be able to be put into operation.

For more information about the line and upcoming events, visit www.nnrailway.co.uk



Waterman Small Prairie returns at Peak Rail

PETE Waterman's GWR '4575' 2-6-2T No. 5553 has steamed following overhaul at Peak Rail in Derbyshire. The work was completed by Waterman Railway Heritage Trust engineer Andrew Civil, and the 1928-built loco made its first moves in a decade at Rowsley at the beginning of March (pictured).

Following testing, the loco has been returned to the workshop for finishing off, and is expected to work Peak Rail steam services once the railway reopens. ANDREW CIVIL

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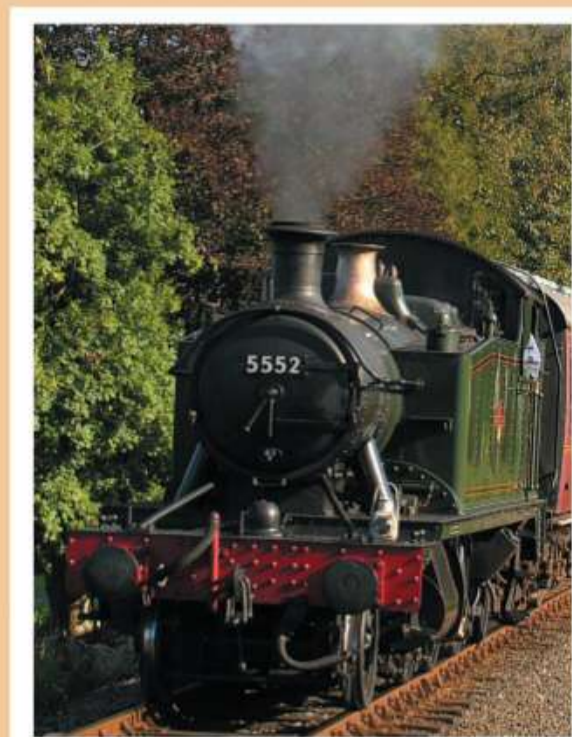
RAILWAY TRUST

The Flagship Engine Appeal

The Bodmin & Wenford Railway Trust has launched an £80,000 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.

Monthly packages from £19.28 are available with a great selection of rewards including footplate rides and Jonathan Clay prints.

You can learn more and donate at
www.bodminrailway.co.uk/support-us/

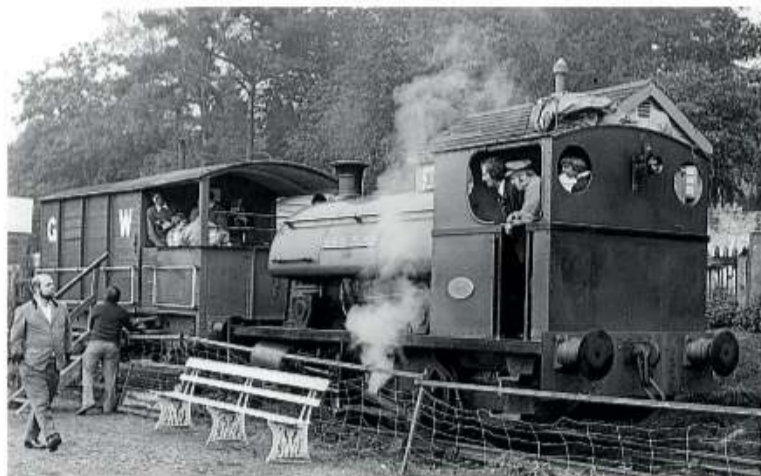


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Left: Uskmouth 1 played a key part in the Dean Forest Railway story, being the first operational steam loco on the line in 1971. **BOTH: DFR**

Below: A somewhat forlorn Uskmouth 1 is pictured in June 2019 prior to being stripped for overhaul at the Dean Forest Railway.



£15,000 grants boost Uskmouth 1 overhaul

LOCAL authority grants totalling £15,000 have given the overhaul of the Dean Forest Railway's (DFR) pioneer locomotive a welcome boost as the railway prepares to celebrate its 50th anniversary.

Peckett 'R4' 0-4-0ST *Uskmouth 1* (W/No. 2147) was one of a pair built by the Bristol manufacturer for the British Electricity Authority (later CEB) in 1952.

It was among the last steam locos to be built by Peckett, which only turned out another 14 engines after

No. 2147 between 1952 and 1958. Together with sister loco *Uskmouth 2* (No. 2148), 'No. 1' was employed at Uskmouth 'A' power station near Newport where it worked until displaced by diesels in early 1971.

It was subsequently acquired by members of the DFR's original preservation society and worked the fledgling line's first brake van rides at Parkend in October 1971.

Pioneering days

In the years following those pioneering days, the loco was

superseded by ex-main line engines in keeping with the DFR's Great Western Railway heritage, and spent several years in store awaiting its turn in the overhaul queue. The impending 50th anniversary provided the impetus to return the loco to traffic, and work is currently underway.

Alastair Clarke, chairman of Dean Forest Railway Society, said: "We have been building up funds over the years to renovate *Uskmouth 1* through annual draws, and now these funds have been substantially

boosted thanks to two extremely welcome grants.

"These are £10,000 from West Dean Parish Council's Yorkley Solar Farm Section 106 Grant Scheme, and £5,000 from Gloucestershire County Council's Growing our Communities Fund.

Heritage conservation

"This additional funding comes thanks to the society's charitable status and will not only enable *Uskmouth 1* to steam again but, in doing so, we can provide our local

community with volunteering opportunities in heritage conservation and hands-on engineering work."

The overhaul is being carried out by the railway's 'Thursday Gang' under the guidance of Ed Freeman, of Western Steam Engineering.

The locomotive's boiler requires a full and comprehensive overhaul, which the grant funding will now enable to proceed.

The hope is to have *Uskmouth 1* back in traffic in the near future.

Industrial lines prepare for post-lockdown reopening

AFTER months of waiting, and more than a year in some cases, heritage lines relying on ex-industrial locomotives as their primary motive power are getting ready to welcome passengers aboard their trains once more.

First up is the Embsay & Bolton Abbey Railway, which plans to reopen for the 2021 season on April 13. The Yorkshire Dales line will operate steam services every Saturday, with dining services resuming from May 18.

April 14 is the date on which

the Buckinghamshire Railway Centre will reopen. However, visitors will only be able to access the outside areas to begin with, with the shop, sheds and Rewley Road visitor centre remaining closed until mid-May.

Return to steam

The Chasewater Railway's operations commence on May 22 and 23; trains running every weekend from then until October 31, with the exception of August 4 and 5, when the railway will be closed.

There will also be selected midweek running during late May and throughout August, as well as during the October half-term.

The Middleton Railway in Leeds is also hoping to resume operations on May 23, and will subsequently operate steam-hauled services every Sunday and Bank Holiday Monday.

Colne Valley Railway trains return on May 29, while the Mid-Suffolk Light Railway will be holding a Middy in the War Years event on May 30 and 31 to kick-start its season.

Trains will run on Sundays throughout the summer until September 4-5, which will be the line's Country Railway Gala.

Knotty comeback

Meanwhile, July 4 is the date earmarked by the Foxfield Railway for its 2021 comeback.

Trains will then run each Sunday through until the end of October, plus Wednesdays throughout August and the August Bank Holiday. The Knotty Heritage Train will operate on the first Sunday in July, August and September.

Also reopening on July 4 is Rocks By Rail at Cottesmore. Its proposed operating dates are the first and third Sundays of July, August and September, as well as August Bank Holiday Sunday and Monday. The museum will also be open on Tuesdays and Thursdays, but no trains will be running on those days.

At the time of writing, the Ribble Steam, Tanfield, Pontypool & Blaenavon or Stephenson Steam railways had not released their reopening plans.

Andrew Barclay *Victory* to be restored at Avon Valley Railway

FORMER National Museums of Wales-owned Andrew Barclay 0-4-0ST *Victory* (2201/1945) is to be restored to working order following a change in ownership and departure from the Pontypool & Blaenavon Railway.

The semi-dismantled locomotive was temporarily put back together at Furnace Sidings on January 13 as preparations for the move to its new home got underway. It finally departed South Wales for the Avon Valley Railway's Bitton headquarters on March 4. Two weeks later on March 18 the boiler was lifted at Bitton for assessment.

The move is believed to be the first time

the loco has left Wales since it arrived new at Stewart & Lloyds' works in Newport. After withdrawal, it became part of the National Museums of Wales collection and placed in the care of the Caerphilly Railway Society, which restored the loco at its Caerphilly Steam Centre.

Victory moved to the Gwili Railway along with the rest of the Caerphilly Railway Society collection in 1996, and saw further service on the Carmarthen line into the early 2000s when it was withdrawn for overhaul. In 2014 it was donated to the Pontypool & Blaenavon Railway where it was hoped to return it to steam, but the proposal was later aborted.



SWANSCOMBE NO. 6 STEAMS AT MIDDLETON: Hawthorn Leslie 0-4-0ST *Swanscombe No. 6* (3860/1935) successfully completed its steam test at the Middleton Railway on February 13, clearing the way for a return to service during the summer. The former Associated Portland Cement Manufacturers loco has since made a trip from Moor Road to Middleton Park under its own steam, and is currently back in the works to have the finishing touches added to its paintwork. SAM BURLEIGH



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- ★ A tour of the Corinium Ales micro-brewery in Cirencester
- ★ Travel on the scenic Golden Valley Line



- ★ Vintage, Classic and Modern London Buses in the Wiltshire Countryside to the annual lost village of Imber Open Day
- ★ Steam Charter on the Somerset & Dorset Railway
- ★ A steam hauled trip on the Dean Forest Railway

KENT & SUSSEX AUTUMN STEAM EXPLORER

DEPARTS: Thursday 23 September 2021

Fares From **£635**

5 DAYS



- ★ 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



- ★ Giants of Steam Event at the Bluebell Railway
- ★ Shepherd Neame tour & Brewer's Supper
- ★ Kent & Sussex Railway and loco collections
- ★ Colonel Stephens Museum, Tenterden



GREAT CENTRAL & MORE - STEAM, RAIL & ALE

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- ★ Visit and a pint at Ye Olde Trip to Jerusalem
- ★ Real Ale on trains and in stations on GCR including the renowned 'tin hut'
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- ★ Great Central Steam Gala Day Rover pass
- ★ Steam at Great Central Nottingham
- ★ Steam along Peak Rail
- ★ Ecclesbourne Valley with Heritage Railcar
- ★ Tour of Marston's heritage brewery

STEAM, RAIL & ALE IN SCOTLAND

DEPARTS: Thursday 21 October 2021

Fares From **£665**

5 DAYS



- ★ Soar 35 metres into the air by boat at the engineering masterpiece Falkirk Wheel
- ★ Journey on the former Highland Railway with the Strathspey Steam Railway
- ★ Enjoy stunning scenery as we travel by train to Aviemore
- ★ Discover quality highland ales at the Cairngorm Brewery



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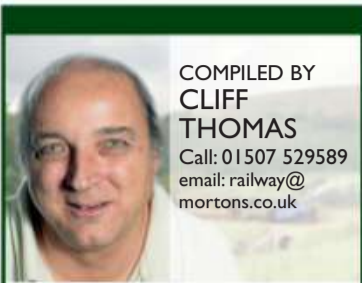
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Reopening plans still subject to Covid-19 rules

AS THESE pages went to press, although narrow gauge lines were preparing to reopen, many had yet to announce when.

The Romney, Hythe & Dymchurch, Kirklees, Scarborough North Bay, Evesham Vale, Sherwood Forest, Perrygrove, and Lappa Valley railways (all 15in gauge) plan to reopen on April 12, subject to Government advice. Evesham Vale Light Railway says its July 10-11 Summer Gala and Historic Vehicle Weekend will run, probably with a visiting engine. Bressingham also plans to

start train operations on April 12. The Leighton Buzzard Railway is looking at reopening on April 18 while the Sittingbourne & Kemsley Light Railway anticipates reopening in April, but at time of writing had not confirmed a date.

Statfold dates

Statfold Barn Railway has postponed its March Enthusiast Day (150 years of the 'Quarry Hunslet') which now becomes a two-day event over July 10-11, while the June Enthusiast Day will be spread over June 12-13

to aid social distancing. Statfold events scheduled for April have been cancelled.

In Wales, the 'best guess' is that the Government's announcement due on April 23 will provide an indication as to when reopening would be possible.

The anticipated rearrangement of the Tallyllyn and Corris Railway's gala celebrations of the 100th birthday of TR's Kerr, Stuart 'Tattoo' class 0-4-2ST No. 4 *Edward Thomas* (RM, March) has been confirmed. The Corris event will now be September 4-5,

followed by Tallyllyn's celebration on September 11-12.

Snowdon steam

Snowdon Mountain Railway is taking bookings from May 1 and says steam services will also feature this year, but all trains will terminate at Clogwyn unless the lifting of social distancing restrictions comes in time to recommission the Hafod Eryri summit building.

Scotland's Leadhills & Wanlockhead Railway, which did not run during 2020, says it will remain closed until at least June.

SINGLE LINES

■ THE Isle of Man Steam Railway's Beyer, Peacock 2-4-0T No. 4 *Loch*, which had been undergoing overhaul in Douglas works, successfully hauled test trains in early February.

At the end of the month it went into the paint shop for full painting and lining out.

■ BALA Lake Railway Trust's urgent £50,000 appeal exceeded its target, raising £71,000 in a month.

The money enables the trust to commit to Natural Resources Wales the £277,000 required to include an extended route for the railway in flood defence upgrades alongside Bala Lake. This section will form part of the trackbed of the line's extension to a new Bala Town terminus.

■ A 622-METRE section of disused Lynton & Barnstaple Railway trackbed between Bratton Fleming and Wistlandpound, which Exmoor Associates (EA) hoped to purchase (RM, March), has been withdrawn from the market. EA has been told the reason the vendor is not proceeding with the sale is because other land he was buying is no longer available.

■ ISLE of Man Steam Railway's 'Pairs' coach No. F.62 returned to the island on February 17 following restoration by Stanegate Restorations & Replicas. It is now ready for service for the first time since 1987. The transport, which arrived with F.62, departed with 'Pairs' coach No. F.63 for that to also be restored.

■ THE boiler of Ffestiniog Railway's new-build Manning, Wardle 2-6-2T *Lyd*, currently undergoing its first overhaul, was returned to the frames at Boston Lodge in late February.

■ MORE than £40,000 has been raised towards the £60,000 appeal target to overhaul Ffestiniog Railway's Hunslet 2-4-0STT *Linda*.

■ THE former tax office building constructed on the site of the old Britannia Foundry, across the road from Porthmadog Harbour station, was demolished during January.

Although new views of the mountains have initially been opened up, the structure will be replaced by a Premier Inn hotel.

■ LYNTON & Barnstaple Railway has secured Exmoor National Park Authority planning permission to construct a permanent timber tearoom at Woody Bay station, to replace the current temporary covered cafeteria structure at the site.

The design will reflect 1930s Southern Railway style.



No railways were operating amid January's snowfall, but the Statfold Barn Railway presented a Christmas card backdrop during a shunting operation on a sunny January 25. Here, O&K Type RL3 0-4-0DM 20777/1936 pauses between Strawberry Field station and Oak Tree Halt. JOEY EVANS

Heatherslaw hit by floods again

FIVE days of constant rain, peaking on February 6, resulted in significant flooding of the Heatherslaw Light Railway.

In places the track was under 6ft of water and a resulting landslip left about 100 tons of soil covering one stretch of track.

The 15in gauge line is used to periodic small floods as the River Till overflows and submerges the track under a few inches of water, but the water line on this occasion indicates the degree of flooding equalled the floods of January 2016 which seriously affected the railway.

This time the railway foresaw what might happen and moved its locomotives and carriages to safety on higher ground.

More components for new-build Gowrie

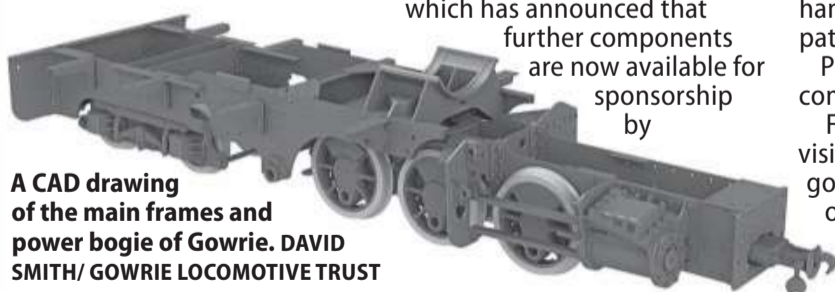
FOLLOWING delivery of the frame and stretcher plates for near-replica Hunslet 0-6-4T Single-Fairlie *Gowrie*, produced at C T L Seal Ltd of Sheffield in December (RM, January), the angle sections required to enable drilling and assembly of the power bogie frame and main carrier frame have now been

ordered. These components will be delivered as soon as lockdown restrictions, which have caused suspension of all work at 'Workshop X', are lifted.

Sponsors sought

Construction of *Gowrie* is being undertaken by the Gowrie Locomotive Trust, which has announced that

further components are now available for sponsorship by



A CAD drawing of the main frames and power bogie of *Gowrie*. DAVID SMITH/ GOWRIE LOCOMOTIVE TRUST

supporters. These comprise a coupled wheel pattern (£1,200), coupled wheel castings (six at £900 each), coupled wheel tyres (six at £1,000 each) and coupled wheel leaf springs (six at £1,400 each).

The trust next plans to obtain quotations for the bogie pivot, brackets for leaf springs, brake hangers and brackets, cylinder patterns and motion parts.

Part sponsorships of components are also available.

For more information, visit the trust's website at gowrieloocomotivetrust.com, or contact the trust via email at gowrieloocomotivetrust@gmail.com

New owners for Scarborough North Bay Railway

JOHN Kerr and Peter Bryant took over ownership of 20in gauge Scarborough North Bay Railway on March 1.

The pair already operate 15in gauge Cleethorpes Coast Light Railway, which they took over in 2014.

Currently celebrating its 90th anniversary, the North Bay line opened on May 23 1931. Scarborough Borough Council operated the line until 2006 when it was 'privatised', with ownership passing to a company led by David Humphreys.

Opening of new passenger line at Astley Green approaches

THE infrastructure of the new passenger railway being developed by Lancashire Mining Museum at Astley Green was passed and signed

off by the railway inspector at the end of February.

Updating some paperwork will be followed by a further inspection when the

coronavirus lockdown ends which, hopefully, will pass the railway to commence passenger carrying operations with opening in late

spring/early summer anticipated.

An old standard gauge ventilated van body is to be restored to form a ticket office.

Budget debate casts more doubt over full reinstatement of Douglas Horse Tramway

CONCERNS as to whether Douglas Bay Horse Tramway will be reinstated over its full length have emerged during consideration of the 2021 Budget by Tynwald (Manx Parliament).

In January 2017, Tynwald decided the tramway would be retained over its full length amid redevelopment of the Douglas Promenades, with historic double-track in the centre of the road between Derby Castle and the War Memorial, then a single-track along the seaward side of the Promenades to the Sea Terminal.

Last year, reinstallation of the tramway from Harris Promenade along Loch Promenade to the Sea Terminal was postponed on the grounds of avoiding construction works during the 2021 tourism season, with the

remaining section through to the Sea Terminal to be reinstated during winter 2021/22 (RM, August 2020). The Department of Infrastructure planned to use part of its approved general heritage railways budget to complete the project, but Manx politicians appear to have blocked this by requiring a confirmatory Tynwald vote. This seemingly means reinstating the southern section of tramway has to be treated as a separate project requiring approval of £1.2 million in capital funding.

Election delay

If approved, the project will have to be put out for tender, suggesting a decision needs to be made before August, when the current House of Keys is dissolved prior to the Manx general election in

September, to provide time for the work to be done next winter. It is unclear whether the Infrastructure Minister intends to bring such a request to Tynwald or leave the issue to be decided by the next administration.

Meanwhile, a 100-metre section of reinstated double-track has been lifted from Central Promenade opposite Clarence Terrace, where the line crosses the road after the rails failed quality control tests.

A further 20-metre section of newly laid track must be lifted in May following changes in traffic management. The defective rail was not from that supplied by the Department of Transport for use along the majority of the promenade, so relaying these sections will be at the contractor's expense.



A Douglas Bay Horse Tram, which has left the old terminus opposite the Sea Terminal (left background beyond the Manx flags), heads towards the War Memorial in July 2016. The double-track in the centre of the road on this section was to be replaced by a single line on the seaward (left) side – but whether horse trams will be seen again on this section appears to be back in doubt. CLIFF THOMAS

Resident steam returns to GVL

RESTORATION of Eddie and Pat Draper's O&K 0-4-0WT 7529/1914 has been completed at Golden Valley Light Railway (GVL). The loco worked at a sand quarry in France until the mid-1960s and was brought to Britain in 1967. It passed

through two ownerships and for a time was at Cadeby Light Railway, still unrestored, until being purchased by its current owners and relocated to GVL on January 28, 1995. The major overhaul to return it to steam for the first time in preservation

started some 20 years ago.

When Covid-19 restrictions end, GVL will have an operational resident steam loco for the first time since Eddie Draper's 1997-built 0-4-2IST *Joan* (nee *Pearl 2*) went out of ticket in April 2017.



O&K 0-04-0WT 7529/1914 pictured working a lightly loaded trial trip at Golden Valley Light Railway (GVL) on February 25, immediately following the boiler inspector's afternoon visit. PAUL SHARPE/GVL

Volunteers complete phase one of project as Southwold Railway goods shed is restored

HALESWORTH to Southwold Narrow Gauge Railway Society volunteers have completed the first phase of their Blythburgh station project by stabilising and restoring the goods shed which had fallen into a parlous state.

This is the sole surviving original building of the Southwold Railway, which

closed in 1929. The 16-month project, financed entirely by donations, has also seen the surrounding area cleared, parts of two 3ft gauge sidings laid, and the site enclosed by a timber fence of the original design.

Work has already commenced on phase two, which includes provision of

a history display inside the building.

Having unearthed one corner of the long-lost foundations of the main station booking hall and waiting room at Blythburgh, which was demolished during the Second World War, the foundations are being excavated to recover artefacts.

Rockfall blow to Steeple Grange Light Railway plans

STEEPLE Grange Light Railway's (SGLR) plans to reopen appear to have been frustrated by a rockfall.

Having run no public services during 2020 due to Covid-19 pandemic, SGLR aimed to resume passenger operations on June 6, subject to guidance.

However, on February 16, stone blocks which had fallen from the rockface on the cutting side a little way below the sidings at Darklane Quarry were discovered on the trackbed.

The previous weekend had seen sub-zero temperatures and it is assumed accumulated water

within the rockface had frozen, forcing rocks apart sufficiently for them to slide when the ice melted.

Neither the track nor an ex-South Kirkby Colliery display wagon were damaged, although some recently purchased – and expensive – gritstone pillars were shattered.

SGLR faces a serious and potentially expensive problem, with the rockface requiring professional inspection and stabilisation. A path alongside the line has been closed and special rules now apply to volunteers working in the area.

Appeal to restore surviving Sand Hutton building

THE Friends of Thorpe Light Railway (TLR) have launched a £2,000 appeal to restore the last remaining building from the 18in gauge incarnation of the Sand Hutton Light Railway near York, which closed almost 90 years ago.

The Bossall station shelter building survived as a garden shed and subsequently stored on a farm, and then acquired by the 15in gauge railway.

It now comprises a set of walls requiring attention and needs a new roof. The surviving components are original, with graffiti scratched into the framework by former passengers.

It is conjectured that a set of 'SW' initials might be those of Sir Robert Walker's former wife, Synolda, after whom he named his 15in gauge locomotive, now in the care of Ravenglass & Eskdale Railway Museum Trust.

The Friends hope to have the shelter restored and on the station platform for the 50th anniversary of the current TLR, formerly the Whorlton Lido Railway. The 1912-built Bassett Lowke 4-4-2 'Little Giant' *Synolda* could visit and be reunited with the building.

To help, practically or financially, email Friends chairman Anthony Coulls at ajcoulls@yahoo.co.uk

Bronhilde joins Richmond collection

RICHMOND Light Railway has acquired Schwartzke 0-4-0WT *Bronhilde* from Bredgar and Wormshill Light Railway (B&WLR). Built to operate at the Hamburg Copper works in Germany, it was brought to

Britain in 1976 by Allan Bloom to run at Bressingham.

In 1979, *Bronhilde* was bought by Bill Best to become the first steam locomotive at B&WLR.

Acquisition by Jeremy Martin means the loco will stay in Kent.

Gosforth depot demolition



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New Tube train design unveiled

TRANSPORT for London and Siemens Mobility have unveiled the detailed design of the replacement train fleet for the Piccadilly Line, which will be the first Tube trains to have proper air conditioning.

Features include wider doors and walk-through carriages with 10% more passenger capacity. They are said to be significantly lighter than existing designs to improve energy efficiency and reduce damage to the tracks – mainly through the use of articulated bogies. They also have regenerative braking.

The 'Inspiro London' trains will be introduced from 2025, with around half the fleet built at the new Siemens factory in Goole, where ground works began in March. The current Piccadilly Line fleet will be gradually withdrawn from passenger service and the frequency of trains in peak hours will rise from 24 to 27 trains per hour from mid-2027.

Similar trains could be ordered for the Bakerloo, Central and Waterloo & City Lines subject to funding being agreed with the Government.

WORK has begun on the phased rebuilding of the Tyne and Wear Metro's depot at Gosforth.

The former main line depot dates back to 1923, but it will be demolished and replaced by a new £70 million building for the fleet of 42 trains on order from Swiss firm Stadler.

Crews began pulling down the south east side of the depot on March 8, with excavators being used to dismantle the roof and brickwork. It is expected to take another two and a half years for the depot to be fully transformed, during which time the temporary depot at Howdon will help out servicing and maintaining stock.

Some of the disused track and equipment recovered from Gosforth has already been donated to the Tanfield Railway.



Above: How the rebuilt depot should look. NEXUS

Right: The roof had been partly stripped from the old Gosforth depot on March 9. NEXUS



LOOK NO WIRES: This view on March 7 shows the new tram stop at Brindley Place on the West Midlands Metro's Westside extension from Library to Edgbaston. The Westside extension from New Street station (Grand Central) will see trams running on battery power, meaning there are no overhead wires. ALISTAIR GRIEVE



Railways in Parliament

by
Jon Longman

HS2 impact on Crewe

CREWE and Nantwich MP Dr Kieran Mullan asked what plans the Government had to support the realisation of the Crewe Hub vision.

Transport Minister Andrew Stephenson said: "Crewe is a vital railway asset and a strategically important location on the rail network, but as the existing infrastructure is complex, the solution has to be right for the arrival of HS2."

"In March 2018, the secretary of state confirmed the Government's support for the Crewe Hub vision. He announced that plans for HS2 Phase 2a will include 400 metre platforms at Crewe to allow for the splitting and joining of HS2 services."

"In addition, a more efficient design is proposed for the platform on the Manchester independent lines and a change to the design of the southern connection to the HS2 lines."

Heathrow business case

GUILDFORD MP Angela Richardson asked for details of progress on the

development of a southern link to Heathrow Airport.

Transport Minister Chris Heaton-Harris replied: "Work is underway to complete the Pre-Strategic Outline Business Case alongside the continued development of an appropriate commercial model to enable a 'market involved' approach for Southern Access to Heathrow (SAtH)."

"The department intends to provide further guidance to the market regarding the proposed commercial direction and next steps, including the process for selection of a development partner this summer."

"The Government remains committed to SAtH's status as a 'pathfinder' project that can harness ideas and expertise from the private sector to fund, finance and deliver this scheme."

Rail and Highways clash

BLACKPOOL North and Cleveleys MP Paul Maynard asked what discussions the Department for Transport (DfT) has had with representatives of Highways England's Historic Railways Estate (HRE)

on the compatibility of that body's policy on infilling and demolition with his Department's Restoring Your Railways fund.

Mr Heaton-Harris said: "Discussions have taken place on an ongoing basis between DfT officials with the officials in Highways England who manage the Historical Railway Estate."

"In addition, policy officials in the DfT are working collaboratively to ensure opportunities for re-use of HRE assets are maximised where possible, while ensuring the safety of the public and, wherever practicable, enabling continued access for pedestrians and cyclists."

Train hits passenger

NEWPORT West MP Ruth Jones asked what steps the DfT is taking to make all railway platforms safe for blind and partially-sighted people, following an incident in which a partially-sighted man was struck by a train after falling on the tracks from a platform without tactile edging.

Mr Heaton-Harris said: "This was a tragic incident and we fully accept the recommendations in the Rail Accident Investigation Board's Report."

"Whenever industry installs, replaces or renews platform infrastructure, they are required to install tactiles."

"I have asked Network Rail to work up a costed plan for a wider roll out of tactiles for stations where tactiles are not being delivered as part of an existing enhancements or renewal project."

Leamside South progress

HOUGHTON & Sunderland South MP Bridget Phillipson asked what assessment has been made of the timescale for opening the proposed Leamside South line.

Mr Heaton-Harris replied: "I understand that the Hon Member has supported a well-supported bid to the Restoring Your Railway Ideas Fund for the reinstatement of the Leamside South railway line. The bid is currently being assessed and we expect to announce the outcomes in the summer."



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TRAMLINES

Ffestiniog to construct 'Railcoach' underframe...

THE Ffestiniog Railway (FR) has completed the design work on a new underframe for ex-Blackpool Brush 'Railcoach' No. 298 (635), which is being restored to its original 1930s condition at Crich thanks to a £373,000 initiative between the Tramway Museum Society, the Blackpool Railcoach Fund and the Tramcar Sponsorship Organisation.

The designs were inspected and approved by the project team at Crich at the end of January, and since then the steel has been ordered and work started on the construction at the FR's Boston Lodge works.

...as Glasgow 488's saloon is completed

BOSTON Lodge has also recently completed the restoration of the lower deck of 1903-built Glasgow Corporation double-deck car No. 488 for the East Anglia Transport Museum. The saloon with move to Lowestoft during the summer, and the top deck will then receive attention by the Ffestiniog Railway team for completion by the end of this year.

Both decks will be reunited with the overhauled truck in Lowestoft during the first part of 2022, with the aim of having No. 488 in service by Easter.

First heritage tramways welcome visitors back

JUST as Britain's preserved railways are preparing to reopen after the lockdown, some of our heritage tram operators are also cautiously getting ready to engage the trolley poles once more.

At the time of writing in mid-March, just four of the nine principal mainland tramways had announced their reopening dates.

■ Crich Tramway Village:

The home of the National Tramway Museum plans to reopen its outside areas only from April 12, which will include the woodland walk and children's play areas. The

site will then open Saturday to Thursday inclusive from 10am to 4.30pm (last admission at 3pm) up to and including May 16.

The indoor exhibitions and tram depot will remain closed during this period, while numbers in indoor areas such as the shops will be restricted.

However, there will be a limited number of trams in operation, again with passenger numbers reduced, and face coverings should be worn as per the national guidance for public transport.

■ East Anglia Transport Museum:

The Lowestoft attraction will open its doors

on April 18 and will then open every Sunday and Bank Holiday from noon until 4.30pm until the end of October.

From May 20 until October 28 the site will also open on Thursdays, plus all Saturdays and most Tuesdays during July and August.

Admission costs £9 per adult (£6 children) and all tram and trolleybus rides are included in the price. Social distancing measures will remain in place in certain areas, particularly on board the trams.

■ Seaton Tramway:

The 2ft 9in gauge tramway hopes to reopen on April 12 at 10am,

with trams running every 30 minutes until 5pm.

The successful Covid-safe response, which was implemented last year, will continue, meaning capacity on trams will be reduced and the 'Rule of Six' will be in place until at least June 21.

The tramway will also continue to celebrate its 50th anniversary during the year, including the opening of the two new stops at Riverside Halt and Wetlands Halt.

■ Heaton Park Tramway:

The Manchester tramway is planning to resume tram operations on June 5.

Return of the 'Terror Train' to Blackpool's seafront

THOSE who remember the bright and sometimes gaudy advertising liveries carried by Blackpool's trams are in for a treat when Brush 'Railcoach' No. 634 emerges following a repaint into its well-known 1990s 'Terror Train' livery.

The 1937-built streamliner was given the eye-catching livery, complete with skulls covering the full face of each end, during the 1996 to advertise the ghost train at the Coral Island attraction on the promenade. It ran in this guise until late 2000 when it was given a new advertising livery, but until very recently wore the 1990s standard fleet livery.

Back into the paint shop

However, No. 634's owner, the Fylde Transport Trust (FTT), has commissioned Blackpool Transport to repaint a number of its trams during this year, and on March 4 the 'Railcoach' became the first of the nominated projects to enter the Rigby Road paint shop. No. 634 joined the FTT fleet at the start of last year, though it has been awaiting the completion of its restoration back to working order for some time. At the time of writing, rubbing down of the old paintwork was well advanced.

FTT is having discussions with Blackpool Heritage Tram Tours about No. 634's future once the restoration and repaint is complete, but said in a statement that it foresees an "eye-catching role within the heritage tram operation."



Brush No. 634 displays its 'Terror Train' livery at Fleetwood Ferry in 1998. GARY SEVERN

Public appeal success for Blackpool's famous 'Western Train'

ESSENTIAL rewiring and repairs to Blackpool's ever-popular illuminated 'Western Train' can be completed.

It's thanks to a public appeal by Blackpool Heritage Tram Tours that successfully raised the £2,500 required to return the twin-tram unit (Nos. 733 and 734) to service.

The 'Western Train' has not run since the end of the 2019 illuminations season, and was undergoing a full external rewire, body overhaul and repaint when the Covid-19 pandemic struck.

All heritage services were suspended and the engineering team furloughed, and with no income being generated, the project stalled owing to a funding shortfall.

The bodywork repairs and a repaint had been completed when the first lockdown began last March, and three quarters of its wiring had been finished. The appeal was therefore launched to purchase the outstanding wire and electrical fittings to complete

the job once the team returns from furlough in the spring. The aim is to finish the project in time for the 2021 illuminations.

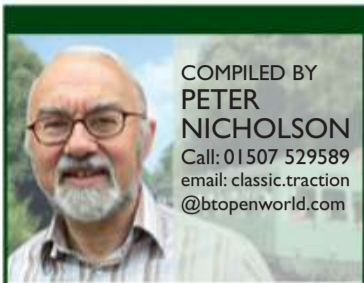
The 'Western Train' has been a familiar attraction on the promenade since 1962, when it was created as one of a small fleet of novelty illuminated trams including the 'Space Rocket', 'HMS Blackpool' frigate and the 'Hovertram'.

The American-style locomotive car, complete with cow catcher and 'balloon' chimney, was built on the chassis of a 1934 English Electric 'Railcoach', incorporating the rear half of the passenger saloon. The clerestory-roofed trailer, or 'carriage', was formerly a 1928 'Pantograph' car.

It was withdrawn from service in 1999 and faced an uncertain future, but a National Heritage Lottery Fund grant saw it fully restored to its 1962 condition externally in 2009, while internally, the 'carriage' was returned to its 1928 appearance.



The Blackpool 'Western Train' runs by the Pleasure Beach during one of its illumination tours on October 19, 2015. The twin-tram unit is regarded as one of the most photographed elements of the illuminations season. STEVE SIENKIEWICZ



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ELR Type 4 heads track replacement trains



THE second-built Class 47, No. D1501 (later named *Gateshead* and given TOPS number 47402), has been in operation on engineers' trains on the East Lancashire Railway during

the Covid-19 lockdown. Track relaying in Lumb Woods, near Irwell Vale, was already scheduled for the winter and was able to go ahead, with work complying with

coronavirus restrictions. No. D1501 is seen at Ramsbottom on March 5, about to couple up to Class 09 No. 09024 for return to Bury. STEPHEN WILLETTS

SIDELINES

CFPS 'Whistler' to stay on main line

CLASS 40 Preservation Society's No. 40145 is staying with Locomotive Services Ltd for a further year.

It will have a new look for 2021, to match Shaun Wright's No. D213 *Andania*, which will be joining it at Crewe.

Ed. Murray leaves Brownhills

ED. MURRAY & Sons Ltd of Hartlepool has had a base on the Chasewater Railway for almost five years, but this was terminated at the end of March. Diesel shunters from its hire fleet have been maintained in the Brownhills West shed.

S&D at Midsomer Norton events announced

THE Somerset & Dorset Railway at Midsomer Norton plans to reopen on May 22-23, followed by a mixed traction event on July 2-4.

■ Our thanks to contributors: Peter Briddon; Josh Brinsford; Alistair Grieve; David Mee (LMMR); Daniel Nash (LTTG); and Wensleydale Railway.

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CLASS 122 single-unit DMU Nos. 55001 and L101 waits at ELR Ramsbottom station on February 13, believed on inspection duties between there and Heywood. It could not go on to the next station at Irwell Vale because of the track relaying work in progress between these two stations. JAMES LOMAX

Isle of Wight Steam Railway planning two non-steam events

THE Isle of Wight Steam Railway (IWSR) has many events lined up for the coming season.

These include the railway's 50th anniversary gala on June 4-6, when a ceremony will be held to officially open the latest addition to the 'Train Story' exhibition. This is former Island Line Class 483 (ex-LT 1938 Stock) two-car EMU set No. 483007 (DMS Nos. 127+227; LT Nos. 10291+11291).

Ryde Pier tram No. 2 (Alan Keef 98R of 2016, a complete rebuild of Baguley/Drewry 1647 of 1927) is nearing completion of its return to original condition at Alan Keef's works. Powered by a Perkins 404D-22T diesel engine, it makes its operational debut on the IWSR at the Island Heritage Trains Day on October 17.

Members form South Wales Railcar Group at Cynheidre after arrival of Pacer

THE arrival of a 'Pacer' at the Llanelli & Mynydd Mawr Railway (LMMR), Cynheidre, has inspired the launch of the South Wales Railcar Group (SWRG).

Established in February, the group supports this and other diesel railcars on the line.

Currently, the only other one is Class 122 'Bubblecar' No. 55019.

'Pacer' No. 142006 (DMS No. 55547 and DMSL No. 55597) was delivered on February 15, and is the only former 'Valley Lines' unit to be preserved. All the other Arriva Trains Wales fleet of Class 142s have been sent for scrap. Therefore, its internal configuration is now unique.

The SWRG can be supported in a number of ways. One is to

become a member and receive news of developments, while another is to be a volunteer, whether skilled or unskilled, to help maintain and operate these vehicles.

For more details, visit www.llanellirailway.co.uk/swrg

Subject to Covid restrictions, the LMMR hopes to hold a members' and volunteers' day towards the end of April, and a public running day on May 29.

Having the only Class 142 from the former South Wales fleet, the LMMR and the SWRG wish to return No. 142006 to authentic 'Valley Lines' condition. This includes the distinctive red, white and green livery.

It is also planned to honour the former general manager of Valley Lines, Tom Clift, who passed away unexpectedly in 2012 at the age of 58.

Tributes to Tom

Respected by many in the railway community, Tom was passionate about the lines this unit served, and it is felt fitting to name it after him.

Fundraising is underway to finance professional painting of the unit, prior to hosting a naming ceremony at the railway, when it will be named *Tom Clift 1954-2012*.

The appeal is for £12,000, with any surplus raised going towards the ongoing maintenance of the



THE only surviving former Valley Lines Class 142 'Pacer', No. 142006, was on test on the Llanelli & Mynydd Mawr Railway on February 27. The new extension stretches behind the unit. Subject to restrictions, the LMMR hopes to hold its first public running day since December 2019, on May 29, with the 'Pacer' in operation. DAVID MEE

unit. Donations can be made via www.crowdfunder.co.uk/142006

■ The late Tom Clift, when general manager of Cardiff Railways in 2001, bought Class 26 No. 26038. It was in very

poor condition and required a lengthy restoration. Now owned by his family, it was named *Tom Clift 1954-2012* in 2013 and is based on the North Yorkshire Moors Railway.

Members' donations allow preservation of Third HST power car by 125 Group

THE 125 Group has purchased Class 43 power car No 43044 from Porterbrook Leasing.

This has been made possible thanks to two long-serving group members who have generously funded the purchase.

No. 43044 has been stored at Leeds Neville Hill for more than a year and is missing many parts.

It was not originally on the list of possible acquisitions by the group, as vehicles in the best condition were being sought, but power car owners have been holding back on disposals.

Those sold have gone to main line operators at what the group considered 'eyewatering' prices.

All VP-powered cars coming available have been identified as having potential homes, except for No. 43044. It is fundamentally complete, with the missing parts easily replaced.

Since No. 43044's VP185 power unit became defective, it has acted as a depot 'Christmas tree', with parts used to keep the other VP cars running.

Fortunately, all the missing parts exist around Neville Hill, so a start has been made to put the power car back together again. Also, it is on an excellent pair of low-mileage bogies. The main defect is the engine, but as the aim is to revert it to a Valenta

engine, this turned out to be to the advantage of the group.

Negotiations with Porterbrook and EMR have resulted in agreement for the purchase to include some of the remedial work to be done at Neville Hill before moving No. 43044 to Ruddington.

This acquisition helps achieve the group's long-held objective to own a power car powered by an original Paxman Valenta engine with a Marston cooler group. It will join the two VP185 power cars, Nos. 43048 and 43089, allowing a significant portion of the HST story to be shown.



Wickham 10841 of 1975 is in operational condition on the Dartmoor Railway (DR). It is seen approaching Okehampton station from the east on August 28, 2019, carrying a permanent way gang. It was put up for sale, along with the Mk2f FO No. 3353 behind, and other items of stock. The Wickham Type 18 was refurbished by the DR track gang in winter 2014, when given the number 1. Powered by a Ford 2712E four-cylinder diesel engine, BR numbers carried were DB966033 and DX68086. On the far left is Class 31 No. 31452. PETER NICHOLSON



A plethora of 'Pacers' at Wensleydale Railway, as seen at Leeming Bar station on December 19. Left to right: Three-car No. 144020 (55820 at the front), 142035 (55576), and 142041 (55632+55852). ANDREW JEFFERY

'Pacers' come and locos go at the Wensleydale Railway

THE Wensleydale Railway (WR) has stated it will be a 'Pacer' railway when it reopens.

Driver training will be with 'Pacers', which will continue to be used until passenger numbers increase. Then, in the words of the WR, 'more appealing traction' will be introduced as loco-hauled stock is preferred for galas and events.

A number of ex-Northern two-car Class 142s and a three-car Class 144 units have been delivered to the railway. These are set Nos. 142018, 142035, 142041, 142078, 142087, 142090, 142094 and 144020.

Not all will remain on the WR long term. Earlier arrivals,

Nos. 144004 and 144016, have since been moved to the Aln Valley Railway (*RM* Feb. p69)

The WR's operational diesel fleet comprises Class 14, 20, 33 and 37, which will cover the railway's needs for the immediate future, but further operational Type 2s and 3s would be considered.

Class 121 'Bubblecar' No. 55032 was sent to Nemesis Rail, Burton upon Trent, in November for repairs, having struck a fallen tree.

Loco departures

Storage space on the WR is quite limited and the owners of several locos have been asked

to remove them. Class 37 No. 37674 is now stored at Allelys Heavy Haulage yard, Studley, Warwickshire (*RM* Feb. p68).

Class 20 No. 20169 has gone to a private site at Tebay, Cumbria (where the Class 502 EMU was stored before finding a home with the Merseyside Transport Trust). Class 37 No. 37503 departed on March 9, destined for storage at Kinsley, West Yorkshire.

No. 01545, 4wDH Thos Hill 271V of 1977, is now with owner HNRC at Worksop, and 0-6-ODH English Electric 3870 of 1969 is with RSS, Wishaw, Warwickshire.

Other locos are expected to leave the WR soon.

London Transport Traction overcomes setbacks

THE London Transport Traction Group (LTTG), which has acquired former Island Line Class 483, LT 1938 Stock, Nos. 483006 and 483008 (*RM* Feb. p68), has encountered a few problems while the stock remains on the island.

It is confident these matters can be resolved and the project to preserve them on the mainland is still on track.

SWR informed the group on February 16 that car No. 226, of unit 006, had been attacked with graffiti, the entire east side being covered, with some also applied to the cab end of

the car. It is hoped resources will be made available for the unit to be cleaned up by the time it is delivered to its new home.

Alternative home

Following further negotiations, the Epping Ongar Railway (EOR) has said the units are unable to be accepted there at present, for a variety of reasons.

It is still hoped they may appear on the railway in the future, but will not be going there direct from Ryde. There has never been a formal

agreement between the LTTG and EOR, and an arrangement is currently being made for alternative temporary accommodation in the London area.

The group has been asked to remove the large quantity spare parts available from Ryde depot, but have been unable to take on some larger items, such as bogie frames. If the alternative accommodation for the units is confirmed in the coming weeks, it is hoped it will still be possible to accept some of the larger components.

Dartmoor Railway stock is put up for sale

RMS Locotec listed 32 items of stock for sale, with a closing date for offers of March 31. These are based on the Dartmoor Railway, at Okehampton station and Meldon Quarry.

This follows Dartmoor Railway Community Interest Company (DR CIC) going into administration in February 2020. The sale is not associated with quarry owner Aggregate Industries or the Dartmoor Railway Supporters' Association.

Items for disposal included Class 205 'Thumper' DEMU vehicles Nos. 60150, 60673, 60831 and 60146, all in serviceable condition, and TCL No. 60677 and DTCL No. 60827. EMU cars for sale were Class 411 DMSOs Nos. 61742 and 61743,

and Class 422 TSB No. 69332.

Loco-hauled stock listed included seven Mk2s and three Mk3 sleeping cars, as well as various items of non-passenger stock, freight wagons, and permanent way vehicles.

Class 08 No. D4167 (08937) will be retained by RMS Locotec. It was laid up at Okehampton, but there is no one with authority to drive it to Meldon, where it would be useful for shunting the stock awaiting collection by new owners.

Flying Falcon, Aggregate Industries' 0-4-ODH (Fowler 4220016 of 1962), was removed from Meldon Quarry on March 2, destined for the Northamptonshire Ironstone Railway Trust at Hunsbury Hill.



Flying Falcon flying, as Fowler 4220016 is lifted on to Pete Briddon/Heanor road transport at Meldon Quarry on March 2. Now owned by Steve Godfrey, the 0-4-ODH is not in working order and could not be shunted to where it could have been loaded by means of a ramp, hence the craneage. STEVE GODFREY



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'Great Britain' railtour is cancelled amid ongoing Covid-19 uncertainty

Another new date for UK Railtours' 'Merchant of Norfolk'

AUGUST 28 is the latest date for UK Railtours' 'Merchant of Norfolk' tour, which will take Bulleid 'Merchant Navy' No. 35028 *Clan Line* from London to Norwich for the first time.

The tour is one of many that have suffered at the hands of the Covid-19 pandemic, having originally been scheduled to run on April 18 last year and subsequently re-dated twice.

King's Cross

The route was planned to take the Southern Region Pacific from King's Cross to Norwich, but following its rescheduling to April 24 this year, the departure point was changed to London Victoria owing to engineering work taking place at King's Cross at that time.

However, the rescheduling to August means that it's back to 'Plan A', and No. 35028 will depart from King's Cross as originally planned; only its second ever departure from East Coast Main Line (ECML) terminus.

Norfolk Broads

Timings are also as per the original plan, with a provisional King's Cross departure at just 08.30, with pick-ups at Potters Bar and Stevenage. The train will then follow the ECML to Cambridge before heading east across the fenlands of Norfolk to Norwich.

As before, passengers will have around four and a half hours in Norwich, with an option to join a three-hour Norfolk Broads cruise from Wroxham.

Tickets for Standard Class travel are priced at £119 (£109 for juniors), increasing to £179 for first class non-dining and £249 for first class dining.

Visit <https://tinyurl.com/uwmtpes> for more information.

THE Railway Touring Company (RTC) has postponed its nine-day 'Great Britain' railtour for the second year running as the coronavirus pandemic continues to affect the travel and tourism sector.

The 'Great Britain' has become a major fixture in the railtour calendar since its inception in 2007 but, being a multi-day excursion, its operation is reliant on the hotel and hospitality industry providing

accommodation for passengers during the course of the journey.

No alternative

This year's tour, dubbed the 'Great Britain XIV', was scheduled to run between April 16 and 24, but the Government's roadmap to freedom announced in February will not see hotels reopen fully until May 17 at the earliest. RTC was left with no alternative but to call the tour off.

The King's Lynn-based operator did investigate the possibility of rescheduling the tour for later in the year, but ultimately decided that postponement until April next year was the best course of action.

Next year's will still be known as the 'Great Britain XIV', but whether the overall itinerary stays the same remains to be seen. This year's highlights would have included a sprint

along the East Coast Main Line from King's Cross to York with 'A1' *Tornado*, LMS Pacific *Princess Elizabeth* from York to Edinburgh and Stirling to Cumbria, and 'Merchant Navy' *British India Line* from Edinburgh to Inverness and Stirling.

Revised dates

Details of the revised dates will be announced by RTC later this year. For details, keep an eye on www.railwaytouring.net

First moves for LSL as 'Tractors' head up to Scotland

LOCOMOTIVE Services Ltd took its two Class 37s Nos. D6851 (37667) and D6817 (37521) for an extended run from Crewe HS to Berwick-upon-Tweed on March 4.

The run was categorised as an e.c.s operation for crew training, and took the BR green 'Tractors' north along the WCML the east via Hexham and the Tyne Valley Line to Newcastle, where it proceeded north on ECML metals to Berwick.

Later, the train retraced its steps to Carlisle but then took the Cumbrian Coast route via Whitehaven back towards Preston, ahead of a late evening run over the Settle & Carlisle line to Carlisle, then onward into Scotland as far as Carstairs.

Fort William

By the following afternoon the two Type 3s were on the move again, heading over the West Highland line to Fort William and Glenfinnan, where it overnights



LSL Class 37s Nos. Nos. D6851 and D6817 pass Spittal on the East Coast Main Line, with the Berwick-upon-Tweed to St Bees working on March 4. ROWAN HARRIS-JONES

before making an early departure (06.51) to Mallaig.

A quick turnaround saw the pair heading to Fort William, then later that evening returning to Glenfinnan for a second overnight stable before returning to Mallaig once more at lunchtime on March 7. A 12.54 departure took the e.c.s back to Fort William again, then back out

to Rannoch, Bridge of Orchy and Oban (arriving 19.03) for another fast turnaround, departing Oban at 19.49.

London-bound

This was the start of the homeward leg that took the two '37s' back to Glasgow and over the WCML to Motherwell, then on to Carlisle, Preston and Crewe.

Yet this was not journey's end as, once the two Type 3s had de-trained and returned to LSL, Class 40 No. 40145 and Class 90 No. 90002 *Wolf of Badenoch* took over for the 05.10 top-and-tailed departure bound for London Euston, arriving at 08.49.

The duo was heading north again by 09.12 and were back at Crewe HS by 11.37.

Northern Belle's tribute to romanitc heyday with commemorative train

LUXURY train operator Northern Belle is to recreate the romance of the Southern Railway's famous 'Bournemouth Belle' Pullman this July by running a special commemorative train to the Dorset resort 90 years to the day since the service was inaugurated.

The original train first ran on July 5, 1931, leaving Waterloo at 10.30 and running non-stop to Bournemouth Central.

The timetable was later amended to include a stop at Southampton, and also extended from Bournemouth Central to Bournemouth West. The service ran until 1967, with Bulleid 'Merchant Navy' Pacifics dominating in the post-Nationalisation era.

The Northern Belle recreation will leave London Victoria at 08.45, and work its way through Clapham Junction and along the former LSWR main line towards

Weybridge and Woking for a pick-up before proceeding to Bournemouth, where arrival is expected at around 12.50; a far more leisurely timetable than the original service's two-hour schedule.

Passengers will then have approximately five hours in Bournemouth before the return leg departs at 18.00, arriving in London at 22.10.

The special will be steam-hauled throughout, although at the time of writing, the choice of locomotive had yet to be confirmed.

However, with Carnforth-based 'Merchant Navy' No. 35018 *British India Line* expected to be in the south to haul a Railway Touring Company charter on July 9 (see separate story), the Pacific seems a likely candidate.

Prices start at £399 per passenger. For details, visit www.northernbelle.co.uk

Luxury service for 'Lizzie' on regular Carlisle turns

STANIER 'Princess Royal' 4-6-2 No. 6201 *Princess Elizabeth* is to haul a series of excursions on the scenic Settle to Carlisle line this summer for luxury train operation Northern Belle.

The first of the 'Settle & Carlisle Steam Specials' is scheduled to run on May 27, with more following on May 29, June 26, July 3, 30 and 31, August 8, 11 and 18, September 11 and 25, and October 2 and 16.

Origination points for the services include Birmingham, Coventry, Crewe, Glasgow, Grimsby, Liverpool, Newcastle, Nottingham, Telford and York, with the LMS Pacific taking over for the Carnforth-Carlisle-Preston legs.

The trips include champagne receptions and five-course meals, and as such are priced from £390 per person. See www.northernbelle.co.uk for details.

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GREAT RATES SEE PAGE 78



RTC's end of Southern steam anniversary special

COMMEMORATING the anniversary of the end of Southern Region steam every July 9 has become something of a tradition for the Railway Touring Company, and this year looks to be no different.

This year's special will leave London Waterloo station at around 08.45 with West Coast Railway's Bulleid 'Merchant Navy' 4-6-2 No. 35018 *British India Line* 'up front'.

The outbound route includes pick-ups at Woking and Basingstoke, but leaves the 'South Western' at Worting Junction and follows the West of England Main Line to Andover and Salisbury.

The train then continues through Gillingham, Templecombe and Sherborne, before continuing with the train to Yeovil Junction, where No. 35018 will be serviced at Yeovil Railway Centre. A diesel will take the train on towards Dorchester and journey's end at Weymouth, where passenger will have just shy of four hours before commencing the homeward leg.

British India Line takes the train from Weymouth, running via Bournemouth, Southampton and Eastleigh back to Basingstoke, Woking and finally Waterloo.

Adult fares start at £99 in standard, £159 in first or £259 in premier, with special rates for juniors and families. Visit <https://tinyurl.com/yk8acce6>

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
SOTL – Spirit of the Lakes
0333 996 6720
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
0333 996 6720

COVID-19

- NOTE: This list was current at the time of writing in early March. 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.

MAY/JUNE: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
May				
1-31	Jacobite	Fort William – Mallaig x 2	45407/44871/62005	WCRC
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	Cumbrian Explorer	Darlington – Carlisle	60163	TR
12	Fellsman	Crewe – Carlisle	46100 or 34046	ST
15	Lakeland	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
18	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC
19	British Pullman	London Victoria – Bristol	35028	BEL
20	Steam Dreams Excursion	London Victoria circular x2	60103	SD
20	Dalesman	Hellifield – Carlisle	46115/35018/45699	WCRC
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	Northern Belle	Carnforth – Carlisle	6201	NB
27	Steam Dreams Excursion	London Victoria – Salisbury	60103	SD
27	Steam Dreams Excursion	Salisbury circular	60103	SD
27	Scarborough Spa Express	Carnforth – York	46115/35018/45699	WCRC
29	South Devon Explorer	Bristol – Plymouth	60163	RTC
29	Northern Belle	Carnforth – Carlisle	6201	NB
31	North Wales Coast Express	Crewe – Holyhead	46100 or 34046	ST
June				
1-30	Jacobite	Fort William – Mallaig x 2	45407/44871/62005	WCRC
1	Dalesman	Hellifield – Carlisle	46115/35018/45699	WCRC
3	Welsh Marches Whistler	Crewe – Bristol	2x TBA	ST
3	Dalesman	Hellifield – Carlisle	46115/35018/45699	WCRC
4	British Pullman	London Victoria circular	35028	BEL
5	Buxton Spa Express	Leicester – Buxton	60163	RTC
5	Scarborough Spa Express	Tyseley – Scarborough	7029	VT
5	Scarborough Flyer	Manchester Victoria – Scarborough	46115/35018/45699	RTC
6	English Riviera Express	Bristol Temple Meads – Kingswear	46100 or 34046	ST
6	Steam Dreams Excursion	London Paddington – Southampton	60103	SD

MAY/JUNE: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
May				
1	Doctor Syn	Derby – Dungeness	DBC Class 66 x 2	UKR
1	Liverpool Pullman	Peterborough – Liverpool	WCRC Class 47/57	SOTL
1	Llandudno Statesman	Ely – Llandudno	LSL Class 47s	SR
3	Devonian Pullman	Peterborough – Kingswear	Blue Pullman HST	MP
3	Victorian Day Pullman	Skegness – Llandudno	WCRC Class 47/57	SOTL
3	Settle & Carlisle Circular	Bangor circular	LSL Class 47s	SR
8	Settle & Carlisle Circular	Worcester circular	LSL Class 47s	SR
8	Settle & Carlisle Pullman	London St Pancras – Carlisle	Blue Pullman HST	MP
15	Shrewsbury in Springtime	Finsbury Park – Shrewsbury	DBC Class 66 x 2	UKR
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	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
22	Northern Belle	Birmingham International – Harrogate	WCRC Class 47/57	NB
23	Northern Belle	Crewe circular	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
28	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
29	Cornish Coastal Pullman	Eastleigh – Penzance	Blue Pullman HST	MP
29	Tinsley Tugger	Finsbury Park – Chesterfield	DBC Class 67/60/66	UKR
29	Settle & Carlisle Circular	Newcastle circular	LSL Class 47s	SR
30	Northern Belle	Sheffield circular	WCRC Class 47/57	NB
June				
2	Cornish Riviera Statesman	Wolverhampton – Penzance	LSL Class 47s	SR
4	Northern Belle	Manchester Victoria – Edinburgh	WCRC Class 47/57	NB
5	Settle & Carlisle Coastal Statesman	Cardiff – Appleby	LSL Class 47s	SR
5	Galloway Fifties	Tame Bridge Parkway – Stranraer	Class 50 x2	PT
5	Northern Belle	Manchester Victoria – Bath	WCRC Class 47/57	NB
6	Northern Belle	Wakefield circular	WCRC Class 47/57	NB



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First train through Gasworks Tunnel eastern bore since 1977

ON March 6, the eastern bore of Gasworks Tunnel saw its first train for 44 years when GB Railfreight's No. 66726 *Sheffield Wednesday* worked through with an engineering train.

The previously disused bore of the three parallel tunnels immediately north of London King's Cross has been renovated and now features modern concrete slab track and pointwork.

Overhead line and signalling equipment is being installed as Network Rail prepares the tunnel for reopening on June 7.

At the peak of work on March 1, more than 25 GBRf locomotives were on site moving trains of new materials in and removing waste for processing and recycling.

Between February and May, GBRf will operate more than 100 engineering trains to and from Network Rail's Local Distribution Centres (LDCs) at Doncaster and Whitemoor in Cambridgeshire.

Once complete, the two additional tracks will increase capacity and reduce congestion on the King's Cross approaches, eventually allowing two extra trains to serve the terminus every hour.

Remodelling of the station throat and platforms will continue in phases until June, with platforms 0-6 currently closed and platforms 7-11 operating to a reduced timetable.

Revised layout

As part of the upgrade, the country ends of platforms 1-6 were demolished in early March and will be extended and realigned to match the revised track layout.

The station was closed completely on February 26-28 to allow the removal of redundant overhead line and signalling structures, as well as the famous diamond crossing connecting the eastern and



On March 6, GBRf's No. 66726 *Sheffield Wednesday* became the first locomotive to work a train through the eastern bore of Gasworks Tunnel since 1977. JOANNA THOMAS/NETWORK RAIL

western parts of the station.

Full closure are also planned for April 23-25 and June 4-6.

More than 15,000m of new overhead wires and 6,000m of track is being installed to create a simpler and reliable track layout in the station throat,

increase speed limits and create additional capacity.

The project is a key element of the £1.2 billion East Coast Route Upgrade, which includes the Werrington diveunder in Peterborough, and an additional platform at Stevenage.

SIDELINES

Clearance work for MML wires

FOLLOWING the completion of electrification work on the Midland Main Line between Bedford and Kettering, attention has now turned to the section between Glendon Junction and Market Harborough.

Vegetation clearance started on February 22 and will continue April 16, creating space at the lineside for the installation of overhead line equipment.

Crick Tunnel repairs

REPAIRS to Crick Tunnel on the West Coast Main Line were brought forward in March, with a five-day complete closure on March 15-19, saving approximately £7.5 million over the 12 months of planned weekend and overnight possessions.

The 1881-built tunnel was prone to flooding and has caused considerable disruption to WCML services over the last decade.

Drainage has been improved to carry away water leaking through the tunnel lining more effectively.

Longer platform to be built at Swansea

CONSTRUCTION of an extended platform 4 is underway at Swansea, following a month of demolition work to remove and recycle the old structure.

At 260m long, the new platform will be 13m longer than the original, allowing it to be used by GWR Class 800/802 Intercity Express Trains.

More than 2,400 tonnes of waste material was removed, including a 150m-long parapet from the back of the platform.

Swansea is one of the first stations to benefit from the Transport for Wales (TfW) station improvement programme.

New look destined for Maidstone East

MAIDSTONE East's new glazed entrance building is complete – as part of a £2.5 million project to increase capacity as part of a town centre regeneration project.

Work started in September 2019 and despite delays caused by the Covid-19 pandemic, the upgrade is due to be completed shortly.

Improved facilities for passengers and staff include a waiting room, café, ticket office and staff room.

Funding gives green light for Dawlish rockfall shelter

NETWORK Rail has unveiled its proposed design for the extension of an existing rockfall shelter over the Exeter-Newton Abbot line between Dawlish and Holcombe.

On March 19, the Department for Transport confirmed funding of £37.4 million for the project, allowing construction to start in August, taking around one year to complete. The shelter is part of work to increase the resilience

of the sea wall line between Dawlish and Teignmouth.

This also includes the upgrading of the sea wall in Dawlish and major modifications to the railway and beach access at Holcombe Beach.

The 209m long extension of the shelter north of Parsons Tunnel will help to protect the railway from rocks falling from the crumbling sandstone cliffs above.



An artists' impression of the proposed rockfall shelter at Parsons Tunnel, between Dawlish and Teignmouth in Devon. NETWORK RAIL

Parsons Tunnel was extended about 100 years ago for similar reasons but NR plans to construct an open-sided gallery from prefabricated concrete to maintain views from passing

trains and make construction quicker and easier to complete.

Work to clear loose rocks and vegetation and install protective netting above the site started on March 22.

Extra masonry repairs are needed at Ribblehead Viaduct

SPECIALIST engineers working on Ribblehead viaduct have discovered the need for additional masonry repairs during surveys of the iconic structure.

Detailed laser and drone surveys have mapped every inch of the Grade-II listed viaduct for the first time, and huge scaffolding towers have been built for the £2.1 million

programme of stonework and drainage repairs to take place.

Although work is progressing well, further permission and funding is required to address cracked stonework discovered during the survey.

On February 11, a pair of DRS Class 66s crossed the spectacular viaduct with a snowplough test run.

TOM BERESFORD



Revamp for bridge's three historic land towers

WORK started on February 17 to refurbish the three land towers of the Britannia Bridge, which carries the Bangor-Holyhead line and the A55 road across the Menai Strait to Anglesey.

The work will include the installation of 36 support

beams underneath the stone lintels at the top of the three towers, named Anglesey, Britannia and Caernarfon.

The towers were part of the original bridge designed by Robert Stephenson and built in 1850.

NETWORK RAIL



Track replacement work on the former Great Central Main Line at Woodburn Junction, Sheffield, on March 13. JOHN SHERIDAN

GCR signalboxes removed in Sheffield resignalling project

THREE signalboxes east of Sheffield closed on March 12 as part of a £23 million upgrade of the former Great Central Railway line to Worksop.

Woodburn Junction, Woodhouse East and Beighton Station boxes signalled their final trains before the line closed for a nine-day blockade between March 13 and 21.

The GCR-built Beighton box was demolished over the weekend on March 13 and 14 as the site was required for new signalling and level crossing equipment, while the future of nearby Woodhouse East

remains uncertain.

Woodburn Junction's portable building, which replaced a GCR signalbox in 1992, was also due to be removed.

Control of the Sheffield-Worksop route has now switched to York Rail Operating Centre (ROC). Traditional semaphore signals around Woodhouse have been replaced with modern LED colour lights.

During the blockade, track replacement also took place at Woodburn Junction, where the freight-only line to Tinsley and Rotherham Central diverges from the Sheffield-Worksop line.

Insulated paint saves Cardiff bridge from the bulldozer

IN A world first, electric resistant paint has helped to rescue a Victorian bridge in Cardiff from demolition – drastically reducing cost and disruption to the railway.

Intersection Bridge in the city centre is too low to meet current safety regulations for overhead electrified lines, and was facing demolition and replacement with a new structure at a cost of around £40 million.

However, Network Rail deployed the new technique in combination with equipment to control the voltage of the 25kV AC wires through the bridge to enable full electric operation and reduce costs. The underside of the bridge has been coated with electric-resistant paint developed jointly with the

University of Southampton.

Surge arresters and insulated bridge arms now insulate the bridge from the high-voltage electricity.

This solution, known as voltage-controlled clearance (VCC), allows the electrical clearance gap to be reduced by 20mm from the overhead line equipment (OLE) to the bridge, and 70mm from the OLE to the train roofs.

Typically, about 30% of electrification project costs are soaked up by the need to modify or replace structures to safely accommodate OLE.

Network Rail believes this new approach could save up to £100 million and reduce the need for line closures on future electrification projects.



Network Rail engineers applying insulating paint to the underside of Intersection Bridge in Cardiff. JOHN SHERIDAN

Engineering work brings locos to the Ayrshire Coast

WORK to replace around a quarter of a mile of track at Saltcoats in Ayrshire brought the relatively unusual sight of big diesels to the Largs line on February 20-21. All five major freight operators were represented, with GBRf's No. 66712 Peterborough Power Signalbox delivering MRA ballast tippers on February 20. Freightliner's No. 66554, Colas No. 70814 and DRS No. 66301 also visited the coastal worksite. IAIN SMITH



Track to be replaced on Stourbridge Town branch

ALMOST a mile of track was replaced on the Stourbridge Junction-Stourbridge Town branch during a seven-day blockade between March 6 and 13. The project took just eight weeks from planning to completion, a process

that would normally take 18 months. The steeply-graded Stourbridge Town line is just 0.8 miles (1,287m) long.

As well as being the shortest branch in Britain, it is thought to be the shortest in Europe.

Locomotives of any kind are rare on the Stourbridge Town branch, but heavy Type 5s are especially unusual. On March 11, Colas Railfreight No. 56090 powers a Network Rail autoballaster set at the Town end of the 0.8-mile branch.

STEPHEN BURDETT



SIDELINES

Lanarkshire bridge block plan faces local opposition

EAST Renfrewshire Council and local communities are opposing plans to block up four former Lanarkshire & Ayrshire Railway bridges between Neilston and Uplawmoor, writes Hugh Dougherty.

Highways England wants to fill in the disused bridges to make them safer, but opponents insist that they should be left open to create a cycle path and, in the longer term, preserve the route of the railway (closed since 1962) for possible reopening.

ERC regards the 1903 vintage concrete bridges as historic pieces of local railway heritage, and is working with community groups and cycling charity Sustrans on plans to develop the route.

Chiltern track has £2.2m upgrade

MORE than £2.2 million was spent by Network Rail in March on replacing 2,500 metres of track at several locations on the Chiltern Main Line between London Marylebone and Bicester. The work was brought forward to take advantage of the current reduction in passenger numbers.

East Anglia track replacement

FEBRUARY saw Network Rail renew two sections of track in East Anglia. Almost a mile of track, ballast and sleepers was replaced on the Ely-King's Lynn line between Littleport and Downham Market on February 20-21, while more than a quarter of a mile of track and 600 tonnes of ballast was replaced at Harwich International in January and February.

Worcester luggage bridge replaced

A GRADE-II listed luggage bridge from Worcester Shrub Hill has been replaced by an identical replica after the original structure was deemed too corroded to restore. The replacement has been built in modern materials to make it more robust.

Cornish engineering work disrupts services

RAIL services were disrupted in Cornwall during March as Network Rail undertook track renewals in several locations and replaced bridges on the Plymouth-Penzance main line at St Austell and Lostwithiel. GWR services to Gunnislake and Looe were replaced by buses on March 20-21 and March 27-28 to enable track repairs to take place ahead of the busy summer season.

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Old Oak Common depots cleared for 'super-hub' station

WORK has begun to clear two depot sites at Old Oak Common in preparation for construction of the new HS2/Crossrail west London 'super hub' station.

Heathrow Express has vacated its EMU depot alongside the Great Western Main Line (GWML), with the last Class 332 vehicles leaving the site on February 16. Operation of HEX services transferred to Great Western Railway Class 387s in 2020.

Network Rail has removed the 25kV AC overhead lines and is disconnecting utilities at the depot prior to demolition of the relatively modern depot and the removal of all track.

The former GWR depot on an adjacent site is also being cleared following the replacement of

HSTs with Class 80x bi-mode trains and the transfer of remaining maintenance work to other GWR depots.

The £1 billion Old Oak interchange is due for completion in 2030 and will provide connections between HS2 trains, Crossrail, and GWML services to-from the Thames Valley and Heathrow Airport.

It will also be the catalyst for a major redevelopment of the area, including thousands of new homes, retail, leisure, and commercial facilities.

Heathrow Express's EMU depot at Old Oak Common is now being cleared to make way for the new HS2/Crossrail interchange.
NETWORK RAIL



HS2 reveals Chiltern chalk grassland scheme

MORE than 127 hectares of new chalk grassland, woodland and wetland habitats are to be created by HS2 Ltd to create a 'green corridor' where the new railway passes through the Colne Valley.

More than 65,000 trees and shrubs and 3,500m of hedgerow will be planted as part of the Colne Valley Western Slopes project, which aims to reduce HS2's carbon footprint by delivering improvements to the environment and increasing biodiversity.

Habitats

Recycling of construction materials will also help to reduce the need for road haulage and waste treatment, while the conversion of arable land to wild habitats will also help to capture more carbon dioxide.

About three million cubic metres of chalk removed from

the 10-mile long Chiltern Tunnel bores will be reused to create around 90 hectares of calcareous grasslands which once thrived on the valley slopes, and areas of historic woodland will be reinstated.

New footpaths

New planting and seeding will create habitats that will potentially be colonised by hundreds of species of flora and fauna, including invertebrates, birds, mammals, reptiles and amphibians.

Communities will benefit from about three miles of new footpaths, cycling and horse-riding routes.

The two Chiltern tunnel boring machines will be launched this year, providing a continuous supply of chalk until they complete their journeys in 2024. Field trials are in preparation ahead of final seeding, and planting of trees and shrubs in 2025.



An artist's impression of the new grassland areas to be created at the southern end of the Chiltern Tunnels. HS2 LTD

Long Itchington tunnel portal is ready

EXCAVATION of the massive north portal of Long Itchington Wood Tunnel in Warwickshire was completed in late February.

The site is now ready for the launch of the 2,000 tonne Tunnel Boring Machine (TBM) that will burrow its way under the ancient woodland over the next two years.

About 300,000 cubic metres of material has already been excavated at the portal, with 120 people employed on earthmoving work since April last year. The topsoil and sub-spoil removed is currently stored, separated by layers of straw, and will be replaced once the tunnel is complete.

The TBM, built by Herrenknecht in Germany, is being delivered in kit form to the north portal and will be ready to start digging



southwards this summer. Once the first bore is complete – taking around five months – it will be dismantled and returned to its starting point to dig the second tunnel bore.

An aerial view of the massive excavations at the northern portal of Long Itchington Wood Tunnel in Warwickshire. Tunnelling work is due to start from here this summer. HS2 LTD

Regular Calvert deliveries are in full swing



REGULAR deliveries of aggregates to Calvert for HS2 are underway as construction of the new railway ramps up. On February 26, two trains of VTG bogie box wagons (powered by DB Cargo Class 66s Nos. 66125 and 66156) were at the Buckinghamshire site, one of the main construction bases on Phase One. PHIL MARSH

Monitoring systems tender launched

MARCH 8 saw HS2 Ltd begin its search for a specialist contractor to supply advanced monitoring systems for Phase 1/2a of the new railway.

The integrated Supervisory Control and Data Acquisition (SCADA) systems and Engineering Management software will enable HS2's Washwood Heath control centre to monitor its assets and systems in real time, allowing predictive maintenance to take place before problems occur.

Valued at £65 million, the contract has 25 years of technical support and is expected to be awarded in 2022.

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Distributed traction trials in Germany

GERMAN operator DB Cargo has been trialling freight trains operated using locos distributed along the length of the train rather than on the front (or back).

Test trains formed with three Bombardier Class 188/187 'Traxx' locos – one on the front, one mid train and one on the rear – have been operated on the steeply graded Probstzella to Lichtenfels line in central Germany using LTE (Long-Term Evolution) telecomms systems for the lead loco to control the other two. Operation with 'distributed traction' is common in North America and Australia but is rarely used in Europe.

New line to connect Niger to the Atlantic

A NEW railway will connect the land-locked west African country of Niger with the Nigerian city of Kano, and from there, using existing lines, the ports in the south of Nigeria.

The 284km standard gauge line from Kano to Maradi in Niger is expected to cost \$1.8billion. When complete in late 2023, it will have 15 stations for passenger services. Construction work began in February.

Chinese open longest high speed line

CHINESE Railways opened the 185km long, 350kph Lianyungang to Xuzhou high-speed line on February 8, in the process completing the 3,422km-long Lianyungang – Urumqi high-speed corridor, which is the longest of the country's planned eight horizontal high-speed routes.

Steam hauled timber trains in Taiwan



'Shay' No. 31 with the demonstration logging train, seen on the Shuishan branch line on February 26. LAI GUO-HUA

STEAM-HAULED logging trains returned to Taiwan's Alishan Forestry Railway in February.

The trains were operated as part of work to thin the forest, using steam rather than diesel locos for the benefit of enthusiasts and photographers, with trains hauled by one of the line's three operational 'Shay' locos.

The 762mm/2ft 6in gauge line opened in 1912 to convey timber and a large fleet of specialised forestry 'Shay' steam locos – built in the USA – were imported, eventually totalling 20 locos.

Both timber and passenger trains were operated from the early days, passenger trains beginning in 1918. Timber trains ended in 1963, and the railway network of over 80km – which features spiral tunnels – is now a major tourist attraction, with most trains hauled by Hitachi-built diesel locos dating from the 1980s. Shay locos have been occasionally used since 1999 when the first one (No. 26) was returned to working order.

Following a contentious and ultimately unsuccessful attempt at privatisation, the line has been

managed by the Alishan Forest Railway and Cultural Heritage Office, part of Taiwan's national Forestry Bureau, since 2018.

The line has suffered much damage from earthquakes and extreme weather in recent years.

Following severe damage in a 2015 typhoon, part of the line has been closed as a tunnel collapsed. A new 1104-metre tunnel is to be built to enable the 71.4km main line to reopen fully. This should be completed in 2023.

'Shay' survivors

The 'Shay' design, developed originally in the USA by Ephraim Shay for use on logging railways, offered lightweight locos with powerful capabilities using cylinders mounted vertically on one side connected to the loco's axles via gear wheels.

To ensure stability and compensate for the cylinders on one side, the boiler was offset from the loco centre on the other side.

All the 'Shay' locomotives were built at the Lima Locomotive Works, Lima, Ohio, to several designs which varied in weight and number of powered axles.



The demonstration logging train is loaded at the end of the 1.6km remnant of the Shuishan branch from Zhaoping station with 'Shay' No. 31 waiting to depart on February 26. HUANG MEI-XSUAN

There are three operational 'Shay' locos at Alishan Forestry Railway: No. 25 (Lima 2788/1914), No. 26 (2789/1914), and No. 31 (2946/1917), while No. 21 (2557/1912) is currently being returned to working order for use from 2022. Another 11 former Alishan locos remain in

Taiwan. One (No. 14 (2549/1912)) was donated to the Australian government and has been based at the Puffing Billy Railway near Melbourne since 1974.

Our thanks to the Alishan Forest Railway and Cultural Heritage Office for help with this item.

New stations for Prague

THE first of two new stations in the south-eastern suburbs of Prague opened on December 13 last year.

The new Praha Eden station is on a rebuilt 120kph four-track section of line formerly used for freight, and the other new station, Praha-Zahradní Město, will open later this year.

The existing slow sinuous passenger route, just north of the rebuilt line between Praha Vršovice and Hostivař via Praha-Strašnice zastávka, has closed and will be converted to a cycle path.

ČD 'CityElefant' EMU No. 971 067 at the new Praha Eden station on February 15 with the 10.45 Ricany to Praha hl.n (Os9122). SHAUN WALLACE



Main line railtours return down under

AFTER a year when no special trains were permitted in Australia due to the pandemic, heritage group '707 Operations', based in the state of Victoria, ran the first public rail tour in the state in 2021. It had also run the last train permitted in March 2020.

The train, including multiple sleeping cars, was worked by

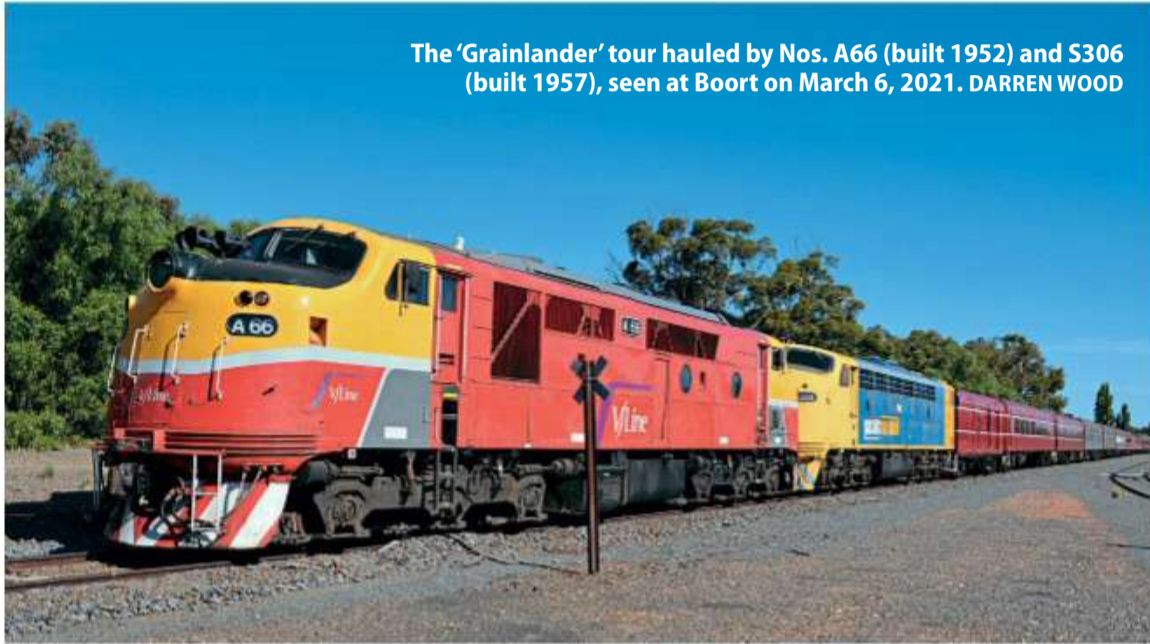
two 60-plus-year-old EMD diesel locos; 'A Class' Co-Co No. A66 on hire from V/Line, and 'S Class' Co-Co No. S306 on long-term loan from freight operator Pacific National. The train ran from Melbourne Southern Cross station to Quambatook.

Quambatook, situated on the Korong Vale to Manangatang branch line, is a small grain

producing town with a population of just 250 residents.

The tour travelled by daylight in each direction, and passengers enjoyed dinner and an outdoor movie under the stars while stabled overnight at Quambatook, with the movie projected onto the side of the grain silos that tower over the township.

The 'Grainlander' tour hauled by Nos. A66 (built 1952) and S306 (built 1957), seen at Boort on March 6, 2021. DARREN WOOD



Metra EMD 'F40PH' No. 124 pushes a train of the older 'bi-level gallery cars' towards Chicago at Franklin Park on June 6, 2017. Metra wants to replace the older coaches in its fleet. The one immediately behind the loco in this picture was built by Budd for the Milwaukee Road in the 1960s. KEITH FENDER

Alstom wins Chicago commuter fleet order

CHICAGO commuter rail agency Metra has awarded Alstom a \$1.8billion contract for up to 500 new double deck push-pull coaches.

The initial firm \$845million order is for 200 coaches, described as 'Coradia Duplex' by Alstom, and the first should be delivered in late 2024. Alstom will build the new vehicles at its Hornell plant in New York state, with deliveries of the first tranche running to 2028.

Gallery cars

Metra currently operates a varied fleet of 840 double deck 'gallery' cars, so-called as the top deck is arranged as mostly single seats around a central open well above the downstairs saloon corridor. This arrangement

was popular with American operators in the 1950s and 1960s as it enabled ticket checks to be carried out without conductors having to go upstairs. However, it doesn't maximise use of passenger space within the loading gauge.

Air scrubber

The new Alstom coaches will be conventional double deck coaches equipped with modern passenger facilities such as charging points, CCTV and onboard information.

Metra has also said the coaches will feature the most advanced air conditioning and ventilation system available, which will 'scrub' the circulated air, reducing allergens and airborne viruses.



The Belarus-based 'TEP60s' operated into Lithuania even during the last decade. BCh 'TEP60' No. 0780 is seen in the northern suburbs of Vilnius with train 80, the 10.02 Kaliningrad to St Petersburg (via Vitebsk in Belarus) on May 18, 2013. KEITH FENDER

Classic Soviet diesel design withdrawn

THE very last Class TEP60 locos were withdrawn in Belarus in 2020, although regular use ended in 2019.

When introduced by Soviet Railways in 1960, the 3,000hp Co-Co locos were the most powerful single-engined diesel locos in the world and retained this accolade for several years before North American manufacturers matched this in 1966 (BR's Deltics were more powerful

but had two engines).

Between 1960 and 1987, the Kolomna loco factory in Russia built 1,241 'TEP60s', each equipped with the 16-cylinder Kolomna 11D45 engine, plus 116 double unit '2TEP60s' which were in widespread use at the point the Soviet Union broke up into independent countries, largely in the west of the former USSR.

Ukraine withdrew its locos in the 1990s but the type

remained in use in Latvia, Lithuania, Russia and Belarus into the 20th century. Latvian Railways withdrew their last example in 2002 and Russian Railways followed in 2009.

The Lithuanian examples survived until 2011, leaving just a small number, operated by Belarus Railways (BCh), in use. Multiple 'TEP60' locos have been preserved in museums and depots in their former home countries.



'Ludmilla' for Sylt commuters

To provide space for social distancing, an extra weekday pair of trains between Niebüll und Westerland (Sylt) has been operated at the request of transport authority NAH.SH by private operator RDC Autozug for commuters in February and March. The southbound working is seen not long after the sea fog rolled in; LEG-owned 'Ludmilla' diesel No. 232 238 and its 10-coach train are near Klanxbüll on February 19, 2021. NICK PATON



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Class 321 to become freight unit

EVERSHOLT Rail has embarked on the conversion of a Class 321 EMU into a demonstrator unit for a low-carbon alternative aimed at the expanding parcels traffic market.

Former Greater Anglia set No. 321334 will be the first set to be converted and the work will be undertaken by Wabtec Doncaster, beginning in April.

The Swift Express Freight unit has been designed by transport engineering consultancy Ricardo. Work will see the unit's seats removed and a new floor installed, along with the necessary equipment to carry 12 tonnes of freight at 100mph. The unit will also get new livery.

In June, it is expected that the unit will begin trials for the express parcels service.

Home delivery

Paul Sutherland, client relations director at Eversholt Rail, said: "We are excited to be developing the Swift Express Freight train, which will help support customers with a cost-effective solution to help meet the growing demand for home delivery of parcels around the UK."

Modal shift of parcel freight from road to rail is expected to increase in the next few years, as Orion Logistics is having Class 319 units converted to Class 769 tri-modes for logistics traffic and could have as many as 10 units in its fleet.

As part of this shift, Royal Mail is building a new rail-connected parcels hub at the Daventry International Railfreight Terminal, near Rugby.

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Early results impress in Class 69 tests at SVR

TESTING of the first Class 56 to 69 conversion, No. 69001, at the Severn Valley Railway has been completed, and the loco returned to EMD Longport on March 12 for final adjustments.

At the SVR, 69001 underwent a range of tests to assess its capabilities. The SVR collected hundreds of scrap concrete sleepers from the side of the line and loaded them into 20 wagons to form a train weighing 830 tons.

Adding a Class 50 at the rear of the consist increased this to 950 tons, and the '69' performed stop and start tests, braking tests, low adhesion tests on a gradient made deliberately slippery, and tests for electromagnetic interference.

During the period of testing, data was gathered by an on-board system, downloaded, and then sent to EMD in



Class 56 No. 56312 hauls No. 69001 as 0Z69 Kidderminster SVR to Longport past Slindon at the end of trials on March 12. BRAD JOYCE

Chicago for analysis. This allowed the software to be updated with an amended version as part of the fine-tuning process to achieve optimum performance.

Early indications are the Class 69 is emerging to exceed GBRf's expectations;

one GBRf source called it a 'transformation'.

After the final adjustments, No. 69001 will be taken for painting to Arlington Fleet Services at Eastleigh, where No. 69002 is. When in traffic, the fleet will be based at Tonbridge, Kent.



The loco undergoing electromagnetic interference tests on the Severn Valley. GBRf

The collaboration between the SVR and GBRf is another facet in an ongoing partnership, and a real achievement during a pandemic. The railway says a Class 69 will be back to haul passenger trains at some point this year.

Class 66 No. 66706 hauls No. 69002 from Longport to Eastleigh past King's Sutton, south of Banbury, on March 15. JAMIE SQUIBBS



First TfW refurbished Class 150/2s

TRANSPORT for Wales (TfW) has begun the refurbishment of its 36 Class 150/2 Sprinter DMUs. The work involves a refreshed interior and an external repaint, being undertaken by Pullman Rail at Cardiff Canton depot.

The first unit to be released

after the refresh is No. 150236, seen at Cogan on March 13 while working the 13.44 Aberdare to Barry Island service.

TfW has introduced the second of a fleet of nine Class 769 'Flex' bi-mode units during March.

MIKE WILCOCK



Class 717s tested at 100mph

CLASS 717 EMUs which normally work between Moorgate and Welwyn Garden City or Stevenage visited Peterborough during March as part of testing for 100mph running.

Testing has involved single

and multiple units, but as yet the reasons are unclear. Here, unit No. 717001 is racing south through Biggleswade, on its way back from Peterborough Spital sidings to Hornsey on March 5.

ALISDAIR ANDERSON



No. 60002 *Graham Farish* – 50th Anniversary 1970-2020 at Crewe. ADRIAN JACK/GBRF

GBRf names Class 60 in tribute to Farish models

FRESH from a repaint at Toton depot, Class 60 No. 60002 has emerged in GBRf colours and named after the N Gauge model railway brand Graham Farish.

One of the 10 locos bought from Colas, the naming of No. 60002 *Graham Farish* – 50th Anniversary 1970-2020 marks the contribution made by Graham Farish to British outline N Gauge model railways over the last 50 years.

David Haarhaus, managing director of Bachmann Europe, which owns the Graham Farish brand, said: "GB Railfreight is responsible for many of the colourful liveries seen on today's railway network, and we are delighted to see another

unique locomotive join its fleet.

"Our two companies enjoy a thriving relationship, and it is a delight to work with the enthusiastic GBRf team who, like us, take great pride in everything they do.

"We are honoured that GBRf has agreed to bestow one of its locomotives with the Graham Farish name and we are indebted to them for their help in marking this important milestone, particularly in light of the ongoing pandemic."

Although an official naming ceremony was not possible due to coronavirus restrictions, a formal event will be scheduled for later in the year. Bachmann says an N Gauge model of No. 60002 is in the pipeline.

Class 730 EMU on test

TESTING of Bombardier-built three-car Class 730 'Aventra' No. 730002 for West Midlands Trains is underway. These are the first of the Aventra build to feature central gangways.

During March, the unit has covered a wide area, visiting Liverpool, Crewe, Bromsgrove, Redditch, Sutton Coldfield, Birmingham, and London Euston.

Testing has been a mix of commuter-type operation and higher speed operation, as sister company London NorthWestern (LNW) is taking part of the order to replace its Class 350s.

Due to enter service later this year, the West Midlands Trains order is for 36 three-car units for the CrossCity Lichfield Trent Valley-Bromsgrove/Redditch

service. LNW has ordered 45 five-car units for suburban and long-distance services out of London Euston.

Additionally, the CrossCity units will be sub-class 730/0 (730001-036) and have a maximum speed of 90mph. Twenty-nine of the 45 for LNW will be sub-class 730/1 (730101-129) with a 110mph top speed and used for outer suburban work, while the remaining 16 sets will be Class 730/2 (730201-216) and intended for long-distance work such as London Euston to Crewe.

■ Lack of space at Tyseley Depot has led to a number of new CAF Class 196 DMUs for West Midlands Trains moving to temporary store at the former Donnington freight terminal at Telford.



Set No. 730002 passes Cathiron, Rugby, on the 12.43 Crewe-Tring test diagram on March 12. JAMES BILLINGHAM

Last Class 365 'happy trains' for withdrawal

THE remaining 21 Class 365 EMUs operated as part of Govia's Great Northern franchise are to be withdrawn from traffic at the start of the new May timetable.

The units were used by Govia during peak periods, but their use has been limited due to the downturn in passenger numbers and a reduced timetable.

The sets lack air conditioning or selective door operation, so are less useful than other units.

In 2018, ScotRail used 10 '365s' as a stop-gap when windscreen issues emerged on the new Hitachi Class 385 units where, because of a front grille, they became known as the 'happy trains'.

Train Fleet assets

When the leasing agreement on the units expired after 25 years, ownership reverted to the Department for Transport, and they are an asset of Train Fleet (2019) Ltd.

Placing them out of traffic means all 40 units are redundant (set No. 365526 was scrapped after the Potters Bar crash in 2001), the 19 others being in store at Crewe South Yard. Unless there is some scope to convert them for parcels and logistics traffic, their future is distinctly uncertain.

WH Davis secures wagon conversion contract

WH DAVIS, the UK's only remaining freight wagon manufacturer, has secured a major contract with Beacon Rail Leasing for the conversion of 46 coal hopper wagons to box wagons.

The work, to be undertaken at the company's Langwith Junction site during 2021, involves the recycling and overhaul of key components including bogies, wheelsets and



brakes from HHA coal hoppers for re-use on WH Davis's MegaBox bodies.

This box wagon has a capacity of 75 cubic metres, 25% more than most conventional UK box

wagons. The increased capacity will allow the customer to use the boxes with a broader range of products. The design has been developed by WH Davis in-house.

WH Davis has forged a new supplier relationship with Derby-based Yellow Rail, which will be playing a key part in the project by managing the removal and overhaul of the recycled components.

Class 70s work Network Rail test trains

FOR the first time, a pair of Colas Class 70s have been used in top-and-tail mode on a Network Rail infrastructure test train. As part of a trial, Nos. 70810 and 70812 were used on a Eastleigh Works diagram via London Waterloo on March 11, creating a rare sight of the class at the terminus. The trial train is seen passing Weybridge on the return to Eastleigh. The reason for the trial is unknown. HOWARD LEWSEY



Island Line rebuilding delay

REOPENING of the Island Line between Ryde Pier Head and Shanklin after a £26million upgrade will be delayed by about six weeks.

The line closed in January and was due to open on March 31, but the challenges of working in the pandemic mean it could be mid-May before the line actually reopens.

Restrictions on movement and the need to create work bubbles and Covid-secure work sites, as well as staff having to isolate if suspected of being in contact with infected persons, has forced the delay.

Vivarail, which is supplying the Class 484 trains, has also been impacted, with a limit on the number of staff able to work on the trains. Unit No. 484001 has undertaken limited testing and mileage accumulation around Ryde St Johns.

The delay, however, will provide an opportunity to reschedule projects planned for later in the year, such as station repainting.

£30m budget boost for proposed test track

IN THE budget on March 3, Chancellor Rishi Sunak announced a funding allocation of £30 million for the Global Centre of Rail Excellence, to be built on land previously occupied by the former Onllwyn coal washery and an adjacent open cast mine at Nant Helen, near Neath.

Planned is an electrified loop line of just under 4½ miles in length and capable of speeds of almost 110mph, a shorter electrified loop line of three miles, offices, a training centre, stock storage, maintenance workshops and a two-platform station set-up.

The Welsh Government believes the first phase of the test centre could be in operation by 2023, and completed by 2025.

New trains built in the UK have undergone initial testing at Velim, in the Czech Republic, or Wildenrath, Germany, so this new facility should eliminate the need, time and expense of using European test facilities.

Traction & Stock Track Record

Class 377 upgrade underway

UPGRADED Class 377 EMUs have begun to re-enter traffic as part of a £55 million investment.

The most popular of modern EMUs, No. 377430 was the first set to be refurbished and completed during February, with work being carried out at Selhurst depot.

The upgrade package includes USB/power points, LED lighting, passenger counting equipment, larger information screens, and a forward-facing CCTV camera in the cab.

The new screens will provide passengers with real-time data and London Underground information. Data gained from the passenger counting system will be used to analyse how busy specific services are, with a view to adjusting train lengths or service patterns.

Funded by Porterbrook, the project covers 270 Class 377 and 387 EMUs operated by Govia's franchises. Included will be the newer Gatwick Express Class 387/2 units, which are about five years old.

Nuclear flask train takes 4½ hours to enter Bridgwater yard!

Words and picture by Peter Nicholson

THE first nuclear flask train to run from Crewe to Bridgwater Nuclear Flask Terminal since last July ran on March 1... but not without incident.

DRS Class 68s Nos. 68003 *Astute* and 68018 *Vigilant* worked 6V74 01.58 Crewe CLS to Bridgwater, arriving at the depot 288 minutes late.

The train comprised a solitary FNA nuclear flask wagon, No. 11 70 9229 027-1, believed with an empty flask in its container. But was unable to enter the yard at

Bridgwater as the points from the up line would not operate. The last time they were used was September 1, when a pair of Class 66s were stabled in the yard overnight.

The train then had to reverse onto the down line and run through Taunton to Fairwater Yard to avoid obstructing the line any longer. There, No. 68003 ran round to return north to Bridgwater, hoping the point had been made operative in the meantime. However, a signal failure at Taunton delayed departure from there.

Eventually, the train was

able to make its way to Bridgwater and, after much struggling to change the point, was finally stabled in the yard crane at 11.30 instead of 06.42.

With the empty flask loaded on to a lorry for transport to Hinkley Point, the train was able to back out onto the main line for return to Crewe, with both locos at the front and the points being worked manually.

Network Rail attended to the point before the flask was collected two days later. The picture shows the train in the yard with No. 68018 *Vigilant* and 68003 *Astute*.



EMR Class 360s run at 110mph

AHEAD of the launch of Corby-London electric services from May, Class 360/1 EMUs have been tested at 110mph on sections of the recently electrified Midland Main Line north of Bedford. The test runs were part of final pantograph testing and included three pantographs being raised.

First introduced as 100mph units in East Anglian, the sets are being modified to permit 110mph speeds. Driver training has been taking place, with staff forming bubbles and having regular coronavirus tests.

New life for old GWR Mk3s

TWO former Great Western Railway Mk3 HST trailers look set to start a new life as a Thai restaurant in the Scottish Highlands.

Fergus McCallum has purchased two ex-Porterbrook coaches, Nos. 40807 and 46008 (originally Nos. restaurant car 40035 and Trailer First 41109). The vehicles have already been repainted in classic BR blue/grey, and are destined for a new home in a former goods yard alongside Pitlochry station.

The scheme is awaiting planning permission but could open in June.

WAGON REPORT

by S F Lappage

TRANSTECH Oy of Oulu, a division of Finnish steelmaker Rautaruukki, was briefly a supplier of new wagons to the UK market. It notably built JMA coal hoppers for National Power and KSA hi-cube vans for Rover Group.

Most numerous were two batches of container flats built for Tiphook's spot-hire fleet. Forty PFA wagons were delivered in 1987 and 1988, Nos. TIPH 93242-281, which had Gloucester GPS fabricated bogies and a top speed of 60mph.

Uses included movement of compacted waste from Chatham Docks to Stewartby landfill site for Shanks & McEwan, plus Ministry of Defence traffic. The fleet was later sold to Network Rail and used for conveying rail handling



Wagons KFA Module Carrier No. TIPH 93466. S F LAPPAGE

machinery, continuous welded rail and RHTT modules.

However, they were quickly replaced by newer FEA/JZA wagons, and only Nos. NLU 93264/274 remain in stock.

A larger batch was built in 1988 and 1989, Nos. TIPH 93290-489, which have Sambre et Meuse VNH 1 cast steel bogies allowing speeds of

75mph/120kph. Most remain in use owned by Touax. Twenty wagons were converted for continental traffic, recoded KHA. Of these Nos. 83 70 4574 006-0/009-4/010-2/013-6/015-1/016-9 are still active, with Balfour Beatty using Nos. 83 70 4574 009-4/013-6 as module carriers for a drain cleaning train powered by GP-TRAMM track machine No. DR 98237.

Although these wagons provide a 60ft deck, they are much longer at 70ft 8in over buffers. As newer, more space-efficient wagons such as 'Ecofrets' have entered use, they have increasingly been transferred to infrastructure duty.

Network Rail has purchased 10 wagons, recoded JZA, Nos. NLU 93325/327/334/339/346/383/418/463/465/480, which form part of rail trains. Others have been outfitted as beam carriers for Kirow KRC 250

25-tonne cranes, one example being No. TIPH 93330, which operates with Swietelsky Babcock Rail crane No. DRK 81626.

GB Railfreight uses them to transport stackable modules for the movement of concrete sleepers, examples being Nos. TIPH 93304/316/344/466. DC Rail has also hired wagons to carry former Freightliner 30ft spoil boxes, including Nos. TIPH 93319/413.

WH Davis, Langwith Junction, has completed a further batch of HHA coal hopper conversions. Formerly operated by Freightliner Heavy Haul but now part of the VTG Rail UK fleet are Nos. 370251/256/258-261/266/279/281/284/294/299/360/374/376/377/385/390/396/407/409/411.

Network Rail has disposed of its last ZIA-C 75-tonne diesel hydraulic breakdown cranes,

Nos. ADRC 96710/713-715. Dating from 1977 they were built by Cowans Sheldon Ltd of Carlisle as works Nos. 31145/146/148/149.

Recent withdrawals of air braked stock have been OBA 'Bass' open No. 110564, OCA open No. 112049, MEA box opens Nos. 391006/634/643/644/656/657/661/666/667/670/676, FJA 'Tench' materials carrier No. 621901, YLA 'Parr' railflats Nos. DC 967617/632.

Disposals from Long Marston to Sims Metals, Newport, for cutting have been Touax IHA hooded steel coil carriers Nos. 33 87 4767 001-0/004-4/007-7/009-3/012-7/013-5/016-8/019-2/020-0/022-6/023-4/024-2/025-9/026-7/027-5/045-7.

028-3/034-1/038-2/042-4/044-0. Dating from 1998, they were built by Arbel Fauvet of Douai to design code IHE 857.



Wagons MLA Gondola Open No. 503582. S F LAPPAGE



Former East Midlands HST power cars moved from Ely

EIGHT stored former East Midlands Railway HST power cars have been moved from Ely Papworth sidings to Eastleigh and Willesden.

The first moves on March 3 involved power car Nos. 43423, 43468, 43308 and 43467 being hauled by DC Rail No. 60046, with No. 60028 in its Cappagh Group blue livery hauling a further four cars, Nos. 43465,

43296, 43484 and 43480, being hauled by DC Rail

Two days later, No. 60048 was used to move 43467, 43308, 43423 and 43296 from Eastleigh to Willesden. The RM understands the power cars have been acquired for an unspecified project. The second batch of power cars behind with 60028 is seen at Twyford on March 3. JACK BOSKETT



INTERCITY ATTRACTION: Since emerging from the paint shop at Neville Hill, East Midlands Railway power car No. 43302 (running as 43102) has garnered considerable attention. On February 27, there's a thumbs up from the driver as the power car is leading a Sheffield-St Pancras train approaching Wellingborough Station. The viewpoint is a new link road, Roundhouse Way, between Finedon Road and the station. RICHARD GENNIS

Class 313 used as Covid-19 test centre at Brighton

GOVIA Thameslink Railway (GTR) is using a Class 313 EMU stabled in platform 8 at Brighton station as a Covid-19 rapid testing centre for staff.

The country end of the platform remains in use with No. 313207 at the buffer stops.

GTR offers twice-weekly lateral flow tests to staff unable to work from home in order to reduce the spread of the virus, but to also give reassurance to passengers and other staff as they return to the railway.

The unit has been fitted with screens and curtains for privacy, and is manned by a team of 15 volunteers daily. It is one of three rapid testing centres accessible for GTR staff; the others are at Hornsey depot and offices at East Croydon.

In addition, GTR sanitises all 2,700 carriages each night, has 1,000 touch-free hand sanitiser points at stations and a staff app to monitor passenger volumes and identify virus 'hot spots'.



Active travel carriage poised for May launch

SCOTRAIL is hoping the first of five single-car Class 153 conversions into 'active travel carriages' will be launched on West Highland line services in May.

Brodie Engineering at Kilmarnock is converting the vehicles, which will be coupled with a Class 156 DMU on diagrams from Glasgow Queen Street to Oban or Fort William. Inside will be space for up to 20 cycles, sports equipment and large luggage, plus some seating.

As some trains on the West Highland line run in a six-car formation and split at Crainlarich for Oban or Fort William, ScotRail is looking at how the active travel carriage will be diagramed.

Ex-EMR power car on network test train during ETCS fitment

TECHNOLOGY company Thales has released images of a new cab mock-up set to modernise the on-board systems of the Class 43 power-cars, owned by Porterbrook.

The move comes as part of Network Rail's plans to introduce European Train Control System (ETCS) signalling technology across the rail network.

The mock-up gives drivers from train operating companies hands-on experience of how the system will look and feel to provide feedback to Thales, and the final design of the driver's desk.

Three HST power cars will be fitted with ETCS as part of a first-in-class project

which will begin integration testing in the summer. HSTs are still operated by ScotRail, GWR and Network Rail. Use of HSTs on East Midlands Railway will cease in mid-May.

To provide cover for the Network Rail HST power cars 43013/014/062 while they are separately fitted with ETCS, Porterbrook-owned power cars Nos. 43290 and 43299 have found a new but temporary lease of life working on Network Rail infrastructure assessment trains.

Still in Virgin East Coast livery but with Network Rail branding, No. 43299 is seen leaving Dawlish Warren for Penzance on March 12.

THOMAS MILLS



ScotRail gets final refurbished HST Mk3s

SCOTRAIL has taken delivery of the final refurbished HST trailers as part of its Inter7City project.

Eight trailer cars were moved from Wabtec Doncaster to Haymarket depot on February 25 behind power cars Nos. 43124 and 43148.

This will allow a start to be

made on extending the relevant sets to be increased to five cars, as they have been running with four cars from introduction. The Inter7City project will utilise nine four-car and 17 five-car short sets.

A power car and three trailers were written off in last August's

Carmont derailment which claimed three lives, and although the insurance claim is ongoing, no decision on whether the written-off vehicles will be replaced has been announced.

Any decision could hinge on how well passenger numbers recover post-Covid.



This full rake of Scotrail HST trailers looks impressive passing Burnmouth on February 25, between power car Nos. 43124 and 43148 on their way from Wabtec Doncaster to Haymarket. ROWAN HARRIS-JONES

Avanti West Coast allocations become visible to all on RTT

THE latest train operator to make its fleet allocations publicly visible via Real Time Trains (RTT) is Avanti West Coast, whose information went live from March 11.

They join Northern, CrossCountry, Caledonian Sleeper, Locomotive Services,

Island Line, GBRf, LNER, c2c, South Western Railway and Scotrail in providing details about the type of train and number of carriages.

Avanti is also sharing the unit livery and the position of first class, as well as other on-board facilities.

Traction Portfolio Track Record

Colas Class 70 No. 70812 works a Network Rail infrastructure assessment train to Eastleigh, past the New Covent Garden Market just south of Vauxhall on March 11, with 70810 on the rear. The past five years has seen a noticeable increase in the amount of construction in the area, fuelled by the soon-to-open extension of the Northern Line to Battersea. JAMIE SQUIBBS



Freightliner Class 66 No. 66503 *The Railway Magazine*, working the 13.08 Inverkeithing to Millerhill infrastructure train on March 7, passes Scotrail EMU No. 385034, which had just arrived at Alloa with the 12.15 from Glasgow Queen Street. The 66 was running 162 minutes early and had been held at the signal just beyond the far end of the platform until the 385 arrived. IAN LOTHIAN



GBRf Class 66 No. 66779 *Evening Star* is working the 08.00 Castle Cary-Hinksey Yard engineers trains, routed via Taunton and Bristol, and is on the approach to Cogload Jn on March 7. JAMES PASSANT



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Stock Update Track Record



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POOL CODES

SCXL Angel Trains Hire
Locomotives
XHTP DRS leased to TPE
XSDP DRS Locomotives Stored/
For Disposal

LOCOMOTIVES

Allocations
08735 off registration
20301 XHHP-XSDP
20302 XHHP-XSDP
20303 XHHP-XSDP
20304 XHHP-XSDP
20305 XHHP-XSDP
20308 XHHP-XSDP
20309 XHHP-XSDP
20312 XHHP-XSDP
37218 XHNC-XHSS
37405 XHNC-XHHP
37602 XHHP-XSDP
37603 XHHP-XSDP
37604 XHHP-XSDP
37605 XHHP-XSDP
37606 XHHP-XSDP
37609 XHHP-XSDP
37703 XHHP-XSDP
43044 SBXH-ICHP
43056 HQ/SBXL-LA/EFPC
43069 HQ/SBXL-LA/EFPC
43078 HQ/SBXL-LA/EFPC
43087 HQ/SBXL-LA/EFPC
43140 HA/HAPC-HQ/SCXL
43193 HQ/SBXL-LA/EFPC
43197 HQ/SBXL-LA/EFPC
43296 SCEL-SCXL
43308 SCEL-SCXL
43423 DY/EMPC-HQ/SCXL
43465 DY/EMPC-HQ/SCXL
43467 DY/EMPC-HQ/SCXL
43468 DY/EMPC-HQ/SCXL
43480 DY/EMPC-HQ/SCXL
43484 DY/EMPC-HQ/SCXL
56051 COLS-COFS
57004 XHHP-XSDP
57008 XHHP-XSDP
57009 XHHP-XSDP
57010 XHHP-XSDP
57011 XHHP-XSDP
57012 XHHP-XSDP
58023 off registration
66734 HQ/SBXL-RR/GBBR
66798 newly registered RR/
GBBR
66799 newly registered RR/
GBBR
67007 CE/WAAC-WQ/WQAA-
CE/WABC
67013 WQ/WQAA-CE/WAAC
67017 WQ/WQAA-CE/WAAC
67021 CE/WAAC-WQ/WQAA-
CE/WAAC
67028 CE/WAAC-WQ/WQAA
68033 XHVE-XHTP
68034 XHVE-XHTP
90020 WQ/WFMS-CE/WEDC
90026 CE/WEDC-WQ/WFMS-
CE/WEDC
90034 CE/WEDC-WQ/WFMS
90036 CE/WEDC-WQ/WFMS-
CE/WEDC



In temporary storage at Donnington Railfreight Terminal, Telford, are five CAF-built Class 196 DMUs destined for service with West Midlands Trains. The units are two-car set Nos. 196009, 196008, 196006, 196007 and three-car unit No. 196108. BRAD JOYCE

Left: Rail Operations Group's Class 57 No. 57312 hauled a rake of Mk4 carriages and a DVT from storage at Workshop to Sims Metals Newport Docks on March 8. The train is on the North London incline at York Way, just to the north of St Pancras International. JAMIE SQUIBBS

90039 CE/WEDC-WQ/WFMS-
CE/WEDC

Liveries
BR blue: 25279
DRS blue: 66122
GBRf: 60002
Nanking blue: 43055
Trainload Construction: 66793

Named
37422 *Victorious*
43046 *Geoff Drury 1930-1999 Steam Preservation and Computerised Track Recording Pioneer*
60002 *Graham Farish 50th Anniversary 1970-2020*

Names removed
66791 *Neil Bennett*

Renumbered
56031-69001
56311-69002

Sold
125 Group: 43044

Stored/stopped locations
Crewe Gresty Bridge: 37405
Crewe ETD: 67028, 90034
Eastleigh Works: 43465/68/
80/84
Kingmoor: 37218
Willesden: 43296, 43308,
43423/67

Operational
56051, 67013/17, 90020

Disposals
Sims Metals, Beeston:
Arrival date: March 18: 91132

Allocations
143611/20/21 off registration -
scrapped
170531 TS/EJHQ-NM/
EMHQ
196009 newly delivered HQ/
EJHQ
230010 newly delivered HQ/
MBCS
317345 IL/EBHQ-HQ/SCEC
317346/52/53 IL/EBHQ-HQ/
SCXH
317509 IL/EBHQ-HQ/SCEC
317514 off registration -
scrapped
317649/50/58 IL/EBHQ-HQ/SCEC
317653/55/72 off registration -
scrapped
321334/45/47/48/56/58/63 IL/
EBHQ-HQ/SAXU

321435/38/42 IL/EBHQ-HQ/
SAXU
484002/03/04 newly delivered
RY/HZHQ
701025 newly delivered HQ/
HYHQ
720522/50/53/62/64 HQ-IL
720557/59/61/63/64/66/74
newly delivered HQ/EBHQ
769452 HQ/SBXH-CF/HLHQ

Liveries
Avanti West Coast: 221103/05/
10/14/16/42, 390008/47,
390104/28
EMR: 170531
SWR: 444005/31, 450025/27
TfW: 150236/53, 175105

Names removed
321334 *Amsterdam*
321351 *London Southend Airport*

Renumbered
319438-769938
710274-79 - 710374-79

Formations
170531: 50631+79631
170621: 50521+56633+79521

Now in nine-car formation
345039/40/44/49

Now in passenger traffic
345002/39/47/49/57
720522/50/53/62/64
769452

Stored/stopped locations
Cardiff Canton: 143601/22
Doncaster Wabtec: 321334
Donnington RFT: 196009
Ely: 317345, 317509,
317649/50/58
Landore: 143604/14
Nemesis Rail, Burton-on-Trent:
769928/38
Reading: 769943
Wolverton: 769937
Workshop: 701017, 720514/55/74

Disposals
C F Booth, Rotherham: Cut date:
February 23: 71437

Raxstar, Eastleigh Works: Arrival
dates: March 4: 317346, 317652;
March 25: 317659/71.
Cut dates: February 17: 77017
(317514); February 22: 77287;
February 23: 71765 (both
317672); February 24: 77224;
February 25: 71738; March 1:
62850; March 2: 77204 (all
317653); March 3: 62889; March 8:
77283 (both 317672); March 9:
77208; March 10: 62854;

March 15: 71741, 77228 (all
317657); March 17: 77033;
March 18: 62694;
March 22: 71610 (all 317890).

Sims Metals, Newport:
Arrival dates: February 23:
321344/58; February 26: 321348,
321442; March 5: 321345,
321435; March 12: 321347/63;
March 19: 321349/66;
March 26: 321364, 321425

HAULED COACHING STOCK

Allocations
5810 XHSC-MBCS
5919 XHSC-MBCS
6046 XHSC-MBCS
9525 XHSC-MBCS
10301/18/21/30 ECHQ-SAXH
11029/31/33/79 HOHQ-MBCS
11319/20/21/22 ECHQ-SAXH
12054 HOHQ-MBCS
12104/19/65 HOHQ-MBCS
12210/11/22/24 ECHQ-SAXH
12310/16/23/26 ECHQ-SAXH
12434/52/61/77 ECHQ-SAXH
40622 IS/HAHQ-HQ/SCXH
40706 EC/HBHQ-HQ/SCXH
40749/53 off registration -
scrapped
41046/61/64/71/72/77 off
registration - scrapped
42048/50/66/71/74/81 HQ/
SCEC-LA/EFHQ
42121/24/39/ 40/41/51/
53/64/65 off registration -
scrapped
42230 off registration -
scrapped
44016 HQ/SCEC-LA/EFHQ
44048/54/85 off registration -
scrapped
82200/01/27/30 ECHQ-SAXH

Liveries
ScotRail InterCity: 40619,
42029/32, 42213/55/56, 42351,
42568

Renumbered
41124-40619
42048-48145
42050-48143
42066-48144
42071-48148
42074-48146
42081-48147
44016-49115

Sold
DATS: 10237
Locomotive Services Ltd:
41063, 41117, 42100, 42220,
44047

LORAM: 5810, 5919, 6046, 9525

Preserved
Appleby-Frodingham RPS:
40713, 42504/11, 44015/59

Formations
HA19: 40619+42255+42568+
42256+42029

Stored/stopped locations
Long Marston: 82111/45
Nemesis Rail, Burton: 5631,
5954, 6110/39
Workshop: 5922/24/59, 6036,
6152, 9529/31, 10301/18/21/30,
11319/20/21/22, 12210/11/22/24,
12310/16/23/26, 12434/52/61/77,
82200/01/27/30

Disposals
C F Booth, Rotherham: Arrival
date: March 24: 42069, 42118,
44023, 46010.

EMR Attercliffe: Arrival date:
March 22: 42502; March 23:
44029

Sims Metals, Hull:
Arrival dates: February 22: 12216,
82228; February 23: 11219,
12522; March 22: 10323; March
23: 11307, 11407; March 24:
10331

Sims Metals, Newport:
Arrival dates: February 22: 40749,
41061/64/77, 42121/51/53/64/65,
44054; March 1: 40753,
41071/72, 42139/40/41,
42329, 44048; March 4: 42158,
42215/26/35/41/44, 42323/40;
March 8: 10302, 11299, 11302,
12232, 12302, 12448/50, 82202;
March 10: 41046, 42124, 42230,
44085; March 11: 40742, 41164,
42106/34/80/81/88; March 15:
11303, 11403/11, 12201, 12301,
12459/78, 82219; March 16:
41113/15/85/90, 42160, 42286,
42307/30, 44051

Sims Metals, Peterborough:
Arrival dates: February 19: 10303;
February 24: 11281, 11405;
February 25: 12488; February 26:
12318/19

Ward, Ilkeston:
Arrival dates: Feb 23:
11029/31/79, 12054; Feb 24:
12104/19; Feb 25: 11033, 12165;
Feb 26: 82150.

STOCK CHANGES CORRECT AS OF MARCH 26, 2021.

Operations Track Record



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



A REPORT on March 19 indicated that 'Voyager' Nos. 221103/05/09/10/12/14/15/42 had all received their new vinyls. Vinyling is taking about one week to complete. Regarding the 'Pendolinos', Nos. 390008/47/49, 390104/17/23/28/ 55/56 were completed by the same date. It is also reported that those units retaining their vinyl nameplates will be receiving new Avanti-styled plates.

ALTHOUGH Covid travel restrictions were in place, Avanti West Coast still operated a few additional trains. One such service was on February 24, when Class 390 No. 390011 *City of Lichfield* worked a one-day-only extra service 1Z54/12.30 from Carlisle to Preston.

AN EXTREMELY unusual event occurred at Euston on March 2 when Class 390 No. 390117, intended for the 21.00 service from London to Manchester, was held in Euston station because a cat was perched on the roof, just above the driver's cab! With the animal unwilling to come down, passengers were transferred to a 21.14 departure for Manchester. Meanwhile, the cat remained on the roof for a further two and a half hours before climbing down,



With Class 707 EMUs starting to transfer from South Western Railway to the Southeastern franchise, set Nos. 707003/004 are seen at Paddock Wood on March 13 during a test run from Ashford to Tonbridge and back. When the units will enter passenger service has not been announced. CHRIS LIVINGS

oblivious to the problems it had caused.



A RAKE of former LNER Mk3 coaches Nos. 42122+44031+42104+42161+ 42171+42172+42219+44056 were top-and-tailed from store at Ely to Sims Metals, Newport, by Class 37 Nos. 37510+37611 on February 18.

OFF-LEASE Mk4 coaches in store at Worksop are gradually being moved to scrap yards, mostly by road. However, on March 8, Class 57 No. 57312 hauled Nos. 82202+11302+11299+10302+

12302+12448+12450+12232 to Sims Metals, Newport; the first rake to go by rail. These were followed on March 15 when it took Nos. 82219+11411+11403+11303+12301+12478+12459+12201 to Newport.



MOVEMENTS of Class 769 units reported included No. 769928 being towed from Brush Loughborough to Nemesis Rail Burton by Class 37 No. 37800 on February 25. The next day, No. 769937 was moved by Class 57 No. 57312 from Nemesis to Wolverton. This was followed on

March 9, when No. 769938 made the same journey behind Class 57 No. 57312. Class 37 No. 37800 was in use again on March 11 to move No. 769943 from Nemesis Rail to Reading.



FOLLOWING heavy snowfall in the area on February 7 and 8, it was not until February 11 that the 5P90 empty coaching stock from Norwich CP resumed into Harwich International and even then, the allocated unit Stadler Class 745/1 No. 745102, did not venture into the station, but parked in Harwich Parkeston Quay yard. On the following day, No. 745001 did progress into the still-snowy station confines. Further reports noted were: February 12, 745001; February 22, 745102; February 24, 745010; February 25, 745108; February 26, 745010; March 1, 745108; March 2, 745004; and on March 8, No. 745008 – its first reported appearance.

THE Harwich branch and Manningtree-Ipswich route were closed over the weekend of February 13 and 14 for engineering work, and the diagram resumed on February 15 with No. 745010 arriving on schedule into platform 1. Unusual for a Monday, maybe because of overrunning engineering works, was to see three sidings in Harwich Parkeston Quay yard with Class 321 traction occupying them and Class 321359 attached to 321421 in platform 3.

THE use of Class 317 units is slowly drawing to a close as more Class 720s become available. As a result, a number are now going for scrap, while others are

stored. Nos. 317657+317672 were moved from store at Ely to Raxstar, Eastleigh Works, by Class 66 No. 66743 on February 15. This was followed on February 19, when Class 57 No. 57305 took No. 317890 from store at Wembley to Eastleigh Works.

The Class 57 was in use again on February 24 to move Nos. 317509+317649 from Ilford to Ely. These were followed two days later by Nos. 317650+317658, also going to Ely. Two more moved to Eastleigh Works for disposal, when Nos. 317346+317652 were taken south by Class 57 No. 57312. The Class 57 took No. 317345 from Ilford to Ely on March 5.

MOVEMENTS of new Class 720 units reported included No. 720519 top-and-tailed by Nos. 47727+56081 from Wolverton to Old Dalby on February 10. Two days later the same locomotives took No. 720553 from Litchurch Lane to Wolverton.

A change on February 16 saw Class 56 No. 56081, accompanied by Class 47 No. 47739, to move No. 720514 from Litchurch Lane to Worksop, before returning No. 720532 to Derby. In a first, the next day the same pair moved two units, Nos. 720565+720570, from Derby to Worksop. Continuing with Nos. 56081+47739, on February 24 No. 720554 was returned to Derby from Crewe, before taking No. 720557 from Derby to Crewe the next day.

Similar moves on March 1 found No. 720559 taken from Derby to Crewe and No. 720551 from Crewe to Derby. Still using Nos. 56081+47739 No. 720555 was taken from Derby to Worksop on March 2. New No. 720574 was moved to Worksop on March 8, while on the following day No. 720551 was taken south from Derby to



A CAF Mk5 set powered by a Class 68 No. 68028 *Lord President* is, unusually, seen passing Sunderland Bridge, south of Durham, working from Tyne Yard to Leeds Balm Road Freightliner depot on March 17. Normally the sets work from Liverpool to Scarborough and are believed not to have previously ventured beyond Northallerton, but ahead of the easing of the lockdown, a programme of driver refresher training has started. JAMES GARTHWAITE

Operations Track Record

Wembley. Returning to Derby, the next day the locos moved No. 720566 from Derby to Wolverton. Two days later, No. 720530 was returned to Derby from Worksop.

DISPOSAL of Class 321 units continues on a regular basis, all to Sims Metals, Newport. Nos. 321438+321356 were hauled from Clacton to Newport by Class 37 No. 37884 on February 19. A week later, on February 26, the same Class 37 conveyed Nos. 321348+321442 from Harwich to South Wales. The following week on March 5, Nos. 321435+321345 were also moved to Newport from Harwich, hauled by No. 37884.

A change on March 12 found Class 57 No. 57305 move Nos. 321363+321347 from Harwich. With Harwich being the collecting point prior to disposal, on March 14 a view over the Phoenix Bridge at Dovercourt revealed a further five Class 321s – Nos. 321349, 321365, 321353, 321362 and 321425 – had been added to the string of units lying on the recommissioned second line south-east of Harwich International station.



SNOW drifts up to 50 metres long and 6ft deep continued to cause major disruption on Highland railway lines on February 15, after a weekend of widespread road and rail problems caused by high winds.

ScotRail confirmed that

both the Far North Line and the Inverness-Aberdeen route were hit by cancellations and delays for the entire day. Trains travelling from the Highland capital to the 'Granite City' terminated at Keith, owing to severe weather between Keith and Inverurie. Meanwhile, journeys from Inverness towards Wick started or terminated at Ardgay, as lines north of there were impassable.

CLASS 170 No. 170426 was seen passing Heaton Norris Junction on February 19 while working 5Q65 Crewe C.S.-Haymarket Depot ecs after having work completed.

This was followed the next day, when No. 170428 was also sighted passing Heaton Norris Junction while working 5Q66 Haymarket Depot to Crewe C.S. ecs for work to be carried out upon it.

THE final HST set No. HA19 went north from Doncaster Wabtec on February 25 top-and-tailed by power cars Nos. 43124+43148, the first in five-car formation, which also included three further coaches to be added to existing formations. Four further additional coaches Nos. 42009+42047+ 42209+42023 were taken north on March 10, hauled by Class 37 No. 37611.



CALEDONIAN livery Class 92

No. 92006 was out on a test run on February 16 from Crewe Electric Depot to Preston and back. The following day Nos. 92010 and 92014 ran as a light engine duo from Carlisle to Crewe, passing through Lancaster at 13.15. Later that afternoon at 14.49, No. 92023 also passed through Lancaster running light from Wembley heading for Mossend.

OBSERVATIONS during March 7 and 12 saw Caledonian Sleeper run some empty sleeper coaching stock moves around Scotland. On March 7, Class 92 No. 92006 moved 12 coaches to Edinburgh on the 5Z26/23.31 Wembley InterCity Depot to Edinburgh Waverley, due on March 8 at 08.27. These were taken forward to Inverness T.M.D. as the 5Z73/09.52 by Class 73 Nos. 73973+73968, travelling via Stirling and Inverness station and arriving on time at 17.12.

On March 9, Class 73 Nos. 73968+73971 headed south with 12 coaches on a 5Z74/08.24 Inverness T.M.D. to Polmadie Carriage Depot via Stirling, Edinburgh and Carstairs, arriving at Polmadie at 16.49 after a reversal and a change to electric traction, Class 92 No. 92006, at Edinburgh Waverley.

The following day, No. 92006 headed a ten-coach formation as the 5Z77 Polmadie Carriage Depot to Fort William, travelling to Edinburgh via Carstairs, where Class 73 Nos. 73968+73969 took over and ran via Airdrie and Glasgow Queen St Low Level, to arrive at Fort William at 18.34.

The same pair returned south the next day with a 5Z78/09.20 to Polmadie. This also ran via Glasgow Queen St Low Level and Airdrie to Edinburgh, where Class 92 No. 92006 took over for the run to Polmadie via Carstairs. On March 11, a 12-coach formation behind No. 92006 formed a 5Z11/19.58 Polmadie Carriage Depot to Wembley InterCity Depot, arriving at 06.01 the following morning.



CLASS 150/2 units seem to have taken over the operation of the 10.32 Leeds-Sheffield via Barnsley service during February, with No. 150206 on February 10, No. 150222 on February 15, and No. 150271 on February 17.

NORTHERN Rail liveried bi-modal Class 769 No.769434 ran on March 1 on a Preston-Wigan-Carnforth-Warrington ecs diagram, seen passing through Lancaster at 11.32 heading for Warrington, running as 3Z14. This is a Mon/Wed/Fri diagram and has been in place during February.



THE Grand Central Mk4 coaches have been on the move. Sets GC02+GC03 were moved from Wembley to Eastleigh on February 2 by Class 57 Nos. 57305+57303, followed by

Nos. GC01+GC04 on February 16, hauled by Class 47 No. 47813. Following de-branding they were then taken to Worksop, with No. 47813 taking Nos. GC02+GC03 on February 25, followed by No. 47812 taking Nos. GC01+GC04 on February 26.

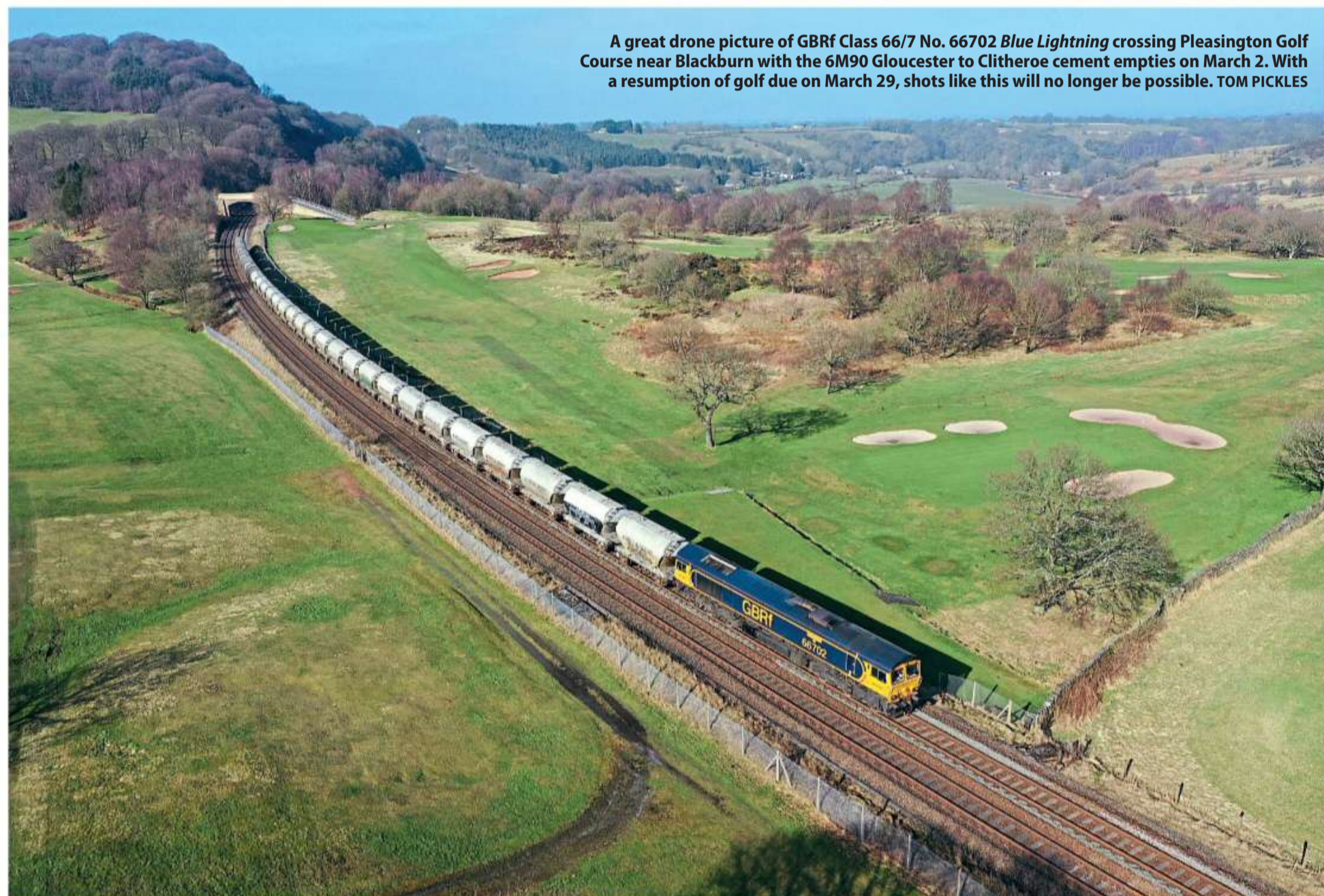


CLASS 769 No. 769452 entered service with TfW on February 22 on the 06.06 Cardiff Central to Penarth. The next trip, 06.33 Penarth to Rhymney, was then delayed 16 minutes at Cardiff Queen Street with a door fault and the unit was taken out of service on arrival at Rhymney, where it spent the rest of the day in the sidings. It was back in use over the next three days doing test runs between Rhymney and Cardiff Central, but was not reported back in passenger traffic by February 25.

CLASS 230 No. 230009 was noted at Great Malvern on February 19, running from Birkenhead North to Long Marston.



CLASS 323 No. 323215 was moved from Soho to Doncaster Wabtec by Class 57 No. 57312 on February 19. It was returned to Soho on March 10 by Class 57 No. 57305.



A great drone picture of GBRF Class 66/7 No. 66702 Blue Lightning crossing Pleasington Golf Course near Blackburn with the 6M90 Gloucester to Clitheroe cement empties on March 2. With a resumption of golf due on March 29, shots like this will no longer be possible. TOM PICKLES

A NUMBER of carriages for new West Midland Class 196 units have been delivered by road to Donnington RFT. Here they have been assembled into full sets prior to testing and entering traffic. Present on March 11 were Nos. 196006-09, 196108.

EMR

A LANDSLIP at Harlington, north of Luton, caused delays of 10-20 minutes to northbound services between February 8 and 11 as services used the slow lines to bypass the slip.

A FATALITY between Chesterfield and Sheffield caused some disruption to EMR London services on February 19, with some trains being delayed by around 30 minutes.

EMR Class 43 HST No. 43302 has been renumbered back to its original number 43102, named *The Journey Shrinker*, and repainted into InterCity Swallow livery. After unveiling at Neville Hill on February 19, the newly celebrity loco made its public debut on February 24 working the 1C15/05.19 Leeds-London St. Pancras. It then spent time at Cricklewood Depot before working the 1D48/15.34 London St. Pancras-Nottingham, 1B69/17.45 Nottingham-London St. Pancras, and finally the 1F70/20.01 London St. Pancras-Leeds.

A NUMBER of Class 156 units are due to move to Northern Rail. In preparation, Nos. 156916+156917+ 156918 worked 5D00/10.00 Etches Park to Barrow Hill on March 1. The three had last worked on February 6, 8 and 4 respectively.

Heathrow Express

REGARDING the introduction to traffic with Heathrow Express of Class 387s, the last unit to enter service, No. 387140, did so on January 19.

southeastern.

SOUTH Eastern Class 375 No. 375301 made an appearance at Redhill on February 12 on the Tonbridge to London Bridge and return, with round two trips between the capital and Redhill.



DELAYS occurred on the morning of February 16 at the eastern portal of Hove Tunnel outside Brighton, when a landslip occurred and partially blocked the line. All services were delayed or cancelled, with services to Portsmouth and Southampton being diverted via Preston Park and the Cliftonville Tunnel spur, adding 15 minutes to the journey time.

SOUTHERN has stabled Class 313 No. 313207 at platform 8 at Brighton Station for the use

of their staff who wish to take a lateral flow test for Covid-19, and who cannot work from home. It has been fitted out with curtains and screens, and seating is covered in plastic sheeting. It will remain at the station until the end of June.

THE reduction in services operated by Southern has released a number of Class 377 units, which have replaced some of the Class 313 units on Coastway services.

CLASS 377 units Nos. 377401 and 377430 both visited Littlehampton on March 6 after modifications were completed at Selhurst Depot, including extra spotlight like the Class 377/6 and 377/7 units, along with extra plug sockets for laptops and mobile phones, plus digital information boards in each coach.

CLASS 313 No. 313220, the unit that caught fire at West Worthing last November, has returned to traffic, being noted at Littlehampton on March 11 on the Portsmouth and Bognor Regis services.

ANOTHER Class 313, No. 313203, caught fire on March 10, this time at East Worthing. Emergency services attended the scene as West Coastway services were brought to a stand and buses were utilised to ferry passengers between Brighton and Worthing.

South Western Railway

NEW Class 701 units reported include No. 701022 being moved from Derby to Worksop on February 15 by Nos. 56081+47739. The next day, the same locos moved No. 701501 from Derby to Old Dalby. They were in use again on March 3 to move No. 701017 from Derby to Worksop, returning with No. 701022. A further delivery followed on March 17, when No. 701025 was moved from Derby to Eastleigh by Class 66 No. 66737.

DB Cargo

SCRAP moves reported, all powered by Class 66 locos, include on February 10 No. 66055 on a regular Liverpool-Kingsbury-Liverpool diagram.

On February 11, No. 66096 was on a Liverpool-Aldwarke-Swindon-Liverpool circuit. The following day, No. 66023 was on a regular Liverpool-Swindon-Liverpool diagram. No. 66167 worked the same diagram on February 15. A Cardiff Tidal-Beeston-Cardiff Tidal diagram on February 18 was worked by No. 66187.

The following day, No. 66087 had charge of a Cardiff Tidal-Swindon-Liverpool diagram. It was a further Liverpool-Swindon-Liverpool diagram on February 22 with No. 66065. No. 66053 was reported on a Liverpool-



Passing the splendid station at Kirkby Stephen, GBRf No. 66744 forges south with the 11.27 Carlisle to Clitheroe cement empties on March 1. STEVE SIENKIEWICZ

Right: Normally the preserve of Class 170 units, CrossCountry used Voyager units between Birmingham New Street and Leicester for couple of days during March. Set No. 221144 makes the call at Hinckley on March 16 with the 08.18 Leicester to Birmingham New Street, the second day of such workings. DEREK CARRUTHERS



Left: Thought to be the first Class 165s to visit Paignton, Nos. 165132 and 165134 arrived and terminated with the 06.55 from Exmouth to Paignton on March 10 and would return on the 08.48 back to Exmouth, after which 165134 was removed at Exeter and stabled. ROBERT SHERWOOD

Attercliffe-Liverpool diagram on February 24, while two days later No. 66027 had charge of a Cardiff Tidal-Swindon-Liverpool turn, and No. 66198 worked the same diagram on March 8. The next day found No. 66164 on a Cardiff Tidal-Beeston-Cardiff Tidal diagram and No. 66168 on a Liverpool-Saltley-Liverpool move.

CLASS 66 No. 66154 was noted on the 08.35 Lindsey-Neville Hill tanks on February 17. The train has not been in operation very frequently during this lockdown.

OBSERVATIONS of the Cardiff Tidal-Burton steel trains, all hauled by Class 66s, produced No. 66192 on February 19 and No. 66127 on February 26.

THE Boston steel trains reported included Class 60 No. 60010 on a Toton-Boston-Swindon diagram on February 22 and No. 60074 on a Bescot-Boston-Swindon diagram on March 8, continuing back to Toton the next day.

CLASS 60s working the Lindsey-Jarrow-Lindsey oil tanks observed were: No. 60074 on February 22; No. 60044 on February 26; and No. 60001 on March 8.

DB LIVERIED Class 66 No. 66065 worked an additional fully loaded container train from Mossend to Seaforth (Liverpool) on February 24, seen passing through Lancaster 136 mins late at 12.22.

HALF an hour's exercise walking in the Barnetby area on February 27 produced Class 66 No. 66154 at 14.57 on Kingsbury to Humber oil refinery empty tanks; Class 60 No. 60092 at 15.05 on Santon to Immingham iron ore empties;

and Class 66 No. 66183 at 15.24 on Tinsley to Immingham loaded steel slabs.

THE line east of Leeds through Garforth to Micklefield normally sees a busy service of stopping and through DMUs towards York and Selby, but with little freight and, currently, just a couple of Class 68-hauled TPE trains to/ from Scarborough, locos are thin on the ground. However, Class 67 No. 67006 *Royal Sovereign* has been through Garforth at least 36 times in February, working a 0Z95/10.07, a light engine movement from Doncaster West Yard to Leeds.

The route is unusual, up the ECML to Hambleton Junction then to Micklefield and Leeds, then back to Micklefield-York, then return to Leeds. After a brief rest, the Class 67 then runs 0Z96/12.59 Leeds, returning to Doncaster in the exact reverse of the earlier route.

Thus, the loco goes through Garforth six times in about 4 to

Operations Track Record



Class 20s on third rail territory as Nos. 20118 and 20132 are seen dragging tamper DR73950 through East Grinstead from Plasser's sidings at West Ealing on February 22, en route to the Bluebell Railway for commissioning and crew training. FRASER HAY



A low angle and telephoto lens emphasises the curve at Old Linslade on the West Coast Main Line, where DC Rail Class 60 No. 60046 approaches on March 7 hauling a rake of new box wagons as train 6Z31, the 10.00 Chaddesden Siding to Wembley. BEN COX



Locomotive Services Limited provided Class 37 No. 37667 (as D6851) along with two Mk2 coaches from the 'Statesman' as barrier vehicles on March 16 to collect four stored HST trailer cars from Gascoigne Wood and take them to Crewe. The outward working is passing the old maltings at Milford Junction. CHRIS GEE

5 hours. This same loco was seen on this working on February 8 to 10, the 15th and 16th and the 22nd.



THE 6002 from Acton Terminal Complex to Tolworth Day Aggregates was seen on February 10 approaching Motspur Park station behind Class 66 No. 66565. Returning to Motspur Park on February 17, the 6002 was seen behind 66568, while one week later, now coded 7002, it was hauled by No. 66524. Why, on the first two occasions the train ran as Class 6 rather than Class 7, is not known.

ON THE morning of February 15 observed passing Euxton was Class 66 No. 66951 dragging Class 90 Nos. 90009+90014 from Crewe to Leeds Balm Road depot for tyre turning.

THE Crewe to Coatbridge liner train was hauled by Class 90 Nos. 90007 and 90008, both in Anglia grey livery, on the morning of February 22. The train only had around three containers on it.

CLASS 66 No. 66952 ran light from Crewe to Hellfield and back on February 24, seen passing through Lancaster at 09.34 and again at 12.03. On the following day this non-revenue movement was repeated using No. 66954.



BLUE liveried Class 37 No. 37402 pulled Class 68 No.68003 from Carlisle to Crewe on February 11, seen passing through Lancaster at 17.27. The following week on February 18 Class 68 No. 68001 pulled No.37402 from Crewe back to Carlisle.

FLASK trains reported on February 18 included Class 68 Nos. 68002 and 68006 double heading the 6M22/12.26 Hunterston Low Level to Sellafield British Nuclear Fuels, observed as it passed Thankerton.

Class 68 Nos. 68002 *Intrepid* and 68003 *Astute* pulled a two-flask payload from Sellafield to Crewe on February 27, observed through Lancaster at 10.41. On March 3, the 6S99/05.26 Kingmoor DRS to Georgemas Junction Sidings was observed passing Thankerton with Class 66 No. 66302+66301 on the train.

CLASS 88 No. 88004 *Pandora* worked an additional short load container train from Mossend to Daventry (via Dumfries) on February 24, passing Lancaster 63 mins late at 11.52.

THE morning Daventry to Mossend Tesco service is scheduled to pass through

Lancaster at 09.33. However, on February 25, pulled by Class 88 No. 88009 *Diana*, it passed through at 13.50, some 257 minutes late.

AN ADDITIONAL 15.12 Crewe to Carlisle container train of just six units was pulled by Class 66 No. 66427 on February 25.

AN UNUSUAL working passed Thankerton on March 3, when Class 66 No. 66433 operated an 0Z33/07.00 Kingmoor Siding to Granthouse loop and return trip.

CLASS 66 No. 66305 hauled 37716 while working 0S68 the 07.44 Kingmoor Siding to Motherwell TMD as it passed Thankerton on March 4.

DRS Class 66 No. 66304 pulled blue Class 37 No. 37422 from Carlisle to Crewe on March 4. The same locomotive was observed on the morning of March 12 pulling a train of four-wheel MPA trucks from Crewe to Carlisle.

CLASS 88 No. 88001 and 88002 ran as light engine from Carlisle to Crewe during the morning of March 12.

DRS Class 66 No. 66304 pulled on the morning of March 12.

GB Railfreight

OBSERVATIONS at Richmond Bridge produced on February 23 the 6Y48 from Eastleigh East Yard to Hoo Junction Up Yard behind Class 66 No. 66755 *Tony Berkeley OBE*. The 4Y19 from Mountfield Sidings to Southampton Western Docks was seen on February 26 passing over behind Class 66 No. 66775 *HMS Argyll*. A South Croydon to Derby R.T.C. was seen passing over the bridge on February 27. The train was top-and-tailed by Class 73 Nos. 73965 and 73961 *Alison*. The train was formed of Radio Survey Coach No. 977868; Overhead Line Inspection Coach No. 977983; Special Vehicle No. 5981; and Generator No. 6264.

CLASS 69 No. 69001 was taken to the Severn Valley Railway for testing on February 15 when it was tripped there by Class 66 No. 66702 as the 0Z69/13.00 Longport Depot-Kidderminster SVR. After leaving the Class 69 at Kidderminster, No. 66702 continued to its next duty as the 0Z70/16.00 Kidderminster SVR-Wellingborough light engine.

AFTER two weeks of no condensate tanks runs to North Walsham – the second week probably due to the continuing snow layer – it was Class 66 No. 66769 that came down from Peterborough MPD on February 16 and took the empty set to the Norfolk site, returning with a loaded consist the following day. Class 66 No. 66778 *Cambois Depot 25 years* was noted at Harwich Refinery on February 22, allocated 6P41 to North Walsham empty condensate tanks move, and returned

loaded the following day. Since the turn of the year this operation has tended to show a haphazard weekly offering, with even the days in the week fluctuating and the tendency that if the empties have not been moved by Wednesday, then no weekly shipment will occur.

Class 66 No. 66751 *Inspiration Delivered Hitachi Rail Europe* was noted at the Harwich Refinery on March 4, taking the empty tanks to North Walsham. It is unusual for the loaded consignment to come back on a Friday, which is what happened. Noted in Harwich Parkeston Quay yard on March 7 were No. 66748 *West Burton 50* on 4L43 from Doncaster iPort, and No. 66767 with 4L04 from Hams Hall. The following day, the 4R43 (originally 4L43 from Doncaster iPort) departed Harwich Parkeston Quay yard about 20 minutes later than usual and with No. 66767 leading No. 66748 (possibly because of a problem with the latter), leaving the Hams Hall stopover 4R03 intermodal consist stranded over two sidings with no locomotive available to take around to Felixstowe at the scheduled 11.10 departure. At 12.30, it still remained stranded in the yard but at about 12.45, No. 66749 *Christopher Hopcroft MBE 60 Years Railway Service* arrived from Peterborough MPD and the remaining part of 4R03 finally made its way to Felixstowe some 2½ hours late. Enquiries later showed that Nos. 66767 and 66748 headed to Doncaster iPort with a Felixstowe intermodal later that same day, and the latter was subsequently bound for GBRf's Doncaster Roberts Rd. depot, presumably for some attention.

Noted in a visit to Harwich Parkeston Quay yard at around 16.00 on March 11 was No. 66773 *Pride of GB Railfreight*, bringing in 6A32 from North Walsham with 17 loaded condensate tanks it had taken empty from the Harwich Refinery the previous day. Also in the yard at the same time was No. 66788 *Locomotion 15* which had come over from Felixstowe to collect the remnants of 4R03 consist that had remained in sidings since March 8; one can only assume that the driver of No. 66749 (sent over to collect the intermodal after No. 66748 had failed on 4R43 and No. 66767 was attached to it leaving 4R03 tractionless) did not realise it was spread over two sidings and only took one section away on March 8. A further visit on March 14 revealed No. 66759 *Chippy* on 4L43 from Doncaster iPort, and No. 66754 *Northampton Saints* on 4L04 from Hams Hall with intermodals that arrived the previous day.

CLASS 56 No. 56312 was out on test on February 18 along with No. 56081 for insurance, running from Leicester to Chesterfield and back.

DURING the week of February 22-26, a series of driver training runs were undertaken between



West Coast Railways provided Class 37 No. 37668 and Class 47 No. 47854 along with two carriages to Network Rail in order to get permanent way teams to a remote worksite at Crannoch Wood, between Bridge of Orchy and Rannoch. The top-and-tailed working is seen arriving back at Bridge of Orchy. JOHN WADDINGTON

Ashford and Brighton and return, running via Hastings and Eastbourne, using GBRf class 73/9 No. 73962 *Dick Mabbutt*. On February 22, the trip had started from Tonbridge West Yard (working Tonbridge-Ashford-Hastings-Eastbourne-Brighton and return as far as Ashford) and on February 26, the return run was extended to finish at Tonbridge West Yard.

MoD traffic reported saw Class 66 No. 66781 work from Kineton to Bicester and then to Carlisle on February 24. The following day it returned south to Kineton. Class 66 No. 66739 was observed passing Thankerton on March 2 while working 6M63 the Glen Douglas MoD to Carlisle New Yard. It then continued south to MoD Donnington. The following day the service continued to Kineton-Marchwood-Bicester.

AN IMMACULATE ex-works Class 60 No. 60002 was at Edge Hill sidings on the morning of March 4 on a biomass train.



COLAS Rail Class 70 No. 70812 ran light from Carlisle on February 12 heading for Westbury, a journey of 323 miles.

TAMPER No. DR73909 *Saturn* ran from Garsdale to Preston on February 15 after reversing at Bare Lane, Morecambe. The same Tamper ran from Workington to Guide Bridge on March 12.

CLASS 56 No. 56051 was out on test on February 23 accompanied by Class 37 Nos. 37099+37240 from Boden Rail Nottingham to Loughborough and back, the first time under its own power since 2004.

CLASS 56 No. 56090 was

observed passing through Bradford Junction with nine bogie tank wagons en route from Eastleigh (Arlington) to Gloucester on February 24. The Class 56 then went down to Newton Abbot. On February 25 it returned at 18.00, hauling a train of empty log wagons from Newton Abbot (Hackney Yard) to Gloucester.

THE Grangemouth-Sinfin tanks ran on March 1 hauled by Class 56 No. 56302, with the same loco being used again on the diagram on March 14.

COLAS Rail Class 56 No. 56113 noted in Skipton on March 7 heading from Belmont Down Yard to Saltaire where the train reversed. Class 56 locos are reportedly a rarity in Skipton nowadays.

COLAS Rail Class 70 No. 70806 ran light engine from Carlisle to Westbury (via Shrewsbury and Seven Tunnel) on March 12.



A SERIES of moves on March 3 saw Class 60 No. 60028 haul HST power cars Nos. 43465+43467+43296+43480 from Ely to Eastleigh Works and No. 60046 take Nos. 43423+43468+43308+43484 a few hours later. Two days later No. 60046 moved Nos. 43465+43423+43296+43308 from Eastleigh to Willesden TMD.

DATS

THE DATS train had a run out on February 22, powered by 125 Group-owned Class 43 HST Nos. 43089+43048, with a formation which included Class 90 No. 90035, Class 91 Nos. 91128 *Intercity 50*+91122, and Mk3 DVT No. 82115. The diagram started ecs as the 12.00 Rectory Junction-Kettering, then tests as the 14.24 Kettering-Bedford, 14.51 Bedford-Corby, 15.31

Corby-Bedford, and 16.13 Bedford-Kettering, before returning home as the 16.34 Kettering-Rectory Junction.

LSL

LSL's East Midlands liveried (but not branded) Class 43 Nos. 43058+43059 were coupled together on March 5 to run between Crewe HS (dep 11.59) and Carnforth (arr 13.28) and back south to Crewe (dep 13.40).

Derby RTC & Network Rail

COLAS Rail Class 67 Nos. Nos. 67023 and 67027 top-and-tailed a Network Rail rake of coaches from Slateford to Crewe on February 10. It was observed passing through Lancaster at 10.12 with packed ice on the underside of the coaches.

NETWORK Rail Stoneblower No. DR80213 was stabled in Lancaster's south downside siding on February 12, having arrived from Preston at 10.35. A week later on February 19, Network Rail's DR79272 was stabled in the sidings having arrived from Stafford. Also in the siding was Colas Rail No. DR73942 having arrived from Blackrod on February 17.

CLASS 37s Nos. 37116 and 37219 top-and-tailed a rake of yellow Network Rail coaching stock from Derby to Carlisle via Whitehaven on February 16. When seen passing through Lancaster at 16.15 one of the coaches had a raised pantograph.

TWO Class 67s No. 67023 *Stella* and 67027 *Charlotte* visited Littlehampton on February 16 with an Eastleigh to Eastleigh via Portsmouth Harbour Network Rail recording train formed with vehicle Nos 977868+977983+5981 and 6264. The same formation was reported working a Derby-Carlisle diagram on February 25.

REGIONAL Railways-liveried Class 37 No. 37425 *Sir Robert McAlpine* worked track machine No. DR77904 north on February 19 as the 10.48 West Ealing-High Marnham. The duo was observed passing through Market Harborough.

CLASS 37 Nos. 37116+37219 hauled the Network Rail track train through Bradford Junction on February 24 at 14.10 with the Tyseley-Weymouth-Bristol run. They made three further passes that evening.

GBRf Class 73 Nos. 73961 *Alison*+73965 top-and-tailed the monthly 1Q69/12.22 South Croydon-Derby RTC test train on February 27.

RAIL Grinder No. DR79231 *Pete Irwin* ran from Penrith to Derby RTC on March 1, seen passing through Lancaster at 12.11.

NETWORK Rail's yellow HST measurement train formed with Nos. 43012+43064 ran from Derby to Slateford depot, Edinburgh over the WCML on March 2. The following day, the train returned south to Crewe over the WCML and was seen passing through Lancaster at 10:51.

COLAS Rail Class 37 No. 37175 was seen passing through Heaton Chapel Station on March 8 while working 3Q19 Derby R.T.C.-York Thrall Europa Overnight PLPR1 Network Rail Test Train.

Our thanks

THE *Railway Magazine's* thanks for information go to: Paul Atkinson, Mike Bechley, Gene Collins, Mike Cooper, Nigel Crisp, Blair Duncan, Christopher Hinch, Barry Jones, Barry Knock, Michael McGowan, Sean Morris, Richard Moxon, Tony Page, Mark Reynolds, Ian Richardson, John Roxburgh, Terry Smart, John Sproat, Richard Stanton, Craig Wellum, Chris West.

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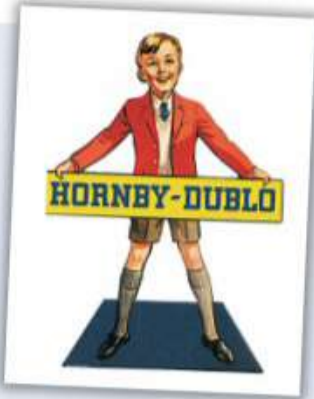
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Rare models available

TWO large scale models have become available to purchase. One is a 10 1/4in scale Royal Scot built in 1965 and rebuilt in 1972 by D Arundel – fully operational and having a recent overhaul by the current owner. Also available is a very rare 9 1/4in Worsdell class 'D18' (NER 'Q1') 4-4-0 locomotive No. 1870. Built by Edwin H Jaques, it is a very early operational model. (See advert on page 97.)

Hopes are growing for swift resumption of model shows

THE current roadmap out of lockdown has revived hopes that model shows will be able to resume across the UK this year.

The latest Government guidelines for England indicate that by May indoor entertainment venues will reopen, and by June 21 all restrictions on contact

could be lifted. Even though shows may be able to go ahead, many will be run with restrictions, or at later dates.

One show that has been announced is the National Garden Railway Show scheduled for June 26. (For details please see the advert on page 94.) As with all shows and events though,

we need to be aware it is an evolving situation and for latest news keep reading *The Railway Magazine*, our online platforms and events' own websites.

The Covid-19 pandemic has seen the model railway industry achieve excellent sales as people have taken up, or spent more time on, their

hobbies. But one perennial problem faced by the industry is how to capture a younger audience.

Also due to reopen on April 12 is 'the world's oldest original model village', Buckinghamshire's Bekonscot Model Village. Visit www.Bekonscot.co.uk or call 01494 672919 for latest updates.



Latest catalogue available from Bachmann

BACHMANN Europe has released its new catalogue – highlights including the new 'Thomas' range and all new OO scale Class 20s – available at a recommended retail price of £8.95.

The bumper edition combines the existing products from Bachmann Branchline, Graham Farish and Bachmann Narrow Gauge, plus the spring 2021 British Railway announcements.

The best way to keep up to date with new releases and special offers is to join the Bachmann Collectors' Club, with benefits including a quarterly magazine, special club events and much more.

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A special 'Pride of Britain' collector's edition including the Class 66 and two 1:72 scale aircraft – A Hawker Hurricane and Supermarine Spitfire – available from early April with sale proceeds being donated to NHS Charities Together hoping to raise more than £60,000.

The N scale pack costs £189.95, the OO scale costs £199.95 or £279.95 with sound fitted. For details on either visit www.bachmann.co.uk



Bluebell launches commemorative model wagon

THE Bluebell Railway and Dapol have worked together to release a commemorative model wagon.

Based on the manufacturer's standard four-plank open wagon, the OO scale model carries the branding 'Harveys The Sussex Brewers' (also remembering when Harvey's didn't use an apostrophe in its name). It is

also branded with '60 + 1' to reflect the delayed diamond jubilee celebrations due on August 6-8 this year.

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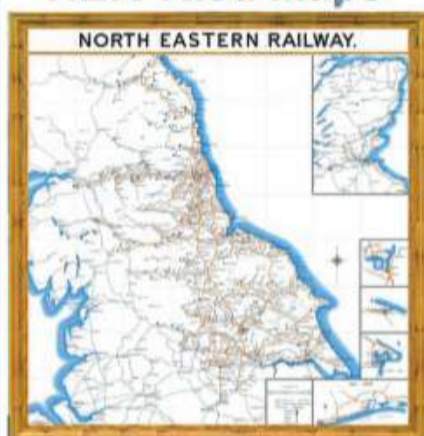
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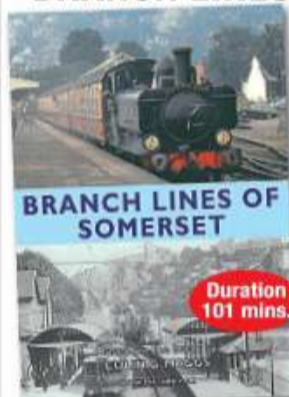
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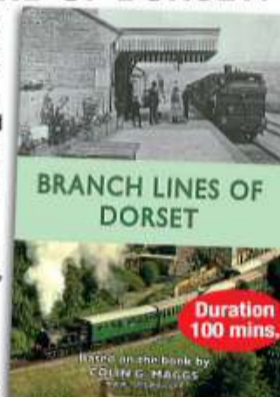


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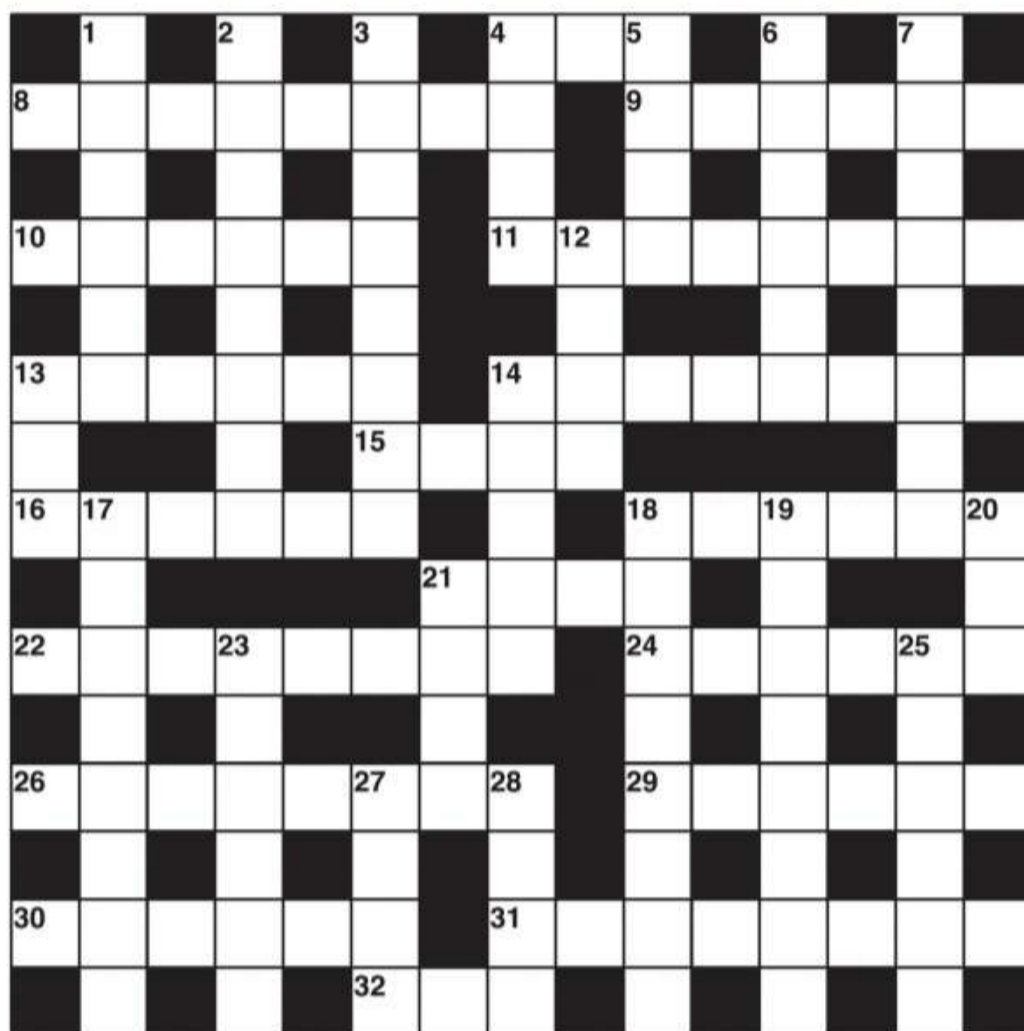
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Across

- 4 ___ Haydn, Talylyn Railway No. 3 (3)
 8 Preserved Class 50 No. 50017 (5,3)
 9 Name carried by No. D1675/47089 (6)
 10 Londonderry & Lough ___ Railway (6)
 11 Tunnel, summit and former station on the Yeovil-Weymouth line (8)
 13 'Jubilee' No. 45592 (6)
 14 Station between Cambridge and Bishop's Stortford (8)
 15 Former NER junction for the Easingwold Railway (4)
 16 and 19 down 'Britannia' No. 70009 (6,3,5)
 18 ___ Bridge Junction, south of Shrewsbury (6)
 21 and 29 across ___ of ___ Strathspey Railway station (4,6)
 22 Open-air heritage museum near Arundel (8)
 24 ___ Bridge Junction, east of Bristol Temple Meads (6)
 26 One travelling regularly to work by train (8)
 29 See 21 across
 30 First station after Craven Arms on the Heart of Wales line (6)
 31 'King Arthur' Class No. 30745 (8)
 32 ___ Valley Railway, based at Tunbridge Wells (3)



Down

- 1 Western terminus of the Llangollen Railway (6)
 2 Enthusiasts' excursion (8)
 3 Destination of the Down 'Irish Mail' (8)
 4 '___ Bogies', nickname for Highland Railway 4-4-0s of 1882-1901 (4)
 5 Set of railway vehicles coupled together (4)
 6 RH&DR 4-8-2 No. 6 (6)
 7 'A3' No. 60094 (8)
 12 ___ of York, Class 59 No. 59201 (4)
 13 1st/2nd Pullman Kitchen Car – a bit formidable! (3)
 14 No. D1061, Western ___ (5)
 17 Terminus of a GWR branch from Newbury (8)
 18 Former GWR station between Cardiff and Llantrisant (2,6)
 19 See 16 across
 20 Constituent union of the RMT (1,1,1)
 21 ___ Alston and ___ Ferrers on the Gunnislake branch (4)
 23 'West Country' No. 34022 (6)
 25 Preserved Class 50 No. 50044 (6)
 27 US term for sleepers (4)
 28 1st/2nd Pullman Kitchen Car – part of heritage! (4)

April crossword entry form

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Send completed form (photocopies are accepted) to: April 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 June 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 February issue.

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Down: 1 Ryde 2 Sans 3 Hercules 4 Leith 6 Up line 7 New 8 Lord Nelson 11 Street 14 Epping 15 Scotch Dyke 16 Pareil 18 Avocet 20 Blenheim 23 Marine 25 Dover 26 Loco 27 Head 29 Ore

February winner: Stephen Edwards, Rugby

Runners-up: Emma Way Matthews, Stoke Gifford, and Andrew Armstrong, Carlisle.

The closing date for this month's crossword is Friday, May 7, 2021.

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Where is it? Our pictorial quiz, for fun only



LAST month, the mystery image showed a single-car DMU at Kingsbridge station taken in 1962, being prepared to return to Brent on the Exeter-Plymouth line.

With construction on the 12-mile branch from Brent starting in 1867, deviations, rising costs, and a 10-year construction hiatus eventually saw the Kingsbridge & Salcombe Railway sell out to the GWR, with the line finally opening in 1893. It was never extended to Salcombe.

With intermediate stations at Avonwick, Gara Bridge, and Loddiswell, mounting losses saw the line condemned, and it eventually closed on September 16, 1963.

The station was demolished in 2009. The site



is a small industrial estate but the goods shed survives.

Now for this month, can you identify the location of this engine shed? Answer next month.

Next month

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H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (RRP £99) BARGAIN £84

Diesel locos

H4-66-009 Class 66 66218 Euro Cargo Rail DB branding (RRP £150) BARGAIN £119
 H4-66-010 Class 66 66404 in DRS compass (RRP £150) BARGAIN £119



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H4-66-024 Class 66 66727 in GBRI/First group "Andrew Scott CBE" (RRP £150) BARGAIN £119



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H4-66-033 Class 66 66743 in GBRI/Royal Scotsman (RRP £150) BARGAIN £119



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H4-66-036 Class 66 66623 in Freightliner/G&W orange (RRP £150) BARGAIN £119



BARGAIN

H4-66-037 Class 66 66587 in Freightliner/ONE pink "AS ONE, WE CAN" (RRP £150) BARGAIN £119

Wagons

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (RRP £118) BARGAIN £99
 H4-RHTT-002 Rail Head Treatment Train 'Water Jet' 2 wagons and water jetting modules (RRP £118) BARGAIN £99

Heljan - Diesel locos



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2531 Class 25/3 D5244 in BR two-tone green small yellow panels - weathered NEW £161.46
 2533 Class 25/3 D7661 in BR blue small yellow panels NEW £152.96



NEW

2534 Class 25/3 D7667 in BR blue full yellow ends - 1,000th diesel loco built at Derby Works NEW £152.96



NEW

2538 Class 25/9 25912 "Tamworth Castle" in BR blue extended yellow ends NEW £152.96



NEW

2539 Class 25/3 D7672 "Tamworth Castle" in BR two tone green - 1990s railtour condition NEW £152.96



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2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) BARGAIN £94

Hornby - Steam locos



BARGAIN

R3462 Class 42xx 2-8-0T 4287 in BR Black early emblem (RRP £105.99) BARGAIN £86
 R3463 Class 52xx 2-8-0T 5231 BR black early emblem (RRP £105.99) BARGAIN £86



R3617 Class 8P Rebuilt Merchant Navy 4-6-2 35030 "Elder Dempster Lines" in BR green late crest £144



BARGAIN

R3635 Class LN "Lord Nelson" 4-6-0 30863 "Lord Rodney" in BR green early emblem (RRP £169.99) BARGAIN £152



BARGAIN

R3639 Class 8P 'Streamlined Coronation' 4-6-2 6244 "King George VI" in LMS crimson lake (RRP £189.99) BARGAIN £139.50



R3711 Class 8P Princess Royal 4-6-2 46206 "Princess Marie Louise" in BR express passenger blue £171
 R3825 Class W4 Peckett 0-4-0ST 614 in grey - Centenary Year Ltd Ed £109.99



R3863 Class T9 4-4-0 120 in LSWR green £153
 R3864 Class 4000 Star 4-6-0 4003 "Lode Star" in GWR green £162

HSTs



R3944 Pair of Class 43 HST Power Cars 43123 and 43065 'City of Edinburgh' in Intercity Swallow - buffers fitted. £270

EMUs

R3606 5-BEL Pullman Brighton Belle EMU end vehicles in Pullman umber and cream small yellow panels £149

Train sets - analogue



R1167 'Flying Scotsman' starter train set 4472 'Flying Scotsman' loco in LNER green and three Gresley teak coaches £157

Northcord Model Company - Buses



UK6520 ADL Enviro400 MMC - "Stagecoach South - 700 Coastliner" NEW £51

N Gauge Dapol - Steam locos



2S-012-016 Class A1X 'Terrier' 0-6-0T 72 in Newhaven Harbour Company lined black £72.21

HSTs

2D-019-012 Class 43 HST 4-car book set in East Midlands Railway (ex LNER) red and white - 43251, 43295 and two coaches £170

O Gauge (1:43 Scale) Dapol - Coaches



7P-001-003 Mk1 BSK brake second corridor S34155 in BR green NEW £169.15



7P-001-007 Mk1 BSK brake second corridor M34001 in BR maroon NEW £169.15

7P-001-007U Mk1 BSK brake second corridor BR maroon - unnumbered NEW £169.15
 7P-001-202 Mk1 SK second corridor S24169 in BR green NEW £169.15
 7P-001-204 Mk1 SK second corridor M24092 in BR maroon NEW £169.15
 7P-001-204U Mk1 SK second corridor BR maroon - unnumbered NEW £169.15

Hattons Originals - Coaches

H7-TC115-004-GA Gresley Teak coach Diagram 115 Corridor Third E12675E in BR carmine & cream £179



H7-TC115-006-GA Gresley Teak coach Diagram 115 Corridor Third E12493E in BR maroon £179



H7-TC175-004-GA Gresley Teak coach Diagram 175 Brake Corridor Composite E10103 in BR carmine & cream ... £179

Heljan - Steam locos

H7-A3-001 Class A3 4-6-2 2750 "Papyrus" in LNER Grass green unstreamlined corridor tender - "Record Breaker" (RRP £750) BARGAIN £579
 H7-A3-006 Class A3 4-6-2 60077 "The White Knight" in BR green late crest and unstreamlined non-corridor tender (RRP £750) BARGAIN £579



BARGAIN

H7-A3-007 Class A3 4-6-2 60103 "Flying Scotsman" in BR green late crest and unstreamlined corridor tender (RRP £750) BARGAIN £579



BARGAIN

H7-A4-001 Class A4 4-6-2 2509 "Silver Link" in LNER silver streamlined corridor tender (RRP £750) BARGAIN £579
 H7-A4-008B Class A4 4-6-2 unnumbered double chimney and streamlined non-corridor tender in BR green late crest 1956-1966 (RRP £750) BARGAIN £579

Diesel locos



1750 Class 17 'Clayton' in BR green small yellow panels - unnumbered £466.65
 1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered £466.65
 1753 Class 17 'Clayton' D6607 BR green small yellow panels - weathered £466.65
 2070 Class 03 shunter 2096 in BR blue 'flowerpot' exhaust £335.75

DMUs



1900 GWR AEC diesel railcar 22 in GWR chocolate and cream white roof and monogram NEW £466.65
 1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem NEW £466.65



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 1903 GWR AEC diesel railcar W21W BR crimson and cream white cab roofs NEW £466.65

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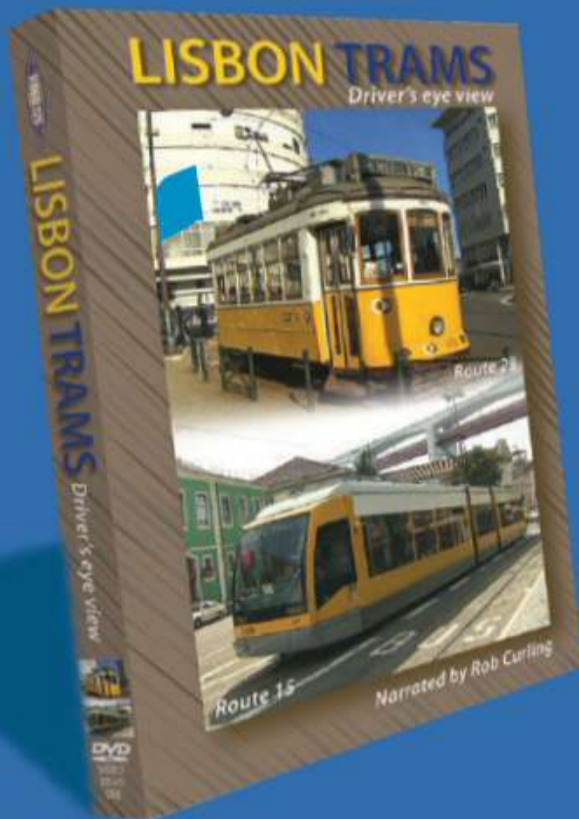
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Lisbon and Milan

- from the front of a tram!

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We travel aboard one of the 1930's vintage wooden four wheel tramcars on Route 28, taking us from the outskirts of the capital right through the centre. You will see double and single line sections running through the narrowest of streets and the steepest of hills.

We then travel route 15 on board a more modern Siemens articulated tram dating from 1995. This is the longest of the remaining routes and, running close to the coast, passes many of the popular tourist sites. Filmed in mid-summer sunshine, running for 85 minutes and narrated by Rob Curling.

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Fun and interesting subject!
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We travel on board one of the 'Peter Witts'-inspired twin bogie tramcars dating from 1928. With all cars being single ended, each terminus begins in a turning circle or loop. Line 1 begins in a one way street to the north of the City centre. Our journey takes us through the very heart of Milan, past many of the top tourist attractions. En route, we encounter the amazing infrastructure and cross numerous junctions and tram routes. Filmed in good weather in high definition, this is as near to travelling on a tram in the 1930s as it's possible to get. The running time is 71 minutes. Narration is by native Italian Diego Porzio.

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Chris Nelson ★★★★★

Thoroughly enjoyed
Bill Robb ★★★★★

Excellent
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