



NYMR HOSTS MISSION: IMPOSSIBLE 7 FILMING

The **RAILWAY**

BRITAIN'S BEST-SELLING RAIL TITLE

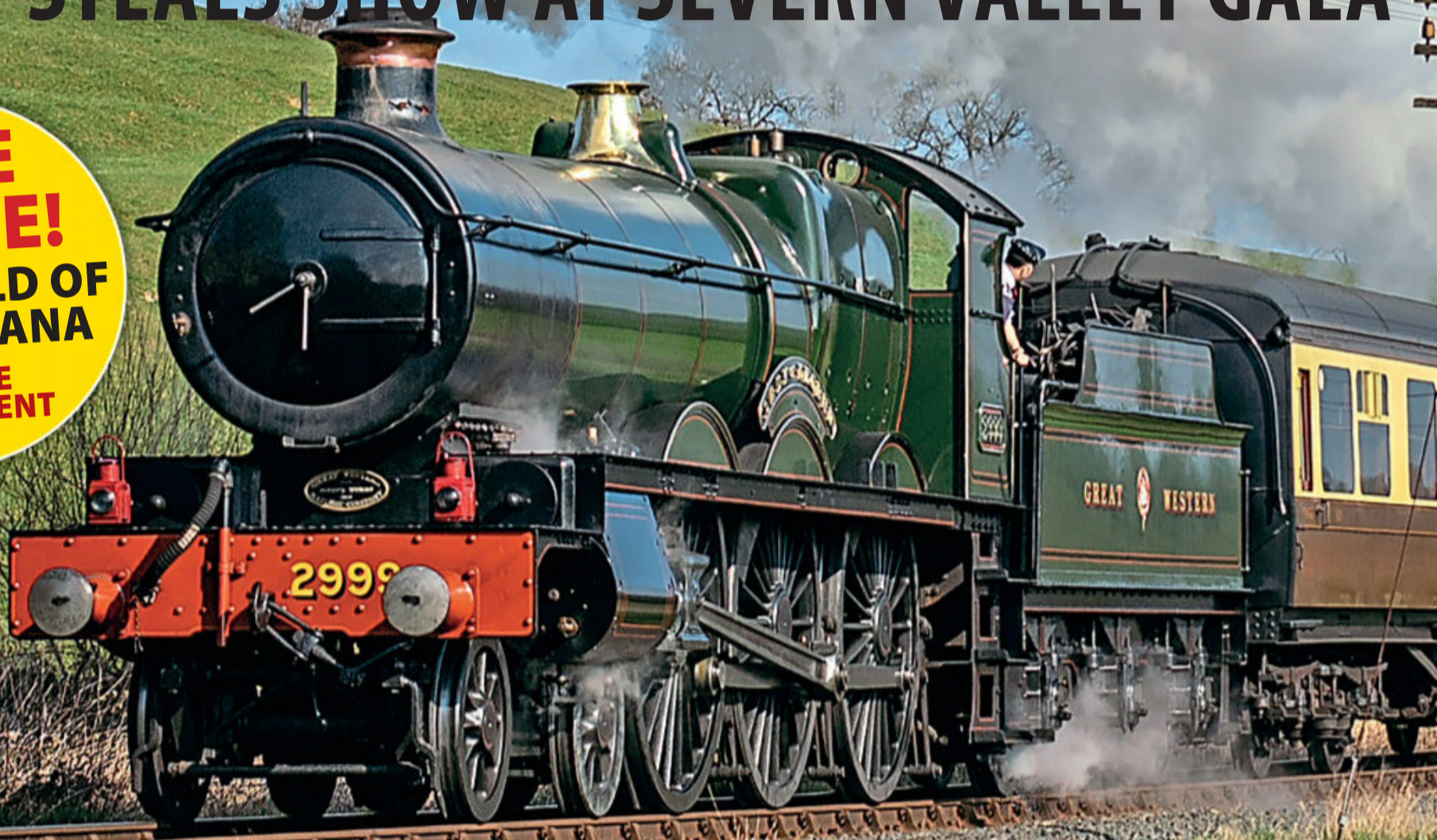
May 2021 • £4.70

Magazine

LEGENDARY LADY:

'SAINT' STEALS SHOW AT SEVERN VALLEY GALA

**FREE
INSIDE!**
**THE WORLD OF
RAILWAYANA**
**32 PAGE
SUPPLEMENT**



Brush Traction to close



**RAILADVENTURE
OUTLINES HST PLANS**

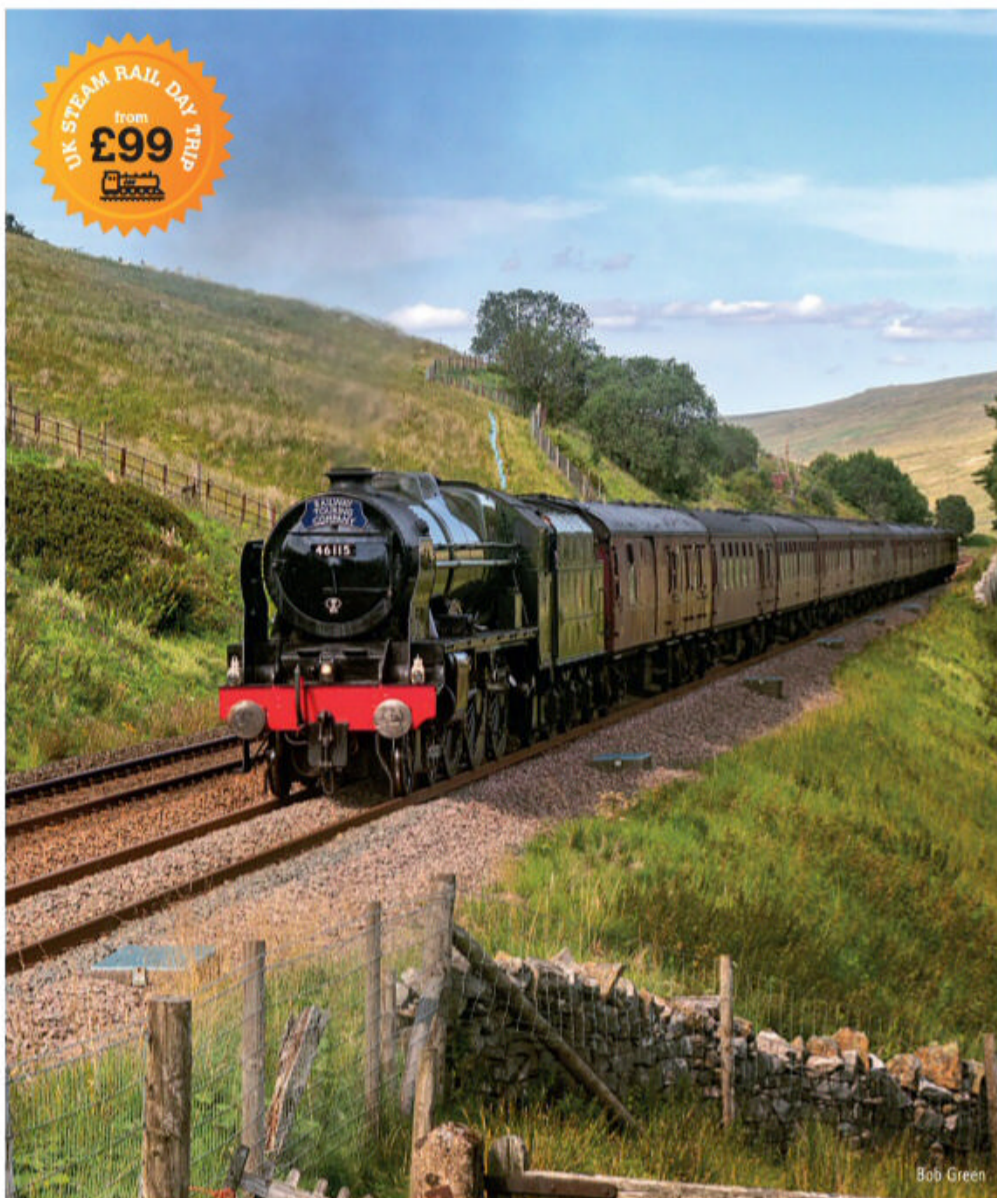


**HERITAGE PIONEER:
THE TALYLLYN RAILWAY**



**30 YEARS OF CLASS 50
PRESERVATION**

FOCUS ON IRELAND ■ SUSPENSION FAILURE HITS CAF UNITS



The Bournemouth Express

Saturday 3rd July 2021

This not to be missed tour commences at London's Waterloo terminus from where we will be steam hauled throughout down to Bournemouth, following the route of the old Bournemouth Belle. Our locomotive will be Ex Southern Region 'Merchant Navy' Class Pacific locomotive No.35018 British India Line, for our journey to the popular seaside resort.

Join us from London Waterloo to Bournemouth.

There are three classes available:

Premier Dining includes a full English breakfast and a four course dinner served at your seat.

First Class includes morning tea or coffee with a bacon/breakfast roll, a Danish pastry and an afternoon service of tea or coffee with a savoury of the day followed by a scone with butter and jam.

Standard Class includes a reserved seat usually at a table for four.

Fares	Adult	Junior	Family	
Premier	£259	£175	£781	Tables for two can be guaranteed in Premier Dining and First Class for a supplement of £25 per person (subject to availability). A buffet car is available and serves tea, coffee, snacks and light refreshments.
First	£159	£102	£471	
Standard	£99	£70	£303	

The Railway Touring Company Summer Day Trips 2021

The End of Southern Steam

Friday 9th July

Departs London Waterloo, Woking and Basingstoke. Arrives Weymouth.

The Waverley

Sunday 11th July, 8th, 15th August and 22nd August

Departs York, Leeds, Shipley, Keighley and Skipton. Arrives Carlisle.

The Royal Duchy

Sunday 11th July, 1st and 29th August

Departs Slough, Reading, Newbury, Westbury, Taunton, and Exeter. Arrives Par.

The Cheshireman

Saturday 17th July

London Euston, Watford Junction, Milton Keynes, Northampton, Rugby and Nuneaton. Arrives Chester.

The Cumbrian Mountain Express

Saturday 17th July

Departs Crewe, Runcorn, Liverpool Lime Street, Broad Green, St Helens Central, Wigan North Western and Blackburn. Arrives Carlisle.

The North Wales Coast Express

Saturday 18th July

Departs Liverpool Lime Street, Broad Green, Warrington Bank Quay, Frodsham, Chester and Llandudno Junction. Arrives Bangor or Holyhead.

The Kentish Belle

Thursday 22nd July

Departs London Victoria and Bromley South. Arrives Canterbury West, Ramsgate, Broadstairs, Margate, Herne Bay and Faversham.

The West Somerset Steam Express

Saturday 24th July, 14th August

Departs London Paddington, Slough, Reading and Newbury. Arrives Minehead.

The Dorset Coast Express

Thursday 5th and 19th August

Departs London Victoria, Staines, Woking and Basingstoke. Arrives Weymouth.

The Cotswold Venturer

Saturday 21st August

Departs London Paddington, Slough, Reading and Didcot. Arrives Worcester.



For more information please visit railwaytouring.net or phone 01553 661 500

The Railway Touring Company
14a Tuesday Market Place, King's Lynn, Norfolk PE30 1JN

The Railway Touring Company's standard conditions of booking and travel apply. See website or brochures for details.

EDITORIAL

Editor: Chris Milner
Deputy editor: Gary Boyd-Hope
Consultant editor: Nick Pigott
Senior correspondent: Ben Jones
Designer: Tim Pipes
Publisher: Tim Hartley
Production editors: Lucy Wood and Sarah Wilkinson
Editorial assistant: Jane Skayman
Classic Traction News: Peter Nicholson
Operations News: Ashley Butlin
Narrow Gauge News: Cliff Thomas
Metro News: Paul Bickerdyke
World News: Keith Fender

By post: The Railway Magazine, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR
Tel: 01507 529589 **Fax:** 01507 371066
Email: railway@mortons.co.uk
© 2021 Mortons Media ISSN 0033-8923

CUSTOMER SERVICES

General Queries & Back Issues
01507 529529
Monday-Friday: 8.30am-5pm
Answerphone 24hr
help@classicmagazines.co.uk
www.classicmagazines.co.uk
Archive enquiries: Jane Skayman 01507 529423
jskayman@mortons.co.uk

ADVERTISING

Group advertising manager: Sue Keily
Team leader: Tania Shaw
Advertising: Craig Amess
cames@mortons.co.uk Tel: 01507 529537
By post: The Railway Magazine advertising, Mortons Media Group, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

PUBLISHING

Sales and distribution manager: Carl Smith
Marketing manager: Charlotte Park
Publishing director: Dan Savage
Commercial director: Nigel Hole
Published by: Mortons Media Group Ltd, Media Centre, Morton Way, Horncastle, Lincs LN9 6JR

SUBSCRIPTION

Full subscription rates (but see page 76 for offer): (12 months 12 issues, inc post and packing) – UK £54. Export rates are also available – see page 105 for more details. UK subscriptions are zero-rated for the purposes of Value Added Tax.
Enquiries: subscriptions@mortons.co.uk

PRINT AND DISTRIBUTIONS

Printed by: William Gibbons & Son, Wolverhampton
Distribution by: Marketforce (UK) Ltd, 3rd Floor, 161 Marsh Wall, London, E14 9AP
0203 787 9001

EDITORIAL CONTRIBUTION

Accepted photographs and articles will be paid for upon publication. Items we cannot use will be returned if accompanied by a stamped addressed envelope, and recorded delivery must clearly state so and enclose sufficient postage. In common with practice on other rail periodicals, all material is sent or returned at the contributor's own risk and neither *The Railway Magazine*, the editor, the staff nor Mortons Media Ltd can be held responsible for loss or damage, howsoever caused. The opinions expressed in *The RM* are not necessarily those of the editor or staff. This periodical must not, without the written consent of the publishers first being given, be lent, sold, hired out or otherwise disposed of in a mutilated condition or, in any unauthorised cover by way of trade or annexed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

This issue was published on May 5, 2021.
The next will be on sale on June 2, 2021.



YOUR FAVOURITE READ ON THE GO

DOWNLOAD OUR APP TODAY



The lack of electrification is becoming an embarrassment

ANOTHER month has gone by and, as I write, there is still no news about when or even if a programme of electrification will be announced by the Government.

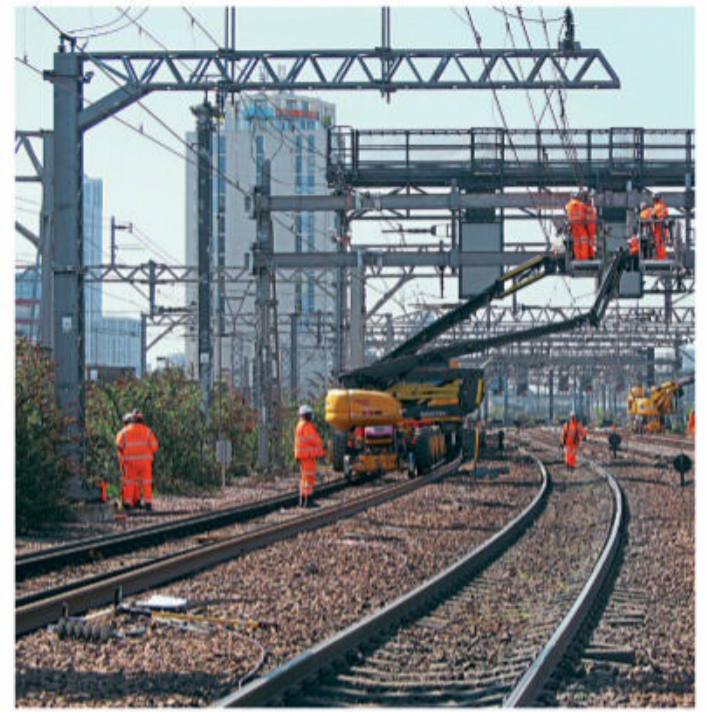
Electrification is a subject I've raised several times before, and I am sorry if it is becoming repetitive. It will not go away – it has become the elephant in the room.

The need to electrify more track miles in order to decarbonise is emphasised by a report produced by the Railway Industry Association and the Institution of Mechanical Engineers, backed by more than 16 organisations.

The authors are experts in their field and they are not wrong, so it is questionable for how much longer Government inaction and delay can continue. It certainly cannot wait to be financed during Network Rail's next control period from 2024.

Cost is always the problem. Scotland has delivered electrification for between £1 million and £1.5 million per single track kilometre, a vast difference to the £2.8 million per kilometre for the Great Western project, so it can be done.

Electric trains are cheaper to lease, cheaper to run and cheaper to maintain, and cost less in track access charges. As we know, bi-modes are not the



Electrification work at Stratford, London. NETWORK RAIL

complete answer. A proper rolling electrification plan would benefit from economies of scale, keep costs low, offer long-term employment and create regional growth in the areas electrified.

Britain has the lowest number of miles of electrified track when compared to its near European neighbours. It's not only pitiful – it is now becoming embarrassing.



TRAIN OF THOUGHT Editor's Comment

Sleeper trains from St Pancras? Don't get too excited

SOME of you may have seen newspaper stories with the tantalising suggestion of sleeping car trains from London St Pancras to Europe, in a way reprising the plans to run the 'Nightstar' sleeper trains through the Channel Tunnel – and killed off in 1997 by the advent of budget airlines.

Although more people are opting to use the train for short distances instead of air, the business case for a night sleeper service from London remains weak, and is mired in difficult technical challenges related to rolling stock, Channel Tunnel safety standards and passport control, compounded by Brexit. It is unlikely to happen. But should rail be doing more to cater for the emerging breed

of traveller who is environmentally conscious and wants a quality alternative to flying?

Could the answer be settling down for dinner on a Eurostar train, leaving London in the early evening and connecting to a sleeper train in Paris or Brussels before arriving fresh the next day in Berlin, Dresden, Prague or Vienna after a decent night's sleep? It could become so appealing.

With co-ordinated timetables and through ticketing, it's a far easier option than gaining certifications for a sleeper train from London, but could all the parties find common agreement and offer through ticketing? That's the \$64,000 question.

And it's goodbye from him...

THIS month we bid farewell to Gary Boyd-Hope, my able deputy for more than five years.

Gary has decided to return to the model railway industry, and I'd like to thank him for his tremendous contribution to *The Railway Magazine*, providing many great features and topical news stories, backed by diligent research.

Fortunately it's an au revoir, as Gary will be keeping his hand in at *The RM* by writing the Industrial steam and Irish news pages and possibly the occasional feature.

Everyone at *The RM* wishes Gary good luck in his new career. Details of Gary's replacement will be announced next issue.
CHRIS MILNER, Editor



Contents

May 2021. No. 1,442. Vol 167. A journal of record since 1897.

Headline News



Filming Mission: Impossible 7 at the North Yorkshire Moors Railway on April 22 with a replica BR Pacific loco at the head of the train near Levisham. CHRIS PLAYFAIR

Wabtec to close Brush at Loughborough, RailAdventure turns HST power cars into 'double' locomotives, cracks appear on Class 800s, Government under pressure to electrify, Severn Valley to convert Class 08 to hydrogen power, NYMR used to film Tom Cruise blockbuster.

On the cover

MAIN IMAGES: 'Saint' 4-6-0 No. 2999 *Lady of Legend* heads the Severn Valley Railway's GWR set at Severn Lodge, near Arley, with the 10.00 Bridgnorth to Kidderminster train on April 16. JACK BOSKETT

INSET 1: HST power cars become 'double' locomotives.

INSET 2: Celebrating 70 years of Tallylyn Railway preservation.

INSET 3: A Class 50 preservation odyssey.



Track Record *The Railway Magazine's monthly news digest*

62 Steam & Heritage

Lady of Legend at the Severn Valley leads heritage line bounce back, 'County' 4-6-0 fundraising passes £1 million, new dates for 'A3's' East Lancs visit, Llangollen assets go for auction, *Fenchurch* goes for overhaul.

68 Industrial Steam

70 Steam Portfolio

72 Irish News

74 Narrow Gauge

78 Network

81 HS2 News

82 Metro

82 Miniature

84 Freight

86 Railtours

90 Classic Traction

92 World

96 Traction & Stock

SWR abandons Class 442 upgrade plan, EMR purple for HST power car's final month in traffic, West Coast to



'Saint' No. 2999 *Lady of Legend* crosses 'Modified Hall' No. 6960 *Raveningham Hall* at Hampton Loade on April 15. TOM CLARKE

expand Class 47 fleet, Clayton hybrid shunter on test at Chasewater, final TfW Class 230 on test.

99 Stock Update

100 Traction Portfolio

103 Operations



The first of the new Clayton 'CBD80' hybrid shunters on test at the Chasewater Railway on March 30. ALISTAIR GRIEVE

Regulars

55 Readers' Platform

56 Panorama

60 From *The RM* Archives

76 Subscription Offer

Subscribe and pay just £3.50 per issue.

86 Railways in Parliament

110 Classifieds

113 Reader Services

114 Crossword & Where Is It?



Beattie Well Tanks Nos. 30585 and 30587 work China Clay and mixed freight trains at Bodmin Parkway station on October 5, 2007. ROBIN STEWART-SMITH



Relievered for its final weeks in service with East Midlands Railway is ex-LNER Class 43 No. 43274, now in EMR's purple colours. The power car leads the 13.12 Nottingham-St Pancras International past Barrow-upon-Soar on April 19. At the rear is EMR's other celebrity power car, No. 43102, destined for the National Railway Museum. ROBIN STEWART-SMITH

The Railway Magazine
is the
UK'S TOP-SELLING RAIL TITLE!

Subscribe today and save money on every issue.

Call 01507 529529 or see page 76 for our latest offers.

Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine



Features

14 Scots Guardsman Attacks Shap

For this instalment of Practice & Performance, John Heaton analyses preserved steam on the main line, looking at No. 46115 and other ex-LMS locos on the ascent of Shap and Ais Gill summits.

20 Gresley: A Master Remembered

April 5 marked the 80th anniversary of the death of revered engineer, Sir Nigel Gresley. Tim Hillier-Graves reviews his career, accomplishments and legacy.

28 Trains, Turmoil & Irish Partition

A century ago this month, Ireland was partitioned. With it came new rules requiring inspections at 21 stations along the border. Robin Morton takes up the story.

32 The Orange & Black Years

Gary Boyd-Hope takes a pictorial look at the Irish Rail network between 1987 and 2009, when the distinctive Orange & Black livery still dominated all.

38 A Preservation Odyssey

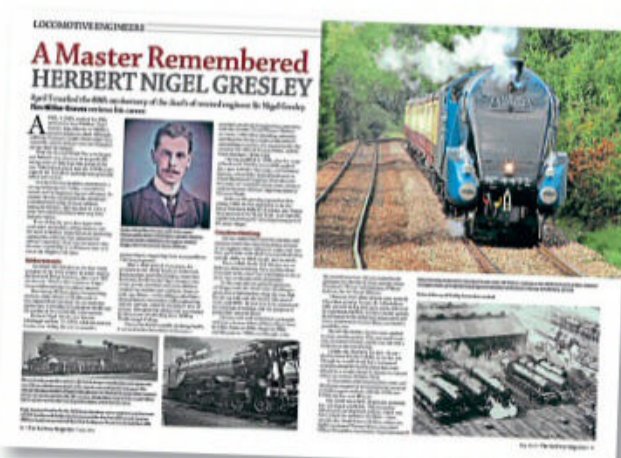
It has now been 30 years since the first Class 50 entered preservation. Fifty Fund founder Jonathan Dunster looks back at the 'Hoover' highlights over the past three decades.

48 Tallylyn: The Root of Preservation

Nicola Fox provides a review some of the achievements of the Tallylyn Railway Preservation Society since it ran its first trains back in 1951.



GREAT 'SCOT': Practice & Performance – p14



SIR NIGEL GRESLEY: The man and his machines – p20



THOSE WERE THE DAYS: Irish Rail nostalgia – p32

Wabtec to close Brush Traction

THE Brush Traction works at Loughborough has been proposed for closure by its owner, Wabtec.

About 300 staff (220 permanent and 70 contractors) were informed of the decision on April 16, and it is not known whether all jobs are at risk or if some staff will be offered the chance to relocate.

The closure plan is subject to formal staff consultation, but the site has seen a noticeable downturn in work, with so many orders for new trains and less refurbishment work.

The Unite union, which represents around a third of the staff, called the closure notice "a crushing blow".

A Wabtec spokesperson said: "Decisions like this are never easy but over the past few years, our site has experienced reduced volume and this decrease is no longer sustainable."

"The decision to close the plant would help simplify

and optimise the company's manufacturing footprint in today's cyclical environment, as well as better position Wabtec for success."

The history of Brush at the Falcon Works, in Loughborough, dates back to 1865. Over the years the company has manufactured a wide range of steam, diesel and electric locomotives.

Its most famous products include the Class 31, Class 47 and Class 60 diesels, and the Class 92 freight locos. Brush was also involved with the Channel Tunnel shuttle loco build, and built locos for New Zealand, Rhodesia, Sri Lanka, Hong Kong and Cuba.

More recently, the company has been involved in the repowering of HST Class 43s with MTU engines, conversion of Class 47 to 57 for Freightliner and Virgin, the rebuilding of Class 73s for GB Railfreight, the overhaul of Channel Tunnel shuttle locos, and conversion of

Class 319 EMUs to Class 769 bi and tri-modes.

It was back in 2011 when Wabtec paid \$31 million (US) for Brush Traction, but with lots of orders for new multiple units and a shift from loco-hauled workings, their order book has been thinning of late.

The RM understands the works will be gradually run down between now and Christmas, with traction motor work being transferred to one of Wabtec's other sites.

There are also a number of vehicles on site which have been used as spares donors, and their fate is unknown at present.



One of the Class 47 to 57 conversions being undertaken by Brush Traction for Freightliner on August 5, 2003.



As well as hundreds of locos for the UK market, Brush has built for overseas railways. One such example is this 1,000hp Sri Lankan Railway M7 class Bo-Bo No. 809, one of a class of 16 which was introduced from 1981. The train is arriving at Galle from Matara on February 3, 2016. BOTH: CHRIS MILNER



Delayed review becomes the Williams-Shapps Plan For Rail

WITH the rail review by former British Airways chairman Keith Williams more than 18 months overdue, it has emerged the report has a new name and a co-author.

Although the report has been delayed by the Covid-19 pandemic, during which time the Government has taken all rail franchises in-house, in a House of Commons question on April 20, Rachel Maclean, Parliamentary Under Secretary at the Department for Transport, said: "We are also currently preparing the Williams-Shapps Plan For Rail to deliver a more efficient, affordable and greener rail network, and a bold and ambitious Transport Decarbonisation Plan to achieve net zero emissions."

Rail minister Chris Heaton-Harris confirmed the Government intends on publishing a White Paper with plans for rail reform "soon", but gave no further indication on timescales.

Signalling fault caused Dalwhinnie HST derailment

THE derailment of a Scotrail HST set at Dalwhinnie in the early hours of April 10 was caused by a signalling fault, an RAIB statement concludes.

The five-car set, known as HA19, was being operated as an overnight test train between Perth and Tomatin, using power cars Nos. 43012 and 43015 to check stepping distances, so there were no passengers on board; just five crew, who were uninjured.

The train had left Perth at 23.10, and was booked to call at all stations in each direction, arriving at Tomatin at 02.08.

It was returning south on time at 02.12 and running some 50 mins early on its way back to Perth when the derailment of a bogie on the last trailer and both on the rear power car took place. It occurred on a crossover at the south end of the Dalwhinnie station limits at around 03.03.

RAIB says the HST was wrongly diverted from the up line to the down line, and was travelling at 33mph. The crossover speed is 15mph. RAIB adds the signal on the approach to the crossover was displaying a proceed indication for the up line, and there is no signalled route over the crossover to the down line.

Both sets of points forming the crossover were detected as

being in the correct position for the up line route by the signalling system and were indicated as such to the signaller, even though the points at the north end of the crossover (the end nearest Dalwhinnie station) were set in a position to divert the train onto the crossover.

The investigation will also consider these areas:
 ■ Why the signalling system did not detect that the points were in an incorrect position, thereby allowing the signal to be cleared for the movement along the up line.

■ How the points were able to move as the train passed over.

■ Factors associated with the installation, testing and maintenance of the point machines that operated the crossover.

With the train blocking both lines, services between Pitlochry and Aviemore were suspended with a rail replacement coach service.

Recovery crews got the HST back onto the rails once RAIB investigations concluded, with the set permitted to return to Haymarket depot at 25mph on April 18.

Because of damage to the track and pointwork, Network Rail teams installed plain trackwork in order to reopen the line by April 15, and may replace the points at a later stage.



HST power car No. 43012 and a trailer vehicle derailed on the up to down crossover at Dalwhinnie. JOHN CUMMINGS



A drone view of the plain trackwork installed to get the line reopened. NETWORK RAIL

RailAdventure launches British operation with modified HST power cars

By Ben Jones

GERMAN operator RailAdventure is entering the UK market and has acquired eight Class 43 HST power cars, six of which will be modified as 'double' locomotives for test trains and stock transfers.

The Munich-based specialist in train testing and new rolling stock movements has established a partnership with Hanson & Hall Rail Services, of Derby, which owns Class 50 No. 50008 *Thunderer* and recently added No. 31106 to its main line fleet.

Former Grand Central buffer-fitted power cars Nos. 43480 and 43484 were unveiled in RailAdventure's two-tone grey livery at Eastleigh Works on April 19. They will be joined by Nos. 43423/465/467/468 and formed into three double locomotives. Ex-LNER Nos. 43296 and 43308 have also been acquired for spares.

Before entering service the power cars will be prepared by Arlington Fleet Group at Eastleigh, returning later to be fitted with translator equipment that will allow them to haul multiple units fitted with electro-pneumatic brakes as it becomes available.

Retractable Tightlock and Dellner couplers will be fitted, as well as variable height couplings with multi-functional coupler heads, and additional headlights enabling them to operate on the main line without yellow warning panels.

Although they will initially be deployed back-to-back, it

will also be possible to use the '43s' in top-and-tail formation according to the type of stock being moved and customer requirements.

All are reported to be in excellent condition and require only minor exams to make them fit to run. If necessary, the two spare PCs could also be rebuilt with buffers and drawgear to create a fourth unit.

Speaking exclusively to *The RM*, Hanson & Hall managing director Jason Hall said: "We have work for two sets which is likely to start in the early-summer, and more in the pipeline. They will be kept very busy."

"We have 30 years of experience in the 'weirder' end of railway operations, whether it's designing translator vehicles or moving on-track plant, so it's a good fit and an extension of what both companies already do."

"Through our combined experience, the UK rail industry and its suppliers are about to receive a much-needed step change in service levels, and I am thrilled we have such fantastic partners backing us in the next stage of our growth."

Deliveries

The locomotives will be based at an as-yet undisclosed location in London with good access to the East Coast, West Coast, Great Western and Midland Main Lines. Interestingly, RailAdventure has also hinted at a possible aspiration to deploy them as traction units on test rings in central Europe – most



Two of the HST power cars, Nos. 43480 and 43484, in RailAdventure's two-tone grey livery outside Eastleigh Works on April 19. No. 43484 is nearer the camera and both vehicles have UIC numbering. COURTESY RAIL ADVENTURE

Right: Class 50 No. 50008 *Thunderer* will also get the new livery treatment and is expected to emerge in the late spring in a similar grey livery.



likely the Velim test centre, near Prague in Czechia.

In recent years, RailAdventure has been heavily involved in delivering new trains to Britain via the Channel Tunnel, including Italian-built Hitachi Class 802s and Stadler Class 777s for Merseyrail, with GB Railfreight or DB Cargo UK hauling the trains through the Channel Tunnel to their destination.

However, with major train builders such as Siemens, Hitachi and CAF now establishing their own manufacturing capability in the UK, RailAdventure decided to offer its services to the British domestic market too.

Established in 2006, RailAdventure made an immediate impression on the railway world when it broke the world speed record for

locomotives on the Nuremberg-Ingolstadt high-speed line in Bavaria – new Siemens ES64U4 No. 1216 025 reaching 221.3mph (357kph) to beat the record set by SNCF electrics Nos. CC7107 and BB9001 51 years earlier.

Its fleet of classic ex-Deutsche Bundesbahn (DB) and Swiss Federal Railways (SBB) includes former DB Systemtechnik 280kph test loco No. 103222, a small fleet of ex-DB Class 111 electrics and former SBB Re6/6 Bo-Bo-Bo prototypes Nos. 11603/604.

The fleet also includes two modern locomotives: Siemens ES64U4 No. 183 500, which has quad-voltage capability for working into central and eastern Europe; and Vossloh DE18 Bo-Bo diesel No. 185 011, which is cleared for operation in Germany and France.

Describing itself as an 'interim operator', RailAdventure is careful to use older locomotives or types no longer commercially available to avoid conflicts of interest with its customers, which include Siemens, Stadler, Alstom/Bombardier and Hitachi Rail Europe.

The company also offers a luxury charter train experience in Germany using an ex-DB dome car built for the Trans Europe Express 'Rheingold' service.

Hanson & Hall has confirmed that No. 50008 *Thunderer*, currently undergoing an overhaul at Arlington Fleet Services in Eastleigh, will be outshopped in a new H&HRS livery when work is completed in May. Advance artwork shows a mainly grey livery similar to that used by RailAdventure, but with large bodyside H&H logos.

Summer 'Staycation Express' timings released

TIMINGS for the 2021 'Staycation Express', which is due to operate between July 17 and September 9, have been released by Rail Charter Services after validation by Network Rail.

New for 2021, RCS will provide an enhanced catering buffet-counter and options for premium at-seat dining. An on-board guide will also be available to provide a limited commentary as the train passes the many points of interest that punctuate the rail line.

Recently Rail Charter Services indicated that the maintenance

schedule for the HST set could require it to be taken out of service for a week in August, with loco-hauled stock being used in its place. However, a change in the maintenance programme being explored is likely to enable the HST to run throughout the season.

Tickets, which will include offers to use Northern services to connect with these special trains, were due to be released as *The Railway Magazine* closed for press.

Further details at <https://railcharterservices.info/>

'STAYCATION EXPRESS' TIMES

	Mon-Thu & Sat	Sunday
Appleby	09.40	10.29
Skipton	11.00	11.41
Skipton	11.18	12.05
Carlisle	13.13	14.05
Carlisle	15.09	15.40
Skipton	17.05	17.41
Skipton	17.18	17.55
Appleby	18.28	19.06

DfT drops calls for driverless trains in London

By Tony Miles

A DEMAND by the Government that Transport for London (TfL) explore the use of driverless trains to reduce costs appears to have been quietly dropped after the cost of moving to the practice was revealed.

In July 2020, as the pandemic took hold and TfL began to seek emergency funding, Prime Minister Boris Johnson said: "You can run these trains without the need for somebody to be sitting in the driver's cab."

"Let's not be the prisoners of the unions anymore," he added. "Let's go to driverless trains and

let's make that a condition of the funding settlement for Transport for London this autumn."

At the time, drivers' union ASLEF responded by calling the proposal "nonsense", but the Government suggested an "expert-led review" into driverless trains as a condition of providing £1.7 billion of support for TfL.

Launching his 2021 re-election campaign, Mayor of London Sadiq Khan confirmed the Government abandoned its plan after it was revealed the cost would be about £7 billion and poor value for money.

£50 million R&D innovation hub for Goole

SIEMENS Mobility and the University of Birmingham have signed a Memorandum of Understanding to develop a £50 million centre of excellence for rail research and innovation.

The facility will be located at Siemens's new rail vehicle

assembly plant in Goole, creating up to 250 direct and supply chain jobs.

It will be built as part of the second phase of an innovation hub known as the Rail Accelerator and Innovations Solutions Hub for Enterprise

(RaisE) and aims to accelerate the adoption of new technology in the rail industry, providing training and laboratories for decarbonisation solutions and advanced technologies such as robotics and artificial intelligence.

PRE-ORDER TODAY!

➔ VISIT MORTONS.UK/ PRE-ORDER-RM

Get it before it's even in the shops!



SIDELINES

Roving teams on board ScotRail to stop fraud

SCOTRAIL recommenced on-train ticket checks from April 26, as well as increasing their frequency.

The operator said British Transport Police and roving ScotRail teams would be on trains carrying out on-the-spot fraud checks, and the presence of staff is expected to reduce incidents of anti-social behaviour.

ScotRail operator Abellio lost £64 million for the year 2019/20, and is facing a series of 24-hour strikes over pay from members of both the Unite and RMT unions.

The franchise is being taken back under Scottish Government control at the end of the current franchise period, expected in March 2022.

Robot cleaner for airport platforms

GREATER Anglia (GA) is investing more than £23,000 in an 'Eco Bot 50' cleaning robot for use on platforms and concourses at Stansted Airport station.

Fitted with more than 20 sensors and cameras, the robot cleaner can avoid obstacles and requires no human intervention. It returns automatically to its charging point when low power is detected.

Meanwhile, GA has expanded the operations of its new Class 720 'Aventra' EMUs to the Clacton and Ipswich routes as more diagrams move over to the new trains.

The Alstom-built trains already work to Southend, Southminster and Braintree, and the roll-out to other routes will be completed by the end of 2021, GA says.

No St Ives trains will run during G7 summit

GWR has said the St Erth-St Ives rail service will be suspended from June 7-14 to allow police and security services to create secure zones around locations being used for the G7 summit.

A rail replacement bus service will be provided.

Busy year for the RAIB

IN its annual report, the Rail Accident Investigation Branch (RAIB) says it received 457 notifications of accidents and incidents from the industry, resulting in 38 preliminary examinations. This led to 14 full investigations and six safety digests.

RAIB said while its aim is to publish reports and safety digests within 12 months of the date of occurrence, individual investigations can sometimes extend beyond this because of their complexity and scale. In 2020 the average time taken to publish was 11.2 months.

RAIB has also been issuing learning summaries, based on archive data, to highlight issues of concern. Chief Inspector Simon French is to retire in the autumn.

New-build CAF units hit by yaw damper mounting bracket failures

By Tony Miles

A SIGNIFICANT number of CAF multiple units working for Northern were taken out of service at the beginning of April after the failure of a yaw damper mounting bracket, which resulted in sections of the vehicle's underbody structure being broken away.

An urgent National Incident Report (NIR) issued on April 3 revealed that the bracket had detached from the body on vehicle 102121, on Class 195 No. 195121.

The failure had been found during a maintenance exam at Newton Heath depot. The report stated: "The yaw damper bracket which attaches to the vehicle body was found to have become detached. The bodyside damper bracket secures to the body through a T-slot arrangement."

Checks were immediately started across Northern's entire fleet of Class 195 and 331 units, and 22 units out of 86 checked up to that point were found to have cracks, and were taken out of service.

'Serious' consequences

The report added that failure could result in a serious derailment, as well as the possibility of detachment of a section of the damper at speed, possibly as it rotated and became out of gauge – potentially striking lineside equipment and resulting in someone being struck by it and therefore seriously or fatally injured.

The increased levels of inspection saw a 23rd set taken out of service in mid-April with a total of 34 cracks having been identified by that point,

although the remainder of the Class 195 and 331 fleets remained in service.

Later in the month some sets were moved to sidings at Huddersfield station and a number of yaw dampers removed; operation at up to 75mph is allowed in this condition.

Sources at Northern Trains told *The RM* while the cause is still under investigation, the mileage operated by the two fleets has been reduced as much as possible. Some shortened formations have been observed and a higher use of Class 319 EMUs noted on services around Manchester and Liverpool.

"We are just being cautious about protecting the fleet and these changes are possible given the current reduced timetable," a senior manager told *The RM*.

They added: "The problem doesn't result in a sudden catastrophic failure; it's one of those that progresses over time to a detachment.

"We are really confident that the regular inspection regime we have in place will pick up early signs of failure and are optimistic that we will find a route through these concerns."

Engineering experts are questioning the strength of the T-slots and the ability to handle the stresses carried by the yaw dampers on all these vehicles, which involves a relatively small bracket. Several have noted that most train designs use more substantial mounting brackets connected directly to vehicle bodywork.

Some have suggested that repairs could be quite complex, as welding aluminium is difficult, and with the stresses and loads



A Class 195 with the yaw damper removed. The damper bracket (arrowed) is still attached to the body, and it is the four bolts which are found to pull out of their T-channel housing in the underside of the body shell. There is no fault with the damper bracket casting, only with how it is attached to the body. TONY MILES

Right: A yaw damper in its normal position. TONY MILES



involved it will not be a matter of simply welding up any cracks which appear. It is thought that full structural testing will be required as part of a long-term solution, and it is hoped that other sets do not succumb before a resolution is agreed.

Requiring inspection?

According to a source at Northern, there are a couple of repair options on the table which are not as intrusive as that view might suggest, although any work is likely to affect fleet availability, with few facilities equipped to carry out welding on aluminium vehicles. With all of the current CAF fleets

in service in the UK based on the same standard design, the NIR notes that Classes 195, 196, 331 and 397 could all be affected and require inspection, as well as Mk5 and Mk5a coaching stock.

Northern has confirmed that all operators are working together and with CAF as a resolution is explored.

Other operators of train types listed have not issued any comment, although have expressed a lower level of immediate concern, particularly at TransPennine Express, where the mileage covered by its CAF units is currently at a much lower level.

Carmont interim report raises questions over drainage and maintenance database

AN interim report into the derailment of a ScotRail HST at Carmont, near Stonehaven, on August 12, 2020, which killed three and injured six others has been released by the Rail Accident Investigation Branch (RAIB).

The report details the events leading up to the incident, confirming the cause as gravel from a drain washing out onto the running line.

Network Rail, as infrastructure manager, instructed Carillion (since in administration) to construct a new 450mm crest or French drain as part of work to stabilise a steep cutting. RAIB investigations revealed gravel was missing from the drain and exposed a buried drainpipe

for around distance of eight metres from a catchpit.

RAIB also discovered that part of the drain was not listed on Network Rail's drain maintenance database, nor was RAIB unable to find any evidence of it being inspected between its construction and the accident.

Drain debris

In the hours before the derailment, 51mm of rain had fallen over three hours, resulting in large amounts of surface water falling into the drain.

After the train had been turned back and crossed back over to the down line to return to Stonehaven, no one was aware of any obstruction, and

rules did not require the driver to travel at slower speed than permitted. The report says the HST was travelling at 73mph when it hit the debris from the drain.

At the time of the derailment, contractors were working under a bridge by the derailment site and provided immediate assistance to the injured.

Further inquiries being carried out by RAIB include investigating the drainage system, the cause of the fires on the train, and the crashworthiness of the vehicles in high-energy accidents.

■ The four trailer cars from the Carmont derailment plus power car No. 43140 are to be scrapped at Adams in Glasgow.

Cracks now appearing on GWR Hitachi Class 800 units

As *The RM* closed for press, news was emerging of the discovery of cracks on GWR Class 800 IET units.

An inspection of vehicle 814013 (from set 800013) revealed a crack, described in the National Incident Report as being on the yaw damper bolster "...in the area where the yaw damper bracket is welded to the car body".

Crack depths, described in the report as "substantial", have been measured as deep as 15mm.

So far, eight of 93 units were identified with the problem at the time the NIR was released.



Passing the newly-installed electrification masts at Colton Junction, Northern Class 195 No. 195133 is en route to Leeds on April 17. LES NIXON

Pressure mounts on Government over future electrification

A TOTAL of 17 business, industry and campaign groups – including the Rail Delivery Group, the Rail Freight Group, Railway Industry Association and Railfuture – have stepped up the pressure on the Government to start a programme of rolling electrification as soon as possible.

The open letter to Transport Secretary Grant Shapps follows the release of the 'Why Rail Electrification?' report, produced by the Railway Industry Association and the Institution of Mechanical Engineers.

The report sets out why – even with the development of clean, new technologies like battery and hydrogen trains –

the industry will be unable to decarbonise the rail network to the extent required without significant further electrification.

Britain is aiming to eliminate all diesel trains by 2040 and Net Zero by 2050.

Affordable

Only 38% of the UK network is electrified, compared to 56% in France, 76% in The Netherlands, and 99% in Switzerland. Just 156 miles in the UK were electrified in 2019/20.

Network Rail's interim decarbonisation study suggested a network 130000 single-track kms by 2050 and has a target of electrifying 280 miles annually between now and 2050.

The only schemes presently taking place are Colton Jct-Leeds, Glendon Jct to Market Harborough, and the line to East Kilbride in Scotland.

Darren Caplan, chief executive of the Railway Industry Association (RIA), said: "The report clearly shows the rail industry will be unable to decarbonise the network without a rolling programme of electrification.

"As RIA has demonstrated in recent work, electrification in the UK can be delivered affordably, at up to 50% of the cost of some past projects if there is a long-term, consistent profile of work rather than the current situation of boom and bust."

The report's lead author, David Shirres, added: "If Britain is to decarbonise, transport has to be weaned off petroleum, for which the only zero-carbon alternative is electricity.

"However, electricity can only be transmitted to fixed locations and then converted into another form of energy for on-board storage. This significantly limits a vehicle's power and range.

Benefits

"In contrast, electric trains collect electricity on the move from fixed current collection systems and feed it straight into their motors without any energy conversion losses. Hence, they offer efficient high-powered net-zero carbon traction with

large passenger, freight, and operational benefits."

The joint letter adds that the country is at a critical juncture for decarbonising, and there is a risk to skills and expertise once current schemes end. The letter also warns of the risk of repeating mistakes of the past.

The signatories to the letter want the Government to authorise a 'no regret' electrification scheme as a start of a rolling programmes. Such a move, they say, would support jobs, investment and economic growth, and show the UK's commitment as a global leader in tackling climate change, with the UN Climate Change Conference (COP26) planned for Glasgow in November this year.

Visitor experience at iconic Forth Bridge is 'put on hold'

By Tony Miles

THE £10 million Network Rail-led project to create a new tourist attraction based on Scotland's iconic Forth Bridge has been 'put on hold' following a re-evaluation of the project due to the coronavirus pandemic.

The Forth Bridge Experience was to include a visitor hub and bridge walk at the UNESCO World Heritage site, with a lengthy planning process and redesign of initial plans having finally been granted permission by the City of Edinburgh Council in March 2020.

A tender process to appoint a contractor to design and build the Walkway Experience – which would have seen groups of up to 15 people in safety harnesses being led onto the bridge's south cantilever and to a 367ft high viewing point on walkways built into the structure – was launched in 2020, with Network Rail reporting last autumn that it had drawn up a final shortlist of bidders.

Described as "a unique Scottish tourist attraction", the experience was expected to be similar to the world-renowned Sydney Harbour Bridge Walk, with between three and four groups an hour being allowed onto the bridge and attracting around 85,000 visitors a year.

Planning permission also included the development of a Forth Bridge Walk Reception Centre at South Queensferry.

The centre was expected to create between 35 and 40 jobs, with profits to be reinvested in maintaining the structure.

The proposals were delivered with full consideration of the bridge's UNESCO world heritage status, but also aimed to allow visitors to recognise the significance of its two sister bridges.

There is relief in some quarters of Network Rail that the project is being paused, but it has had strong support from the likes of Alex Hynes and Andrew Haines.

The company maintains that it is "still committed" to opening the iconic bridge to visitors.



NEW FREIGHT TRIAL FOR FAR NORTH LINE: A commercial demonstration of moving intermodal containers by rail from Inverness over the Far North Line to Georgemas Jct took place on April 22. DRS Class 66 No. 66302 hauled a pair of IKA flat wagons and one Tesco curtain-sided container the 147 miles to Gerogemas to check the unloading and loading facilities normally used for nuclear waste from Dounreay. The purpose was to check the crane's suitability for possible future traffic. PICTURE: NIAL LAYBOURNE

GBRf Class 66 naming marks PSB closure

GB RAILFREIGHT named Class 66 No. 66767 *King's Cross PSB 1971-2021* at the station on April 23, hours after the power signal box (PSB) at the London terminus closed following 50 years of service.

The '66' was working on a p-way train, so stabled in the platform. The final train to be signalled out by the PSB was 2Y98, the 01.40 to Welwyn Garden City.

The station, where the

throat is being rebuilt with additional tracks, was closed from April 23 to April 26, during which signalling control was transferred to York Regional Operating Centre.

SIDELINES

Alan Moore CBE

THE RM has been informed of the death of Alan Moore CBE on April 22. Alan was well known in steam preservation and had a philanthropic nature, helping many railways and the NRM with their projects. A fuller tribute will appear next month.

Hull Trains are back

RESTARTING services from April 12 after a three-month suspension due to coronavirus restrictions, Hull Trains has also launched a real-time information service showing how busy its trains are on its app and website. Currently running a reduced service level, increases are planned from May 17.

Network Rail fined

NETWORK Rail has been fined £700,000 following a substation fire in which an employee received serious burns. The substation, at Godinton, near Ashford, had a water leak which was known about for nine months, and dehumidifiers inside the building were not maintained.

East West route anger

PROPOSALS by East West Rail for a preferred southerly route into Cambridge has sparked anger from campaign group Cambridge Approaches, who are aiming to get a Judicial Review on the plan.

More of 'Never Again'

THE publishers of the set of four quality pictorial railway books 'Never Again', telling the exploits of the Master Neverers' Association, are planning to publish two further boxed sets, each of three volumes. The majority are unpublished images. Visit www.mnabooks.com

Experts produce rail travel podcasts

RAIL travel experts Andy Brabin and Mark Smith have joined forces to produce a series of six rail travel podcasts.

Ride The Rails will cover Eurostar and rail rovers to railway stations and hotels, and is available on Spotify, Breaker, Google Podcasts, and Pocket Casts.

Andy is the brains behind www.discoverbyrail.com, and his website is www.andybtravels.com. Mark is well-known as the man in Seat 61, at www.seat61.com

'Oscars' held at LA's Union Station

THE 93rd Academy Awards, better known as the 'Oscars', used Union Station in Los Angeles as one of a number of global locations for the socially distanced event. The station, a mix of Art Deco, Mission Revival and Streamline Moderne architecture, is Amtrak's fifth busiest and handles 1.7 million passengers annually.

Severn Valley involved in Class 08 hydrogen conversion

A COLLABORATION between the Severn Valley Railway, the University of Birmingham and hydrogen technology specialist Vanguard Sustainable Transport Solutions will see a Class 08 diesel shunter converted to fuel cell power.

The Harrier HydroShunter project will see the first conversion of a diesel locomotive to run on hydrogen power in the UK, and No. 08635 is the selected loco.

Volunteers have begun stripping down the donor vehicle, removing the existing diesel engine and overhauling other components.

Vanguard Sustainable Transport Solutions is designing the hydrogen-battery hybrid traction system, which will comprise of hydrogen cylinders, a hydrogen fuel cell stack and a hybrid battery.

Pressurised gas

The cylinders will store hydrogen as a pressurised gas, which will be fed to the fuel cell stack via a regulator. In the fuel cell stack, hydrogen will be combined with oxygen from the air to produce electricity to power the locomotive.

Meanwhile, the battery will store energy to provide

additional power for when it's needed.

The equipment will be mounted on a sub-frame, fitted to the existing engine mountings. It will supply the existing traction motors of the Class 08, which will keep its existing controls.

Mike Ball, the Severn Valley Railway's vice chairman, has been closely involved with the project from its inception.

He said: "We were delighted when the University of Birmingham asked us to get involved in this project. As a heritage railway, we are actively looking for ways to reduce our

carbon footprint, and having a hydrogen-powered shunter will play a key part in the plan."

Wide applications

Testing is planned for later in the year, and Vanguard and the university are looking at wider applications, such as freight locomotives.

Alexander Burrows, director at the university's Centre for Railway Research and Education, said having worked with Porterbrook on the FLEX769 project, they were 'thrilled' to be working with the Severn Valley Railway and Vanguard to roll out the Harrier HydroShunter.

Taiwan suffers worst rail accident in modern times

By Keith Fender

A DERAILMENT on April 2 in a tunnel resulted in 49 deaths, the worst death toll in an accident on Taiwan's railways since 1948.

The train involved was a 'TEMU1000' tilting 1,067mm gauge eight-car EMU built by Hitachi in 2016 at Kasado in Japan, operating a 'Taroko Express' service from Shulin to Taitung on the coastal 'North-Link' line beside the Pacific Ocean.

Negligent homicide

The train hit a truck that had fallen onto the track off a main road above from an adjacent embankment. According to prosecutors, who have now charged the truck driver with negligent homicide, the truck had been stuck in bushes, and slipped and fell during rescue efforts. The driver failed to inform railway authorities immediately, despite

being a contract rail maintenance worker.

The train hit the truck immediately outside the Shimzu Tunnel, around 25km north of Hualien, and derailed as it entered. The first four vehicles were severely damaged in the incident, as several carriages came to a halt inside the tunnel. Both train drivers were killed.

Roof escape

The accident site made rescue work very difficult. Many survivors escaped by walking along the roof of the derailed train, which was particularly busy with passengers travelling for the local Qingming festival holiday weekend, when families gather to remember their ancestors. About 500 people were on board.

Taiwan's Transport Minister, Mr Lin Chia-lung, has resigned, saying he took responsibility for the accident.

New service proposal plus a connection for West Somerset

ASPIRANT train operator GO-OP has tabled a proposal for summer 2022 which would not only connect Swindon and Taunton with a more frequent service – their proposals extend to connecting Taunton with Bishop's Lydeard on the West Somerset Railway.

GO-OP is a cooperative and a not-for-profit business owned by those who travel on its trains and work for it.

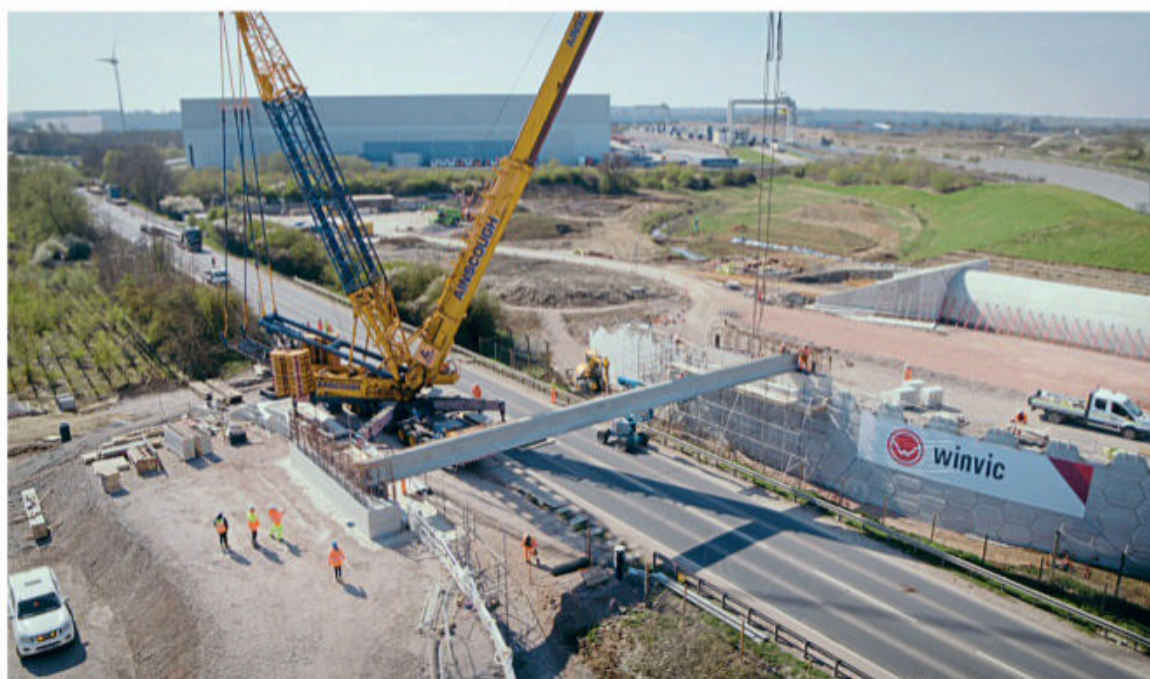
Their proposal is for increased services serving Castle Cary, Frome and Melksham, as well as opening up rail journeys that are currently impractical, such as Taunton to Yeovil, and Frome to Swindon.

Network capacity

In addition, discussions between GO-OP and the West Somerset Railway could lead to a scheduled daily service linking the national rail network at Taunton to the heritage railway at Bishops Lydeard for the first time in 50 years.

Discussions are at an early stage, but GO-OP says tests by Network Rail have established there is capacity on the network to introduce its services.

The next step will be a performance analysis to ensure there is no risk to the punctuality of other operators. Operations would be under open access.



NEW BRIDGE FOR DIRFT: A single-span bridge over the A5 road near DIRFT Rugby (Daventry International Rail Freight Terminal) was installed on April 17 in order to extend the rail connection at DIRFT 2 (top right) into DIRFT 3. The new terminal will have five 800m-long sidings with a rail traverser. WINVIC CONSTRUCTION

MD appointed for TfW Rail

TRANSPORT for Wales has confirmed the appointment of Jan Chaudhry-van der Velde as TfW Rail's new managing director.

He previously held the same post at Merseyrail and West Midlands Trains when Abellio won the franchise in 2018, but left 18 months ago for a career break.

Mr Chaudhry-van der Velde will face a number of challenges in the aftermath of Covid-19, which has affected the timescales of several major projects, including the electrification of the Core Valley Lines, but also competing the process of moving TfW Rail into full Government control and the introduction of several new fleets of trains.



Filming Mission: Impossible 7 near Levisham on April 22 with the replica BR Pacific loco at the head of the train. CHRIS PLAYFAIR

NYMR hosts Tom Cruise for Mission: Impossible 7 filming

HOLLYWOOD actor Tom Cruise has been back on a heritage railway to film more scenes for his next Hollywood blockbuster, Mission: Impossible 7.

The film has been dogged by delays through the pandemic and resulting worldwide travel bans, but from April 20 for several days, filming took place at Levisham on the North Yorkshire Moors Railway.

For the location shoots, two GB Railfreight Class 66s, Nos. 66754 *Northampton Saints* and 66760 *David Gordon Harris*, were moved to the railway. This had to be by road due to a landslide at Grosmont.

Two European carriages and number of flat wagons were also moved in for the film crew, containing generators and other equipment.

Several were modified with scaffolding or carried storage containers, as well as special camera rigs. One wagon housed the cut-off corridor end of a European coach.

As well as the Class 66s being used to haul or propel the adapted air-braked stock, the specially constructed reproduction BR 'Britannia' mock-up, numbered 462.09.M0, which was revealed in the October 2020 issue, was used.

Roof-top stunts

The mock-up cost around £1.5 million to build, has a diesel engine in the tender to permit movement, and also has smoke and steam generators.

This 'loco' has been used in both Norway and Poland for filming.

Video footage of 58-year-old Cruise on the roof of a carriage for one of the stunts during his time at the NYMR has been widely shared on social media.

As we closed for press, preparations for filming were underway at Stoney Middleton, Derbyshire, where planning permission has been granted to build 100ft of railway line and a partial bridge structure.

Spoiler alert: The indications are that this location is for a crash scene, where a train will run off the bridge and into a specially constructed water tank located below in the disused Darlton quarry. Residents had

been warned there would be a lot of noise and controlled explosions during the filming.

Mission: Impossible 7 is scheduled for release on May 27, 2022, around seven months later than planned.



Above: The specially laid railway near Stoney Middleton, Derbyshire, showing the long drop into the quarry below. ROBERT FALCONER

Left: GBRf's No. 66754 at the rear of the filming train, showing the adapted wagons for the film crew and the continental carriage end. CHRIS PLAYFAIR



SIDELINES

Eurostar hope over extended funding

WITH a flat refusal of support for Eurostar from the UK Government, lenders have agreed to extend around £400 million of loans beyond their original summer 2021 repayment date. It is understood SNCF is prepared to provide additional support.

On May 17, the Government is due to review a further easing of coronavirus restrictions, which could lead to an easing of international travel restrictions and an increase in the number of Eurostar trains from one train to and from Paris daily, and one to and from Brussels and Amsterdam.

Long-running dispute comes to an end

A YEARS-LONG industrial dispute between South Western Railway and staff who are members of the RMT union over who was to operate doors on trains is over.

There were more than 74 days of strikes between 2017 and 2020, and the union has secured a guarantee of a guard on all SWR trains – including the new Class 701s, which were intended as driver-only operations.

An average of 800 trains were cancelled on each strike day. The last strike was in January 2020, before the pandemic struck.

4,000 yards of track damaged on WCML

RAIL passengers on northbound Anglo-Scottish services on the West Coast Main Line are facing two weeks of delays after a ballast regulator damaged 4,000 yards of track between Symington and Thankerton, South Lanarkshire.

An initial 5mph restriction has been raised to 20mph, with delays amounting to an average of 15mins. The track will be relayed over the May bank holiday weekend.

Sir Peter Hendy is reappointed as NR chairman

TRANSPORT Secretary Grant Shapps has reappointed Sir Peter Hendy CBE as chair of the board of Network Rail Infrastructure Limited and Network Rail Limited for a further two years until July 2023. Sir Peter was first appointed as Network Rail's chairman in July 2015.

Rail vouchers redemption is extended, but not railcards

THE Department for Transport has given a six-month extension to redeem travel vouchers which have expired or are due to expire between October 20, 2020, and June 30, 2021.

Transport Secretary Grant Shapps said: "This extension ensures that passengers

with travel vouchers are not penalised for following Government advice.

"By offering people more time to redeem their vouchers, we are ensuring that passengers will not be left out of pocket as they come back to the railways."

For the 5.1 million holders of railcards, particularly three-year

ones where the majority have been unable to travel and have now lost a third of the value of the cards, there is no such offer, as this is seen as a cost to the taxpayer.

Recoup costs

The view is that with travel beginning to increase, the cost

of the period of non-use can still be recouped.

As restrictions ease and passenger numbers begin to increase, the number of services operated is due for a significant uplift from the May timetable change. Currently the number of services per day is about 18,000.

PRE-ORDER TODAY!

➔ VISIT MRTNS.UK/ PRE-ORDER-RM

Get it before it's even in the shops!



JOIN
RCTS
THE RAILWAY CORRESPONDENCE
AND TRAVEL SOCIETY
TODAY

Membership Special Offer

until December 2021
New Members Only
Terms and conditions apply

For further information visit
www.rcts.org.uk/join

Or by post write to Mrs. Vron Cooke, 60 Hayse Hill, Windsor, SL4 5SZ

‘The Society For All Railway Enthusiasts’

Membership includes subscription options of combined print & digital - or digital only versions of the RAILWAY OBSERVER

Monthly features include:

- UK current rail operations
- UK rolling stock movements
- UK Infrastructure changes
- Urban rail operations
- Heritage railways & main line operations
- International news and much more

Now - larger B5 size for improved readability, larger text and significantly enhanced image display!!! 76 pages monthly. 15% larger page size, **FULL COLOUR** gloss paper

A Charitable Incorporated Organisation.
Registered with the Charity Commission for England and Wales - registered number 1169995

becks dvds
01948 770033

A DAY IN THE LIFE OF TWO TALYLLYNS
Graham Wheeler & Gordon Kishon

A Day in the Life of Two Tallyllyns

A unique look at two locomotives with the same name. One a diminutive 2 foot gauge steam engine, the other a mighty Virgin Trains electric locomotive capable of 100mph. Two locomotives came together in 2001 to celebrate the 50 years of success of the Tallylyn Railway in Wales, pioneers of railway preservation.

DVD £12.99

Tallylyn Railway 2014

This film will take you on the complete journey featuring Edward Thomas, Tom Rolt and Dolgogh steam locomotives. With a dramatic cab ride on Edward Thomas, and plenty of lineside action in perfect July 2014 weather. Also featured is an outing with Dolgogh and the Vintage Train. A short section from GWP's 1991 Tallylyn film shows the naming of the new locomotive Tom Rolt.

DVD £12.99 Blu-ray £15.99

www.becksdvds.co.uk

www.gwpvideo.com

Martin Bott

Bookdealers Limited

@Treasure Chest Books - Felixstowe

Railway & Transport Books

As one of the UK's leading dealers in quality secondhand & antiquarian transport and related books, we are always interested in buying good quality collections – books, timetables, ephemera, photos, slides, negatives, posters etc., relating to Railways/Trams/Buses/Lorries/Shipping/Aviation.

UK, Irish & Overseas
(including foreign language titles).

We pay the top prices for quality material, will collect UK wide, and no collection is too big for us!

We have around 15,000 transport books in stock, many of which can be seen at our shop in Felixstowe (along with 30,000 other books).

61 Cobbold Road, Felixstowe IP11 7BH

www.bottbooks.com

e: bottbooks@btinternet.com t: 01394 270717

classic
magazines

£35 FOR 4 BOOKAZINES

Using rare and exclusive photographs – both colour and black and white – the Diesel series covers the origins and operation of British diesel locomotives from their early beginnings in the 1950s to their (sometimes premature) withdrawal from service.

1. DIESEL DAWN

CHASING DIESELS
in the
LAST CENTURY

FIRST GENERATION
Diesel Multiple Units
A Pictorial Observation

2. THE SWINDON WARSHIPS
D800-D832, D866-D870

SAVE 33% ON THE
DIESEL BUNDLE

3. THE NORTH BRITISH WARSHIPS
Part Two D600-D604, D833-D865

Visit: www.classicmagazines.co.uk/dieselbundle
Or Call: **01507 529529**

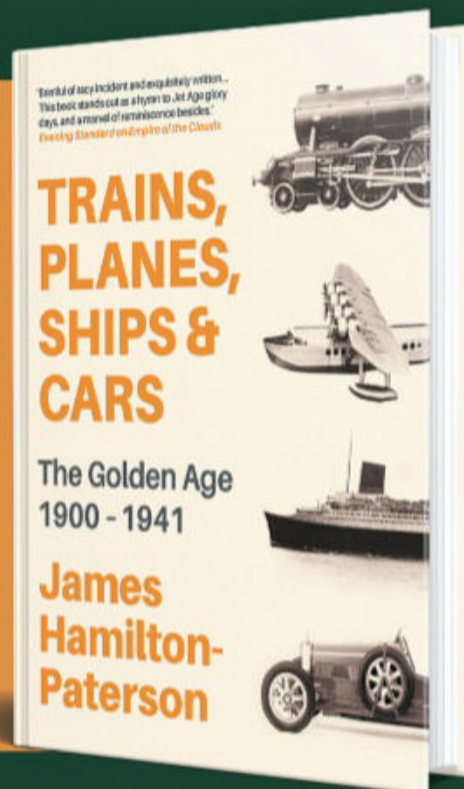
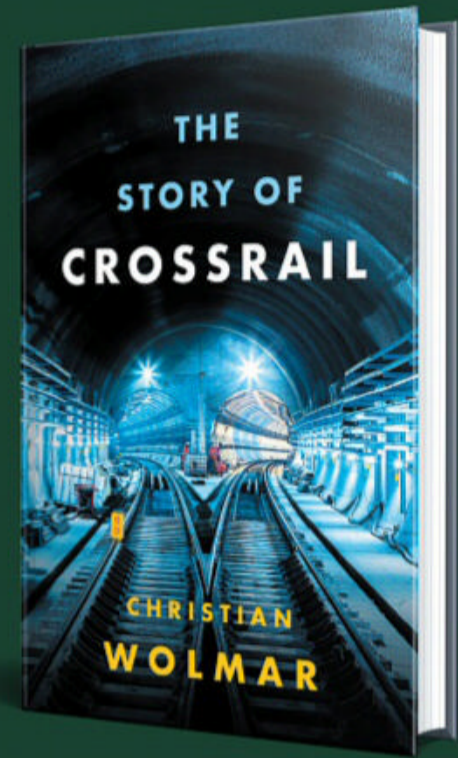
FREE UK
DELIVERY

Alternatively, these books are available to buy for £12.99 each. Individual copies are also on sale in major UK newsagents, plus other stores.

DISCOVER THE HISTORY OF RAILWAYS

THE STORY OF CROSSRAIL

The story of an engineering marvel of the twenty-first century. Discover the remarkable achievements of Crossrail, from Britain's bestselling railway writer.

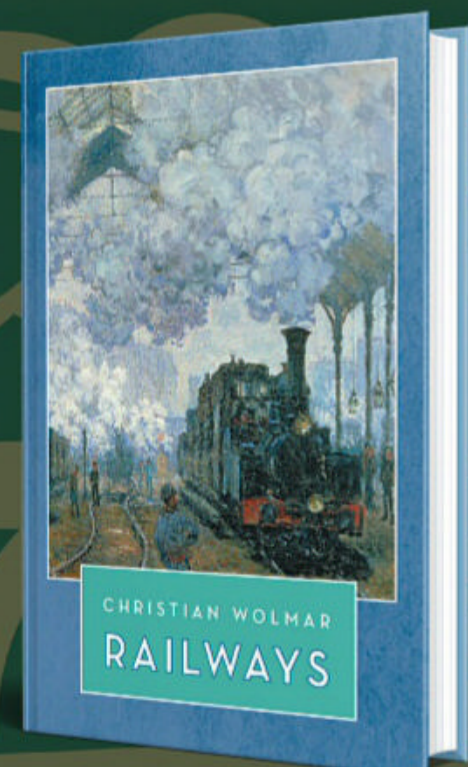


TRAINS, PLANES, SHIPS & CARS

A celebration of the golden age of aircraft, cars, ships and locomotives and an homage to the cultural impact and social change they enabled.

RAILWAYS

The arrival of the railways had the most transformative impact on human society of any before the Internet. Discover the story of their global impact.



AVAILABLE FROM ALL GOOD BOOKSHOPS AND ONLINE

SCOTS GUARDSMAN ATTACKS SHAP



In this instalment of Practice & Performance, **John Heaton FCILT** analyses preserved steam on the main line, looking at ex-LMS locos on the ascent of Shap and Ais Gill summits.

Last summer the country emerged from the first Covid-19 lockdown just in time for West Coast Railways to run the ‘Cumbrian Mountain Express’ charter train on behalf of the Railway Touring Club on August 8.

Organising the train to run in the difficult circumstances dictated by social distancing must have been a logistical nightmare, but the more intrepid among the enthusiast ranks duly headed north behind No. 86259 *Les Ross* for a far from brief encounter at Carnforth with ‘Royal Scot’ 4-6-0 No. 46115 *Scots Guardsman*.

For seven years, No. 86259 was named *Greater Manchester – The Life and Soul of Britain*, more a documentary title than a loco name perhaps, and for 23 years before that, *Peter Pan*. I never considered this identity suitable either, but perhaps the loco’s longevity

in preservation has proved me wrong. *Peter Pantograph* might have been more appropriate.

Stalwart

Railway Performance Society (RPS) secretary Dr Frank Price was on board the train, having travelled from London for the event, and Scottish RPS steam special stalwart Sandy Smeaton joined en route. I am grateful to both friends for making available their logs of the superb run that ensued.

Driver Kelly and fireman Soames were in charge of *Scots Guardsman* as it stormed the 1-in-134 of Yealand Bank at 40mph. After accelerating to 70mph on the level to Milnthorpe, the ‘Royal Scot’ tackled the initial climb to Grayrigg, passing Oxenholme at 60mph and maintaining no less than a minimum of 45mph with its 12-coach load

(c.450tons gross) at the end of the punishing final two miles at 1-in-106.

Dr Price calculates that the estimated drawbar horsepower (edbhp) was 1,780, which, his research has discovered, equals that narrated in an article concerning outstanding ‘Royal Scot’ performance in a 1966 Stephenson Locomotive Society Journal.

By further coincidence, he also discovered this same figure was the maximum quoted by John Clay after examining the performance of the class in the 1948 Locomotive Exchanges.

Grayrigg is a curtain-raiser for the main task of climbing Shap. There is a brief respite to allow the loco some recovery from its exertions, with the gradient being no more adverse than 1-in-777 over the next five miles towards Tebay (see Table 1). Shap introduces itself with the firm handshake of an uphill 1-in-146 for two

‘Royal Scot’ No. 46115 *Scots Guardsman* makes its way past Angerholme on the climb to Ais Gill summit on August 8, 2020, with a ‘Cumbrian Mountain Express’ for the Railway Touring Company. JOHN COOPER-SMITH



miles before exerting a vice-like grip with 1-in-75 for over four miles to the summit. The maximum permissible speed of 75mph was reached at Tebay South.

What a sight the gleaming green machine must have presented to the massed photographers waiting in the surrounding fields on this hot and sunny summer's day.

As the Stanier 4-6-0 dug into its reserves of power, Scout Green was passed at 50mph, with the speed dropping to 38mph at the summit. Although the earlier 1,780edbhp had indeed been excellent, Mr Smeaton estimates the figure achieved between Mileposts 35 and 36 as 1,900. This was certainly a full-blooded assault by 'Guardman'. At the top of the 1-in-75, the run had taken just 36min for the 31½ miles, averaging 52½mph.

My own opinion of *Scots Guardsman* has been soured, if not prejudiced, by two past failures before its railtours had reached their stride, but I accept mechanical problems go with the territory. In recent years the locomotive has absolved itself by some proficient 'Dalesman' performances, but this 'Cumbrian Mountain Express' run was exceptional.

It was suggested that a recent overhaul had resulted in altered valve settings, which had suited the speed and gradient combinations to be encountered in its normal Pennine work schedule. However, *Scots Guardsman* had been no stranger to making headlines in its previous form.

Impressive

On April 14, 2014, Sandy Smeaton was again travelling behind the locomotive, this time heading north with the 'Cumbrian Coast Express', when he experienced one of the fastest efforts so far on record during main line preservation. No. 46115, with a load of 12 vehicles weighing 480tons gross, passed Oxenholme at 54mph but dropped only 13mph on this figure to Grayrigg summit. Even so, the 2020 run would prove more impressive to Shap, which the 2014 run passed at 27mph in 39min from its Carnforth start.

On the more recent run, a lively effort down towards Carlisle was interrupted by a dead stand to rectify a minor 'train protection and warning system' malfunction, whereas the 2014 was making uninterrupted full speed at the implied request of the signaller to prevent delay to following trains. Suffice to say, the descent to Carlisle by No. 6201 *Princess Elizabeth* on its epic non-stop 1937 run from Euston to Carlisle took longer.

Accounts of further hard running by *Scots Guardsman* in the gap between 2020 lockdowns came to my attention via Peter Hewitt from Michael Fisher.

Starting from Hellifield on September 15 with a northbound Dalesman, No. 46115 passed Long Preston at 38mph with 61mph before Settle Jct. Speed at Settle station was 52mph, falling to 43mph on the early part of the 1-in-100 climb and rallying to 50mph at MP 241½ before settling at 40½mph on the final 1-in-100. Unfortunately there is no full log yet available.

The Settle Jct to Blea Moor time of 19min 28sec achieved by driver Kelly and fireman Russell was better than the 8P 'Merchant Navy' efforts I described in the March edition of *RM*.

It would be wholly inappropriate to bask in these glorious performances without a pause to dwell on the tragic circumstances of *Scots*



The low angle of this picture of *Scots Guardsman* oozes power as the '7P' 4-6-0 forges its way past Scout Green on the way to Shap Summit on August 8 last year with a Cumbrian Mountain Express. The 'Scot' had taken over at Carnforth from a Class 86 electric. Despite appearances, this slight telephoto image was taken outside the railway boundary. JOHN COOPER-SMITH

TABLE I: CARNFORTH U&DGL TO SHAP SUMMIT SIGN

Loco		46115 <i>Scots Guardsman</i>			46115 <i>Scots Guardsman</i>			45699 (as 45562)*	
Vehicles/tare/gross tons		12/448/480			12/440/450			12/440/455	
Train		07.09 Euston-Carlisle			07.12 Euston-Carlisle			07.12 Euston-Carlisle	
Date		April 12, 2014			August 8, 2020			October 10, 2020	
Recorder/ Position		A Smeaton 11th of 13			A Smeaton 9th of 13			F Price 7th of 13	
Miles	Timing Point	Sch	MS	MPH	Sch	MS	MPH	MS	MPH
0.00	Carnforth U&DGL	0	0 00	18½L	0	0 00	1L	0 00	5L
1.08	MP 7		3 29	38		3 25	37/35	4 25	20
3.58	MP 9½ summit		7 12	43		7 29	40	10 08	33
4.83	Burton		8 38	61/68		8 59	60	12 01	47/62
7.61	Milnthorpe		11 11	66		11 30	70	14 55	60
9.58	Hincaster J.		13 04	61		13 16	64	16 57	55
11.08	Sedgwick		14 33	61		14 40	66	18 36	53
13.19	OXENHOLME	19	16 47	54	20	16 42	60	21 17	44
16.58	Hay Fell		20 56	45		20 16	55	26 38	34
18.33	Lambrigg		23 16	45		22 12	52	29 48	32
20.24	Grayrigg		25 58	41		24 37	45	33 40	27
24.08	Dillicarr		29 56	68/72		28 27	71/75	38 51	54
26.29	Tebay	35	31 50	70	36	30 15	72	41 15	56
27.08	MP 33					30 55	69	42 11	45
28.08	MP 34		33 30	56		31 50	61	43 43	30
29.23	Scout Green		34 55	42/slip		33 04	50	47 15	14/13
30.08	MP 36		36 15	35		34 09	45	50 50	17
30.58	MP 36½					34 50	43	52 37	17
31.08	MP 37		38 17	25/24½		35 35	40/38	54 23	17
31.69	Shap Summit sign		39 44	29		36 31	41	56 36	16
33.80	Shap		42 24	65/-		39 06	59/-	59 53	56/74
45.31	PENRITH	54	50 48	-/-	56	48 33	75	70 21	70/-
63.11	CARLISLE a.	72	66 36		76	79 17		87 20	

U&DGL= Up and down goods loops

Logs abbreviated for publication

One chain shorter than posted at 50m20c

*45699 named *Galatea*, 45562 named *Alberta*

45699 log harmonised from non-milepost side elapsed gps mileages to standard format by article author

TABLE 2: APPLEBY TO AIS GILL (PASS)

Loco	46115 <i>Scots Guardsman</i>
Vehicles/tons tare/gross	12/439/450
Train	14.13 Carlisle-Euston
Date	August 8, 2020
Recorder/Position	A Smeaton 7th of 13

Miles	Timing Point	Sch	MS	MPH
0.00	Appleby d	0	0 00	3L
1.30	MP 276		3 36	46½
2.30	MP 275 (Ormside)		4 44	57
3.30	MP 274		5 51	51½
4.30	MP 273		7 04	47
5.30	MP 272 (Griseburn)		8 25	42½/42
6.30	MP 271		9 49	43½
7.55	Crosby Garrett		11 30	47/53½
9.30	MP 268		13 34	50½
10.74	Kirkby Stephen	16	15 25	44½/46½
12.30	MP 265		17 29	44½
13.30	MP 264		18 51	43/42
14.30	MP 263 (Mallerstang)		20 11	49
15.30	MP 262		21 26	46
16.30	MP 261		22 47	43½
17.30	MP 260		24 13	40
17.55	Ais Gill summit pass	27	24 35	42½

TABLE 3: POWER OUTPUTS

Location	Between Mileposts	Gradient 1-in-xxx	Edbhp
Yealand	8 & 9	134	1375
Burton/Milnthorpe	11½ & 12½	Level	1575
Milnthorpe/Hincaster	14 & 15	173	1570
	17½ & 18½	111	1785
Hay Fell	22 & 23	131	1755
	23 & 24	131	1800
Lambrigg	24 & 25	106	1590
Mosedale/Grayrigg	25 & 26	106	1475
Dillicar	29 & 30	425	1395
		(Falling)	
	30½ & 31½	Level	1135
Tebay	32 & 33	146	1705
	34 & 35	75	1860
Scout Green	35 & 36	75	1910
	36 & 37	75	1855
Shap Summit	37 & 37¼	75	1640
Ormside	275 & 274	100	1665
Griseburn	274 & 273	100	1595
	268 & 267	100	1530
Kirkby Stephen	266 & 265	100	1770
	265 & 264	100	1680
Mallerstang	263 & 262	100	1750
	262 & 261	100	1660
Ais Gill	261 & 260	100	1485

edbhp. Equivalent drawbar horsepower
Acknowledgement: A. Smeaton

Guardsman's run on August 18, 2020. The railway community lost West Coast fireman Mike Middleton to a heart attack while working this 'Royal Scot' between Appleby and an ambulance stop at Garsdale. Condolences to Mike's family and colleagues for what is a dreadful situation.

Taking up the return run of No. 46115 on its August 8 run, Sandy Smeaton relates how the running south over the S&C continued in the same style as in the morning.

The minimum at Baronwood summit was 57½mph and Lazonby 62. Although the Appleby stop was reached 6min inside the 47 allowed, departure after watering was 3min late (see Table 2). The maximum at Ormside was 57mph and the minimum at Griseburn 42mph, followed by a recovery to 53½mph leaving Crosby Garrett tunnel.

The minimum before Mallerstang was 42mph, having risen to 46 on the easier grade beforehand, and finally falling to a minimum of 40mph before Ais Gill summit. The estimated power outputs are shown in Table 3, with about 1,750 edbhp produced just after Kirkby Stephen and Mallerstang.

Mr Smeaton further remarks that No. 46115's performance matched one recorded by H G Ellison (*RM* 8/58). No. 46117 *Welsh Guardsman* had a load of 348tons tare/385tons gross and took 23m 43s to pass Ais Gill box from the Appleby start compared to the 24min 35sec of No. 46115, which had to contend with almost 100 tons extra.

Steady

After topping up the tender at Hellifield, No. 46115 set off on the final run to Preston 2min late. A fine, steady climb of Wilpshire bank started from 50mph at Whalley, with speed falling to 29mph at Ramsgrave station.

After being checked, but not quite stopped, approaching Daisyfield Jn, the 'Royal Scot' reached 67mph, dropping down to Lostock Hall before two dead stands waiting to enter Preston's platform 6, which was reached on time.

Sandy Smeaton recorded his verdict on the journey: "This was about as good a steam performance as could be expected, no doubt helped by the dry conditions providing a perfect railhead. But Mick Kelly and Martin Soames got the best out of 46115. Firing both outward and inward runs in such heat to such a high standard was no mean feat."

On the return leg of Mr Fisher's September 15 trip, the section from Carlisle to the Appleby stop had been frustrated by two signal checks from a late-running Northern Class 158 on a Carlisle-Leeds stopper, so there was good reason to let the 'Scot' rip to Ais Gill. Michael Fisher vividly describes a "snarling, deafening roar that sent sheep scattering in all directions".

A speed of 54mph was recorded at Ormside, 39mph at Griseburn, 52mph at Smardale, 41mph at Kirkby Stephen, and 39mph at Birkett tunnel.

After what appeared to be a slight slip, speed dropped to 32mph leaving the tunnel but rallied to 43mph at Mallerstang, peaking at 44½mph with an absolute minimum of 42mph on the final climb to the summit. The Appleby (depart) to Ais Gill (pass) time was 26min 39sec.

Back on the main line to Shap, Dr Price travelled on the same itinerary as his August 8 journey a couple of months later, hoping for a repeat performance from *Scots Guardsman*.

However, the Scot failed shortly before the tour and West Coast Railways at Carnforth did well to turn out No. 45699 *Galatea* (still running as 45562 *Alberta*) as a short-notice replacement.

Alberta was, of course, the last 'Jubilee' to be withdrawn and achieved fame in the summer of 1967 when, based at Holbeck, it worked 'booked relief' expresses over the Settle & Carlisle.

Although a direct comparison of two runs with the same engine and loads would therefore not be possible, it did allow the performance of a 'Scot' and 'Jubilee' over Shap to be contrasted – with the rare opportunity of the 6P 'Jubilee' handling a full 12-coach train.

Frank Price remarks that the climb to Grayrigg was topped at 27½mph and on the favourable gradients to Tebay, speed rose to no more than 56mph when a steam-hauled train should ideally be doing 75mph.

There was some trepidation as speed fell to only 13mph at one stage on Shap, before the summit was crested at 16mph. Although the locomotive ran freely down to Carlisle, the arrival there was some 14 minutes late, causing some delay to a following 'Pendolino' (see Table 1).

Frank concluded: "It was asking a great deal of a 'Jubilee' to take 12 coaches from Carnforth to Carlisle in 78 minutes and so it proved, the allowance being exceed by nine minutes.

"O S Nock quotes the maximum load for a 6P 'Jubilee' over Shap as 365 tons and 415 tons for a 7P 'Royal Scot'. So the 'Jubilee' was overloaded by at least two coaches, and it is to the credit of the crew members that they were able to get the train up Shap unassisted – on what was fortunately a dry day."

When RPS steam specialist Michael Rowe and I discussed the situation of a 'Jubilee' deputising for a 'Scot' at relatively short notice to take 'load 12' over Shap, he drew my attention to a log in the RPS archive timed by Huddersfield-based signalman Albert Mellor in 1936, which was subsequently published by O S Nock (*RM* December 1967).

For those with access to the useful *RM* archive or those with back numbers in the attic, the article is well worth finding.

Mr Mellor was aboard a Manchester Victoria and Liverpool Exchange to Glasgow Central train following the combination of the two portions at Preston. The load comprised





12 eight-wheelers and one 12-wheeler, totalling 420tons tare and an estimated 443tons gross. Booked non-stop to Carlisle, this was a stiff task for unassisted Newton Heath 'Jubilee' No. 5696 *Arethusa*, which had worked the Manchester portion and assumed charge of the full train northbound from Preston.

I had to look twice to ensure I had not missed the presence of a pilot. An experienced train timer and railwayman such as Mr Mellor would have been most unlikely to have missed the attachment of something like a Midland '2P', so the log shown in Table 4 may be taken as a remarkable effort by the then '5XP' and its determined crew. As Michael Rowe puts it: "They ran hard in those pre-war days."

The start was impressive, reaching Brock in under 11min and then maintaining a steady 66mph on the level to Lancaster No. 1 signal box, almost as if the driver had the 'speed set' facility available to some modern drivers.

Neck and neck

Entertaining as this run was, Mr Mellor had experienced a journey only five days earlier with the 5.33pm from Preston behind Camden unrebuilt 'Scot' No. 6144 *Honourable Artillery Company*. Its load exceeded the Jubilee by an eight-wheeler and three six-wheelers, making it around 62tons gross heavier, but the two runs were neck and neck for time at Garstang, the 'Jubilee' pulling ahead by 20sec at Lancaster.

Whereas the 'Royal Scot' prepared to deposit four coaches for Barrow at Carnforth, *Arethusa* was now fully into her stride. As an aside, it has been claimed that the loco was named after a sea nymph, but I think it more accurate to say it came from a light cruiser

Above: The travels of No. 46115 have also taken the loco around the scenic Cumbrian coastline. Here Scots Guardsman crosses Arnside Viaduct on April 14, 2014, with a RTC special which had gone north via Shap with the loco, returning via the coast.
JOHN COOPER-SMITH

Left: In November 2019, 'Jubilee' No. 45699 Galatea was repainted in Brunswick green and renumbered as former classmate No. 45562 Alberta. On October 10, 2020, with steam again taking over from electric at Carnforth on a Railway Touring Company excursion, the loco is seen passing Docker north of Oxenholme on its way north to Carlisle. The southbound working was via the Settle & Carlisle line.
▶ JOHN COOPER-SMITH

TABLE 4: PRESTON TO CARLISLE

Loco	'Jubilee' 4-6-0 5696 <i>Arethusa</i>		Compound 4-4-0 902		
Vehicles/tare/gross tons Train	13/420/443		10/318/332		
Date	09.35 Man V/Liv Ex- Glasgow		09.35 Man V/Liv Ex- Glasgow C		
Recorder	August 17, 1936 A Mellor		August 18, 1936 A Mellor		
Miles	Timing Point	M	S	M	P H
0.00	PRESTON d.	0	00	0	00 3L
1.34	Oxheys	3	45	4	10 -
4.75	Barton	8	10	8	50 52
9.50	Garstang	12	40	13	49 58
15.25	Bay Horse	17	52	19	45 60
17.90	<i>Oubeck</i>	20	17	22	25 60
20.99	LANCASTER	22	57	25	35 57
22.90	<i>Morecambe S. J.</i>	24	29	27	34 60
24.13	Hest Bank	25	25	28	47 60
27.24	Carnforth	27	55	32	05 56
30.49	MP 9½	-		-	53
34.53	Milnthorpe	34	28	40	12 57
40.10	OXENHOLME	40	25	47	33 43
43.60	<i>Hay Fell</i>	45	36	43	20 36/33
47.15	Grayrigg	52	02	59	40 34
53.20	Tebay	58	55	66	30 -
56.20	<i>Scout Green</i>	62	47	74	05 32
58.70	<i>Shap Summit</i>	68	40	79	00 30
60.71	<i>Shap</i>	71	35	81	35 56
63.99	<i>Thrimby Grange</i>	74	35	84	50 61
67.99	Clifton	77	40	88	40 63/68
72.23	PENRITH	80	57	92	32 59
77.00	Plumpton	85	05	97	30 -
79.30	Calthwaite	56	87	99	40 -
82.75	Southwaite	89	27	102	50 64
85.19	Wreay	91	18	105	10 -
88.70	<i>Carlisle No. 13</i>	94	20	108	20 -
90.09	CARLISLE a.	98	40	110	45



With its 55A Holbeck shedplate, No. 45562 *Alberta* (really 45699 *Galatea*) takes water at Appleby on October 10, 2020.
DR F PRICE

named after the nymph.

One can well imagine the meticulous preparations on the footplate ready for the uphill stretches to Grayrigg and Shap before the train swept through Hest Bank at an impressive 79mph. This was sufficient to carry Yealand Bank at 65mph, apparently taking a moment to recover with 59mph at Burton & Holme before touching 69mph at Milnthorpe. Speed fell to 50mph at Oxenholme and 30mph at the summit of the 1-in-106 section to Grayrigg.

Recovering to 61mph at Tebay, it was going to be a tough, bankerless climb to Shap, with speed falling to 34mph at Scout Green and the train cresting the summit at 24mph. Having run the 59 miles from Preston to Shap unassisted, one could forgive the crew a gentle run down to Carlisle with 33½min allowed for the remaining 31-mile descent, but this was far from the case.

Arethusa hurtled her 12-coach load northbound at a maximum speed of 83mph, braked to 73mph for Penrith, produced a final flourish of all but 86mph at Southwaite, and was still touching 80mph on the outskirts of the border city.

Carlisle appeared to be surprised by the arrival of the Glasgow express, causing a 2min signal check for an actual time of 98min 40sec against what is surely an unforgiving 101min schedule for this weight of train.

It is a measure of the variety available in those prewar years that the following day Albert Mellor took the same train with a lighter formation of nine eight-wheelers and one 12-wheeler, for which Bank Hall's '4P' Compound No. 902 was deemed sufficient propulsion.

One might have thought this meant the Liverpool-portion loco had been pressed into service but Mr Mellor had arrived from Manchester behind it.

With a load of 318tons tare, 332gross tare, the former Midland loco made a maximum speed of 62mph on the flatlands north of the River Ribble yet it was just 158sec down on No. 5696 by Lancaster. Despite a maximum of only 60mph before climbing Grayrigg, the gutsy compound maintained no less than a minimum of 33mph. It was said that the Compounds were at their comparative strongest climbing at 40mph and it took only 30sec longer from Oxenholme to Grayrigg than the 'Jubilee'.

Despite his steed's prowess, the driver exercised discretion at Tebay, stopping for

exactly a minute for a banker, a joint effort then managing a respectable 31mph at the summit.

With a maximum downhill speed of 68mph, No. 902 reached Carlisle in 110min 45sec (see Table 4).

Despite a brave effort the 4-4-0 was 14min adrift of the 4-6-0 before *Arethusa's* final signal check.

Finally, I would like to reprise another classic run which O S Nock also covered, this time in his *RM* June 1961 article with a Bowen Cooke 'Claughton'.

Surprising

In the Cotton Mill Express article (*RM*, May 2020) I discovered a surprisingly brisk run from Preston to Lancaster with this sometimes maligned design. I had always thought of the class as solid but unspectacular, certainly on their trans-Pennine runs.

As if in proof, I stumbled across one of Albert Mellor's climbs from Huddersfield to Marsden, with No. 5948 *Baltic* hauling the 4pm departure from the worsted manufacturing town with a load of 274tons tare, about 290tons gross, but still managing a maximum of only 32mph on the 1-in-105.

Baltic was one of the 10 members of its class to be fitted with both the larger design boiler and Caprotti valve gear, but it was one of the last handful of 'Claughtons' remaining in service and only three months from its April 1937 withdrawal.

On November 4, 1913, in a world as yet unscathed by the bloodshed of the First World War, three-month old unrebuilt original smaller boiler 'Claughton' 4-6-0 No. 1159 *Ralph Brocklebank* was selected to work the 10am Euston to Glasgow, which was conveying a dynamometer car.

Ralph Brocklebank was part of the famous shipping family whose venture was marked by naming 'Merchant Navy' No. 35025 *Brocklebank Line*. Ralph was Sheriff of Cheshire and a keen amateur art collector from his home at Haughton Hall, Tarporley, but the appearance of his name on the side of a prestigious locomotive stemmed from his directorship of the London & North Western Railway.

With 343tons tare and 360tons gross, No. 1159 reached a maximum speed of 71mph before Lancaster, which fell to only 60mph at Yealand (see Table 5). Milnthorpe was passed

TABLE 5: PRESTON (PASS) TO CARLISLE

Loco	'Claughton' 4-6-0 1159			
Vehicles/tare/gross tons	-/343/360			
Train	10.00 Euston-Glasgow C			
Date	November 4, 1913			
Recorder	Unknown			
Miles	Timing Point	M S	M P H	Ave
0.0	PRESTON pass	0 00	15	
4.7	Barton	6 15		45.1
9.5	Garstang	10 30		67.8
16.6	Galgate	16 45	71	68.2
21.0	LANCASTER	20 45		66.0
27.3	Carnforth	26 15	71/60	68.7
31.8	Burton & Holme	30 15		67.5
34.6	Milnthorpe	32 45	71	67.2
40.1	OXENHOLME	39 00	55/47*	52.8
47.2	Grayrigg	48 15	tsr	46.1
53.2	Tebay	54 30	71	57.6
58.7	Shap Summit	61 00	37½	50.8
72.3	PENRITH	75 15		57.3
85.2	Wreay	87 15		64.5
90.1	CARLISLE a.	93 15		49.0

*sustained on 1-in-131

Speed at Oxenholme or average suspect

Loco named Ralph Brocklebank

O S Nock's mileages

Timed only to 15sec accuracy

at 71mph and Oxenholme at 55mph, but the climb of Grayrigg was checked by track repairs.

After 71mph, yet again, at Tebay the loco stormed Shap summit at a minimum of 37½mph, a similar speed to *Scots Guardsman's* effort 107 years later but with a lighter load.

A total of 32min 15sec was taken from Shap summit to Carlisle compared to *Arethusa's* net 28min dash, so speeds must have been conservative.

Mr Nock also mentions unrebuilt 'Royal Scot' No. 6154 *The Hussar* with 400tons gross taking Grayrigg at 37½mph and Shap at 24½mph, similarly to No. 5696 on its heavier load. Alongside this, he shows English Electric Type 4 D268 hauling the equivalent tonnage of the 'Jubilee' of 430tons gross with 37mph at Grayrigg and 25mph at Shap.

In terms of edbhp on Grayrigg, the figures quoted for the 'Claughton' and 'Royal Scot' were 1,260 and 1,200 respectively. On the other hand, the 1961 diesel run registered 1,300 marking, some might be tempted to say, over 40 years of progress. ■



RAILTRAIL®

GIVE YOURSELF SOMETHING TO LOOK FORWARD TO

We are proud that our unique Trust Account at Lloyds Bank ensures your monies are safe.
If your tour is cancelled by us a full refund of fare is made to you.

HEART OF WALES STEAM & THE BRECON BEACONS

Fares From **£565**

DEPARTS: Thursday 26 August & 9 September 2021

5 DAYS



- ★ Travel along the picturesque Heart of Wales Line
- ★ Enjoy magnificent Aberglasney House and Gardens
- ★ Experience the Talylyn Railway, the original preserved railway
- ★ Steam on the Vale of Rheidol Railway – one of the Great Little Trains of Wales
- ★ Visit Aberystwyth & Devil's Bridge
- ★ Explore the unique industrial landscape of the Blaenavon UNESCO World Heritage site
- ★ Ride on the Pontypool & Blaenavon Railway
- ★ Marvel at reservoirs and mountains on the Brecon Mountain Railway



ISLE OF MAN EXPLORER

Fares From **£669**

DEPARTS: Thursday 23 September & 28 October 2021

5 DAYS



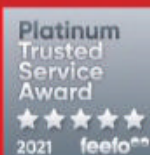
- ★ Discover the captivating heritage of this independent isle
- ★ Rover ticket for all the Isle of Man railways
- ★ Laxey Mines private steam charter
- ★ Ride the unique Manx Electric Railway
- ★ Explore the harbourside town of Ramsey
- ★ Steam journey on the Isle of Man Steam Railway
- ★ Discover medieval Castle Rushen
- ★ Fascinating Old House of Keys
- ★ Spectacular views from Snaefell Mountain Railway
- ★ Steam journey on the Groudle Glen Railway



MORE UK TOURS WITH LIMITED AVAILABILITY

Tour Title	Departs	Duration	From Fares
WONDERFUL WALES	21 June	6 Days	£900
STEAM & SAIL IN THE ENGLISH RIVIERA	20 July	5 Days	£519
SCOTTISH STEAM, MALT & ALE TRAIL	29 July	5 Days	£599
HIGHLAND ADVENTURE <i>including Jacobite Steam Train</i>	9 August	4 Days	£519
SIX WONDERS OF THE WATERWAYS	14 August	10 Days	£1290
LOST VILLAGE OF IMBER & STEAM	19 August	5 Days	£389
SHIPSHAPE & BRISTOL FASHION	2 September	5 Days	£565
GREAT CENTRAL GALA STEAM, RAIL & ALE	30 September	5 Days	£499

SEE OUR SELECTION OF OVER 100 TOURS NOW ON OUR WEBSITE
RAILTRAIL... Big on quality, small enough to care



Save £10 per person on any tour!
Quote code RM010

www.railtrail.co.uk • 01538 382323



A Master Remembered

HERBERT NIGEL GRESLEY

April 5 marked the 80th anniversary of the death of revered engineer Sir Nigel Gresley. **Tim Hillier-Graves** reviews his career.

APRIL 5, 2021, marked the 80th anniversary since Herbert Nigel Gresley, arguably one of Britain's greatest engineers, died. Although suffering from poor health which might have ended the careers of lesser men, he struggled on and died 'in harness'.

With the Second World War at its height and Britain's very existence in jeopardy, his strong sense of duty kept him going to the end. This helped ensure that the LNER could support the war effort and help turn potential defeat into victory.

As a man he was steadfast, determined, a strong and pragmatic leader, a scientist by nature, and an engineer of great substance. In essence, he was a polymath who developed a detailed knowledge of many subjects during his lifetime, allowing him to solve a series of complex problems that may have defeated others.

In so doing, he never lost sight of the economics and politics of big business, and the need to balance many factors in producing engineering solutions that enhanced the railway's operation. Such was his success that his name is probably as well-known now as it was at the height of his fame.

Achievements

To ensure this remains so, we have many examples of his work around us today, such as *Mallard* and *Flying Scotsman*, plus a new 'P2' on the way. There is also a statue at King's Cross which continues to attract interest.

But among all these signs of engineering prowess, many details of his life seem to have slipped from memory. So, to mark this anniversary, it is fitting to remember his life and the totality of his remarkable achievements.

Herbert Nigel Gresley was born in Edinburgh on June 19, 1876, while his mother, Joanna, was visiting the city to consult a



Herbert Nigel Gresley very early in his career. Following the death of his father and elder brother, who were both called Nigel, he appears to have dropped his first name in favour of theirs.

gynaecologist, suggesting there were problems with her pregnancy.

After a short period of recovery, she returned to the family home in Netherseal, Leicestershire (later Derbyshire), where her husband, the Reverend Nigel Gresley, vicar of the parish, and their other four children awaited her and the new addition. From an early age, Bertie – as his siblings called him – demonstrated a fascination with engineering and the railways, aided by his father's love of science. This growing interest was encouraged by three years of schooling from 1890 at Marlborough College.

Due to his father's rapidly declining health, it seems Gresley then chose to become a

premium mechanical engineering apprentice with the London North Western Railway at Crewe, rather than attending university and therefore being a drain on his father's diminishing resources. He studied under the dynamic but difficult Francis Webb, and his works manager, Henry Earl.

Having qualified in 1898, after five years of hard work, Gresley successfully applied for a post with the Lancashire and Yorkshire Railway, where John Aspinall held sway as Chief Mechanical Engineer. Over the next five years, he occupied various posts, rising in rank to become Assistant Superintendent at Newton Heath.

Such was his growing reputation that, during 1905, he was appointed to be the Great Northern Railway's Carriage and Wagon Superintendent by Henry Ivatt – and with this significant posting the most important part of his career began.

Creative thinking

But no matter how much his training and guidance from wise men helped him develop as an engineer, these influences could only cast their spell if the individual concerned had talent and the ability to think deeply and creatively.

There is little doubt that Gresley was so imbued, demonstrating these qualities from very early in his career and continuing to do so as he rose to the top of his profession.

In the early days he gained experience of design work, his clever mind absorbing a great deal of information along the way. But he did not fully take the lead in this area of work until 1911. In that year Ivatt announced his intention of retiring, and the prospect of promotion raised its head.

Gresley, with well-established credentials and now a mature father of four (Nigel, born in 1903, Violet in 1904, Roger in 1906, and Marjorie in 1908), was thought to be



Above: Gresley wanted to take his '02' 2-8-0 design a step further and explore the use of three cylinders equipped with a two-in-one conjugated valve gear. This concept became a trademark part of his designs for the next 20 years. Here he poses before his first locomotive, No. 461, to be so fitted. Many more 2-8-0s would follow, but it was his Pacifics that would grab headlines and make his name.



Right: Gresley's first Pacific, No. 1470 Great Northern, nears completion at Doncaster in 1922. Its advanced design clearly impressed the directors of the newly-forming LNER and may have persuaded them that Gresley was the man to be their first CME.



Above: A living memorial to Gresley's life and work, 'A4' Bittern, running as No. 4492 Dominion of New Zealand in original form, pulls up the long drag from Westbury with ease on the way to Salisbury. AUTHOR

his natural successor. He was undoubtedly groomed for the role by Ivatt and the Great Northern's 70-year-old chairman, William Jackson, the 1st Baron Allerton.

However, their plans almost came unstuck when their protégé became ill. A blackthorn spike pierced his leg and sepsis set in, followed by superficial phlebitis. Gresley's health quickly deteriorated to the point that amputation and severe disablement seemed likely, and death a possibility, too.

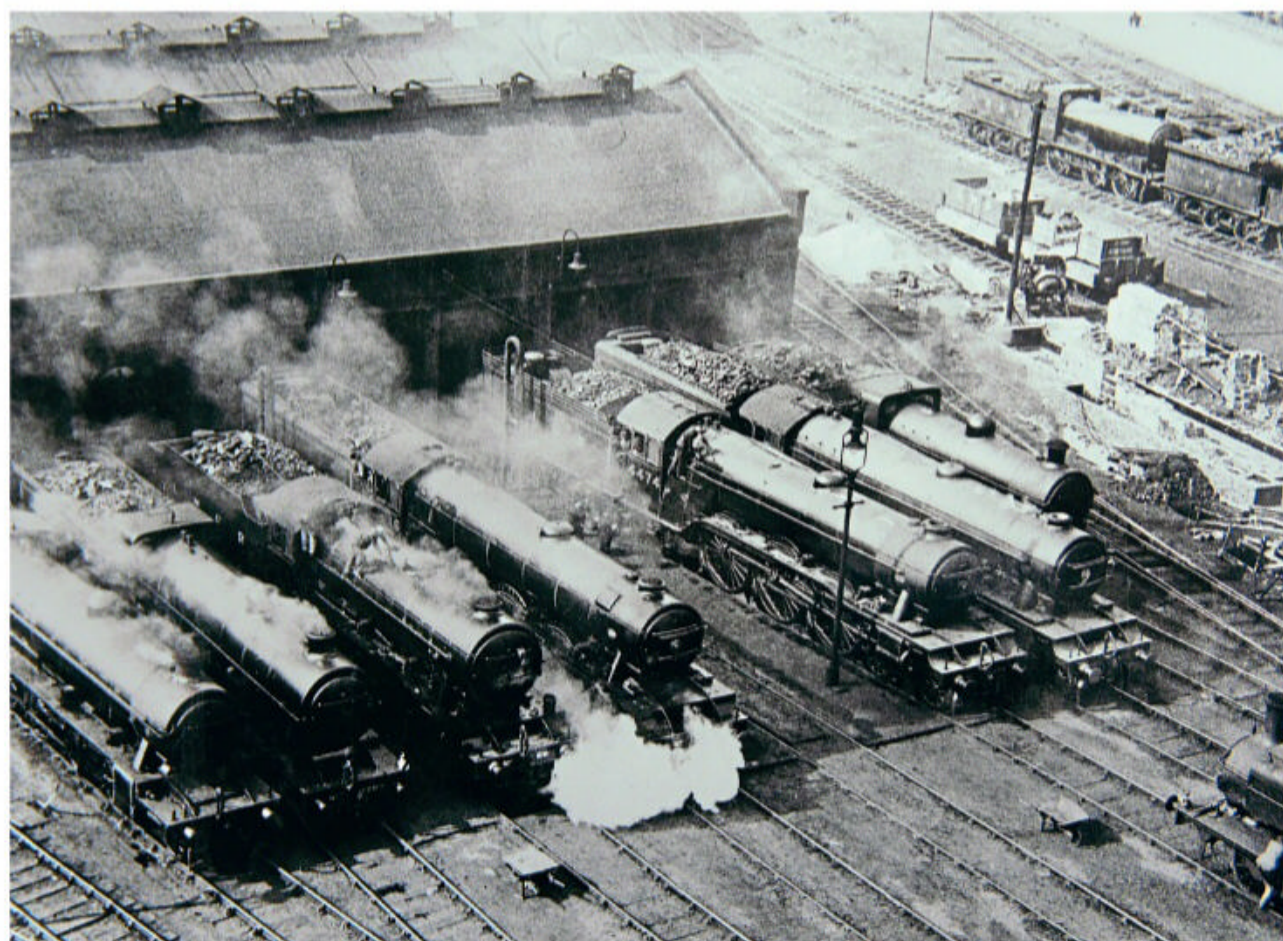
To halt the decline, leeches were applied to draw out the poison. This cure took some time to restore Gresley, and he was left with a weakness in the infected leg.

Luckily, the chairman had few – if any – doubts about Gresley's ability to do the job. Though he would clearly have harboured concerns about his health, those fears were allayed to a certain extent by Gresley's eventual return to work in October 1911.

In December, Ivatt departed the scene and his deputy stepped up to a position he went on to hold to great acclaim, with the GNR and LNER, for the next 30 years.

The GNR was a fairly progressive company but not hugely profitable. This tended to influence its development policies, which may have lacked the ambition of others – most notably the North Eastern Railway, where the highly motivated Vincent Raven succeeded Wilson Worsdell as Locomotive Superintendent ▶

Below: A line-up of Gresley locomotives on shed.



LOCOMOTIVE ENGINEERS

in 1910 – but achieved much nonetheless. A few years later, during a presentation to fellow engineers, Gresley seemed to confirm this when he recorded that: “In the days of strenuous competition, the Great Northern has always more than held its own.

“This is largely due to the comfort, speed and punctuality of its services, for which the Locomotive Department has principally been responsible.

“For these results my predecessors are responsible, and I have only to carry on their good work.”

Frustration

He seems to be saying that Ivatt had made such good progress in locomotive and rolling stock design that there was little need to do more in the short term. For such a creative, ambitious man this was probably frustrating,

so he sought to build new where required, improve the fleet he had inherited where necessary, and await events.

His first design, the ‘H2’ 2-6-0 mixed traffic engine, appeared in 1912, followed by ‘O1’ 2-8-0 heavy goods locomotives in 1913 (20 in all), and the initial batch of ‘J23’ 0-6-0 tank engines in the same year. A promising start, but the outbreak of war in 1914 added a new layer of constraint that delayed his emerging ideas even further.

But at least this pause gave him time to consider future motive power needs as the company struggled to move people and material in ever increasing quantities.

On May 11, 1918, he gave an inaugural address to the newly formed Institution of Locomotive Engineers, summing up some of his emerging ideas and philosophies. For reasons that are not entirely clear, he left out

a number of key issues which were, by then, important to his work.

This included his growing interest in Pacific locomotives, the number of cylinders, and types of valve gear to be employed. By then, his work had already resulted in one patent being taken out with more to follow.

“The locomotive of today is a very different machine. The improvement is chiefly due to a kind of continuous evolution. During the past 10 years, this has been greatly accelerated by the introduction of superheating,” he said.

“The power of an engine depends upon its capacity for boiling water. The boiler is therefore without question its most important feature, but many engineers still compare the power of engines by their tractive force only and not the boiler.

“As a measure of the power of an engine, tractive force is useless unless the boiler is able to supply the necessary steam for long and continuous service.

“Mr Ivatt’s first Atlantic engine had comparatively small boilers according to present-day practice. The heating surface was 1,442sq ft and a grate of 26.75sq ft. The large boiler Atlantics have 2,500sq ft of heating surface and 31sq ft of grate. Except for the boilers, the engines are identical so far as boiler pressures, cylinders and wheel diameters are concerned.

“Therefore, the tractive powers are equal, but the large boiled Atlantics have proved to be much more powerful as express engines and are able to haul much heavier trains and keep time.

“Then, later on, when the 2-6-0 type was introduced [by Gresley] the first 10 had smaller boilers – 4ft 8in diameter. The later ones had boilers 5ft 6in diameter, but the grate area was the same in each case, and the engines in other ways were identical. During the last year’s work the 10 engines with the smaller boilers consumed about 5lb more coal per mile for the whole year than the engines with larger boilers.

“Talking about fireboxes, it may be of interest to record that the wide fireboxes of the Atlantic engines introduced by Mr Ivatt are more economical from the point of view of life, and I think also from the point of view of efficiency.

Belpaire debate

“Then there is the much debated question of Belpaire and round topped boilers. I have tried to find some explanation for the apparent conviction of certain engineers in the superiority of the Belpaire type. There must be some explanation of this.

“In the case of almost every railway which has adopted the Belpaire box, the firebox roof of the old round topped boilers were stayed with roof bars, which are well-known to be objectionable on account of the difficulty in keeping the firebox top free from dirt.

“Naturally, when they introduced Belpaire boxers with direct roof stays, many of the troubles disappeared, and the improvement was put down to the adoption of the Belpaire type boiler. On the other hand, the use of general stays in round topped boilers has been the general practice on other railways.

“To such the Belpaire boiler offered no advantage; in fact, on one line it was tried and abandoned.

“I have, therefore, come to the conclusion that, from a maintenance standpoint, the Belpaire boiler offers no advantage over the



The arrival of No. 2509 Silver Link, the first of Gresley's streamlined 'A4' class.



Colour photographs of Gresley's first 'A4' and the 'Silver Jubilee' service are rare but here, engine No. 2509 Silver Link is captured heading this prestigious service at Darlington a month after inauguration in September 1935.

COLOUR-RAIL



A poster promoting Britain's first streamlined train, operated by LNER.



Watched by a couple of schoolboys, 'A4' No. 4468 Mallard eases into London King's Cross in the late 1930s.

direct stayed round topped boiler, whilst undoubtedly its first cost is greater.

"Another feature worthy of note in modern engines is the tendency towards greater accessibility of working parts. Outside cylinders and, particularly, outside Walschaert valve gear offer great advantages. It is possible to secure better cross-bracing of the frames, to say nothing of easier oiling, inspection and maintenance of motion.

"With such an engine, it is not necessary to put it over a pit before leaving the shed and the essential parts can be better examined in a good light – a very important consideration.

"The use of mechanical lubricators for axleboxes has also tended to simplify the work of the enginemen, the oiling of all boxes being controlled by one lubricator. There has been a marked decrease in the number of hot boxes and an economy in the consumption of oil, due to the fact that when an engine is standing no oil is being used. It is an important point that the mechanical lubricator should be connected to a point in the motion which has a constant travel and not to a valve spindle, of which travel is reduced as the engine is notched up.

"The economy to be obtained by the introduction of a really satisfactory feed water system is second only to the economy which has resulted from superheating.

"Considerations of ease of maintenance have largely influenced firebox design. If more units of work have to be obtained per unit of weight out of locomotive boilers, the fireboxes will have to be designed to give more complete combustion and possibly with the provision of combustion chambers and auxiliary air supplies."

Rather interestingly, and to demonstrate his openness to other forms of motive power, he added: "I should remind our members that this is an Institution of Locomotive Engineers, not an Institution of Steam Locomotive Engineers; all kinds of locomotives, steam, oil and electric are our concern."

With the end of the Great War approaching, Gresley was given the opportunity to put some of these ideas into practice. In very short order he produced a single three-cylinder 2-8-0 Class

461 engine in 1918, based on his prewar two-cylinder 'O1s'.

It was a significant step forward, most importantly because on this loco he introduced his trademark two-to-one conjugated valve gear, which allowed a third set to be eliminated; a concept he would soon refine further.

He strongly believed that this configuration achieved a more even crank effort, reduced wear and maintenance requirements, and made for a smoother start from rest.

Debate has raged over the years about who invented the two-to-one valve gear and the role of Harold Holcroft – a young engineer with the GWR and soon to join the SECR – in this process.

Design concept

Accusations of plagiarism by Gresley have hung in the air for many years which may or may not hold water.

It is probably safest to say that the concept had its origins during the late 19th century in the work of David Joy, when he was employed by the Barrow Shipbuilding Co – which was developed and patented by Holcroft in 1909 but allowed to lapse four years later.

Gresley subsequently picked up the research and patented his own version in 1915, and then refined it with Holcroft's assistance.

Wherever the truth might lie, there was no denying that Gresley remained firmly wedded to this concept for the rest of his life. As a result, he would use it again and again despite growing reservations about its effectiveness.

"He developed close links with men such as Andre Chapelon and Ettore Bugatti..."

Promotion of LNER fast express services.



The early 1920s proved to be a boom time in locomotive and carriage design as the effects of the war slowly receded. Recession lingered on, exacerbated by the Great Crash of 1929, but the amalgamation of existing railway companies into a 'Big Four' in 1923 led to new investment opportunities.

Gresley profited from these changes and was appointed CME of the newly formed LNER. Having introduced a large new Pacific class in 1922, he then set about developing this idea further.

Although a major part of his plans, the 4-6-2s didn't dominate his thoughts to the exclusion of other possibilities. His mind was far too fertile for that. Among other things, his thoughts turned to carriage design, the development of 2-8-2 locomotives, new classes of 0-6-0 tender engines, 4-4-0s, 4-6-0s, 2-6-2s, and, during this period, he experimented with articulation, rotary cams, compounding and high pressure boilers, and so on.

As his assistant, Bert Spencer, later recalled: "There was an explosion of ideas in the 1920s and 1930s." And he could have added: "With the highly creative figure of Nigel Gresley at their core."

One thing is certain: no one man, no matter how skilled, could have managed all this without a very talented team around him. Here Gresley was blessed – with the very able Arthur Stamer, who became his deputy, Oliver Bulleid, his future assistant, and Arthur Peppercorn and William Elwess, the Chief Draughtsman, who were inherited.

LOCOMOTIVE ENGINEERS



Left: Numerous awards and decorations came Gresley's way. None were more deserved than his knighthood, awarded in 1936. He is pictured with his daughter Violet and sister Beatrice on the way to Buckingham Palace.

Below: 'W1' 4-6-4 No. 10000 – Gresley's attempt to take steam locomotion a giant step forward. With its four cylinders, high pressure water tubed boiler and a degree of streamlining, it certainly attracted attention. Here a newsreel cameraman films this unique locomotive on the turntable at King's Cross. AUTHOR

Others came later, such as Bert Spencer, Tom Street, Robert Thom, Edward Thompson, and Douglas Edge. But no matter when they arrived, it was the CME who moulded them into a very effective and dedicated team.

To truly understand the nature of Gresley's achievements, we must consider all the elements he had to manage in his path to success. First of all, there was the pressing need to develop an effective design philosophy, where understanding a demand, producing a detailed specification and translating it into an advanced product were crucial skills.

Then there was the need for good leadership, a variety of up-to-date scientific and engineering skills, a strong sense of the economics of big business, effective day-to-day management of all aspects of any project, and a clear understanding of how myriad number of demands fit together.

And a safety-first principle had to be applied, because loss had to be avoided and shareholders had to be appeased.

Yet, gambling on emerging technology and developing new ideas can often achieve a higher return in the long term. The ability to take calculated risks became an essential part of good business philosophy, too.

Gresley was aware of all this and much more, and seems to have adopted the business mantra 'on time, on cost, and always adding value' as a matter of course. But he contributed much more than this and always sought to stretch what was possible within the



limits imposed by good business principles and practice.

He learnt how to manage constraint and expectations with a master's touch, leading and being supported by many talented people of equally sound judgement and skills along the way.

Leading any business is a juggling act that seeks to balance many factors, but some of these are less obvious than others, and here Gresley also proved his worth.

Politics, both positive and negative, will inevitably come into play. The chairman may seek a traditional solution with quick returns but little long-term potential. Politicians may try to inflict their creed on any business, especially one as large as the railways.

It was here that Gresley proved to be a master of this balancing act, working through direct persuasion and argument, and by marshalling his many contacts to achieve success. These are just some of the attributes he displayed as his achievements quickly mounted.

There were undoubtedly many other influences that came to bear over the years. This was most apparent in the friendships he forged with fellow engineers and scientists, and his active participation in the work of many learned institutions. His was an active, enquiring mind, and he counselled and advised others as a matter of course, but he also sought help and advice where necessary.

Towards this end, he cultivated many close personal and professional relationships. Here, the likes of George Churchward of the GWR, William Stanier, Frederick Johansen, a scientist working for the National Physical Laboratory, William Dalby, Professor of Engineering at London University, and the leading metallurgist of the day, Professor Thomas Turner, and his son Thomas Henry Turner, both of whom Gresley employed, were important.

Overseas links

While overseas he developed close links with men such as Andre Chapelon and Ettore Bugatti in France, and Richard Wagner in Germany, as well as looking to designers in America for ideas to consider. Each, in their own way, would add something to Gresley's developing ideas and be involved, to some degree, in his evolving story.

Although the needs of industry and commuter services around London and other cities the LNER served were main sources of revenue, the east coast main line express services attracted most attention. They proved to be an essential tool in publicising the company's success.

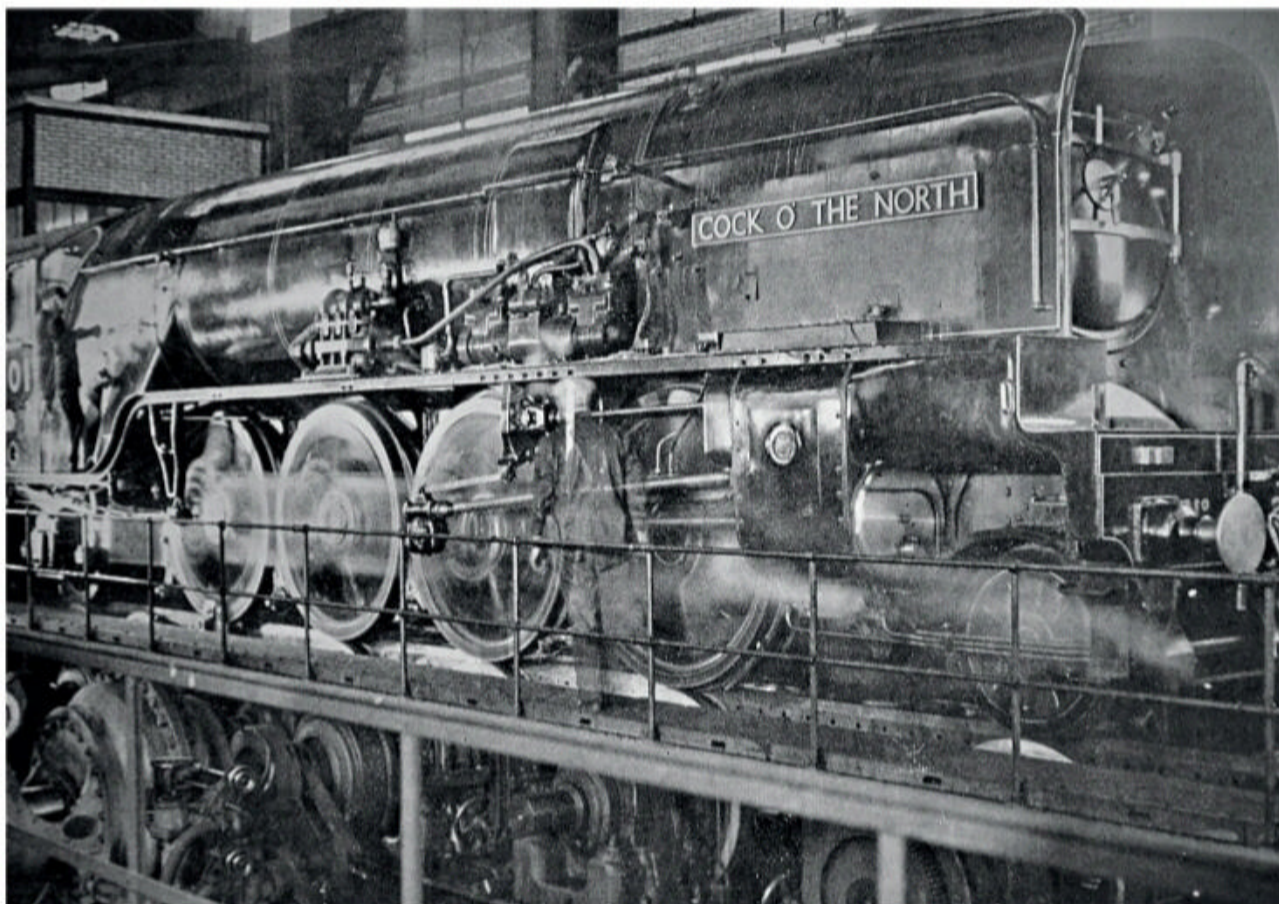
Speed, sleekness, comfort and modernity were the key messages, and soon stories of each new development or each new speed record filled many column inches in newspapers and magazines, and appeared on cinema newsreels.

In Gresley's work, there was much for the media to devour. When fast, new, non-stop services departed from King's Cross, they drew crowds and immense amounts of publicity.

Inevitably, these successes made Gresley a public figure of some standing and brought his achievements to a wider audience. This would have undoubtedly increased his standing within the LNER and help remove or reduce any constraints placed on his plans to develop locomotives or experiment with new ideas. This was nowhere more apparent than in the continuing evolution of his Pacifics and the



Often overlooked, Gresley's electrification programme, though held up by financial constraints during the 1920s and 1930s, promised much and took giant steps forward. This was nowhere more apparent than in the production of this prototype Bo-Bo locomotive (No. 6701) for use on the Woodhead line. Here is the completed loco in 1941 at Doncaster.



The first 'P2', No. 2001, under test at Vitry in 1934. Gresley visited France to observe this work in progress, as did the LMS's William Stanier. Stanier gave this photo to Tom Coleman, soon to be his chief draughtsman. Coleman has written on the back: 'The ghostly figure is the CME getting too close for comfort.' ML

adoption of streamlining principles, which were rejected by many other engineers in Britain at the time.

Then there was his compound four-cylinder 4-6-4 'W1' locomotive which rolled off the production line at Darlington in 1929. It was a design noted for its use of an experimental Yarrow's-built marine water tube boiler – a brave attempt to move steam locomotion forward that ultimately didn't succeed because it could offer no appreciable advantages over more traditional designs, and was eventually rebuilt by Gresley himself.

Then there were his massive 'P2' 2-8-2 passenger engines, which first appeared in 1934. They were designed specifically for the demanding route from Edinburgh to Aberdeen, but in service they demonstrated some shortcomings.

Spencer summed these up when he wrote that "these engines would have performed better if they had been allowed to operate

in the south, where their great power could have been harnessed without fear of doing damage to the track or the driving wheels. But overall they proved costly to run and were difficult to maintain in good running order. I recall it being said that for every day spent out of service by the 'A3s' and 'V2s', the 'P2s' had three."

Rebuilt

Six were built but failed to gain much favour within the Running Department and during the 1940s were rebuilt as conventional Pacifics as their condition continued to deteriorate. Despite this, their development added much to Gresley's mounting knowledge, which soon found fresh impetus in the creation of his streamlined 'A4s' and then the 'V2' 2-6-2s, before turning to the challenge presented by electrification.

By this stage, he was at the pinnacle of his career, his reputation strengthened by the



Gresley Pacifics, albeit having undergone some modifications, as shown here with smoke deflectors added, continued to provide sterling service up to the end of steam in the 1960s when some were approaching 40 years of age. Here the 1924-built 'A1', converted to 'A3' in 1941, No. 60052 *Prince Palatine*, is captured near the home shed of St Margaret's, Edinburgh, towards the end of its life in 1966. AUTHOR

success of his fast-running Pacifics. This was nowhere better captured than in the reaction to No. 4472 *Flying Scotsman's* inaugural non-stop run from King's Cross to Edinburgh, which occurred on May 1, 1928.

It was an event that caught the public's imagination and helped ensure that this locomotive and its designer-in-chief remained in the public eye to this day.

If this wasn't enough to cement his place in railway history, the inauguration of the streamlined 'Silver Jubilee' service, with a gleaming 'A4' *Silver Link* at its head, in September 1935, then No. 4468 *Mallard's* World speed record for steam engines achieved on July 3, 1938, put the issue beyond doubt.

Rapid decline

As Gresley and his team celebrated this last great achievement, war clouds were gathering once more and a bleak future beckoned. It was also a time when his own health was beginning to fail. The next three years saw a rapid deterioration caused by bronchial problems, arteriosclerosis and increasing mental frailty.

Gresley had to increasingly work from home with Spencer, his ever-faithful assistant, at his side, and looked after by his daughter, Violet. With this support, he appears to have coped for a time. Doctor Patrick Ransome Wallis, a respected observer of railway matters, later described, with great sadness, "the sight of him walking down the departure platform at King's Cross, insisting on all drivers of all Pacific locomotives blowing their whistles for him."

He remained in post, though to all intents and purposes his great days were over – his final locomotive, a 'V4' 2-6-2, entered service in February 1941. His days were numbered: a long-threatened cerebral thrombosis finally occurred on April 5. A blood clot formed, and

Gresley died. He was laid to rest beside his wife, who had died in 1929, and within yards of his childhood home in Netherseal.

Following his death there were many plaudits, but the most heartfelt probably came from his long-time assistant. For 20 years, Spencer was his faithful and dedicated servant, seeing him on an almost daily basis. They were close, so who better to sum up the work of his greatly admired and respected leader.

"I admired Sir Nigel tremendously and never found him inconsiderate, or too busy to listen and discuss my ideas.

"He had the ability to think broadly and absorb a great deal of information before reaching conclusions.

"He sought the advice of those he respected and would always consider other possibilities, modifying his own plans accordingly if the arguments put forward held value.

"But once a decision was made, he pursued a course of action with great determination, taking stock and reviewing progress all the time.



Gresley's final resting place in Netherseal (the white, stone-covered grave in the centre), with his wife beside him, as well as his parents. AUTHOR

"When a job was complete, he insisted on a programme of testing to make sure the locomotive was as good as it could be and used whatever information he collected to modify the design.

Investment

"It was a constant frustration to him that the authorities were so tardy in building a test centre, where better solutions might have been developed. He believed that Churchward achieved greater success because the GWR invested in such a facility and the LNER struggled to match their achievements because we had none.

"He inspired confidence and led us all with a sure touch, often in very difficult circumstances. He was a great man and it was a privilege to work for him. At the end of my presentation [to the Institution of Locomotive Engineers] in 1947, I summarised all his new locomotive designs for the GNR and LNER in a single table.

"Although not everything he did was included, I felt that this would speak for itself in describing his greatest achievements. I don't think there was another designer except, perhaps, Churchward, who accomplished so much.

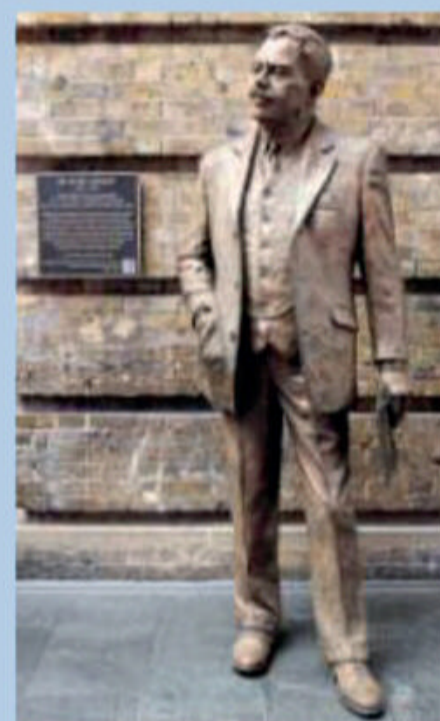
"I was lucky enough to see the CME's ideas on electrification finally come to fruition after the war and see his influence continue to spread. Whilst his steam locomotives clearly pleased him, I have no doubt that he would have been proud to have witnessed the Shenfield line open and the electric locomotives he planned come in to service and move Britain's railways into the future."

■ This feature is based on Tim Hillier-Graves's book, *Gresley and His Locomotives*, published by Pen & Sword, 2019 (ISBN 9781526729934).

THE GRESLEY SOCIETY

The Gresley Society was founded in 1963. Our purpose is to study and celebrate the life and works of Sir Nigel Gresley in particular, and the achievements of the London & North Eastern Railway in general. As a charity we have a remit to educate and this we do through a programme of meetings and talks, and by erecting memorials of various kinds at appropriate places.

We own and operate the oldest extant Gresley locomotive in the world, Great Northern Railway class N2 number 1744. We also own unique buffet lounge carriage number 1852 from the 1938 'Flying Scotsman' set.



In 1965 the Gresley Society saved for preservation the Beavertail observation carriage No 1729 designed for the LNER 'Coronation' express. Now owned by Royal Scot & General Trust, the vehicle has recently been magnificently restored by Rail Vehicle Preservations Ltd.

The N2 acts as a flag-bearer for the Society on many heritage railways. It is now 100 years old and about to complete its latest 10 year overhaul. To keep locomotives in steam costs an enormous sum of money and we need your help to keep this priceless engine running and to pay for its next overhaul.



WHY NOT JOIN US, OR MAKE A DONATION TO HELP KEEP OUR CENTENARIAN RUNNING?

www.gresley.org

Or contact our Membership Secretary:

Chris Nettleton,

96 Greenfield Drive, Eaglescliffe,
Stockton-on-Tees, TS16 0HN



TRAINS, TURMOIL & IRISH PARTITION

A century ago this month, Ireland was partitioned. With it came new rules requiring passenger luggage and goods traffic to be inspected at 21 stations along the border between the Irish Free State and Northern Ireland. **Robin Morton** takes up the story.

The partition of Ireland 100 years ago in May 1921 was nobody's first choice. Unionists had campaigned for the whole of Ireland to remain under British rule, while nationalists demanded independence. And partition was certainly not the first choice of the railways in general; the Great Northern Railway (Ireland) in particular. At a stroke, the GNR(I) found itself to be an international company, operating in two jurisdictions.

The Great Northern system criss-crossed the new frontier no fewer than 17 times, although six crossings were accounted for by the meandering Fermanagh-Monaghan boundary between Clones and Cavan.

While the route taken by the railway strayed in and out of the north, the stations on this section happened to be in the Irish Free State – a stroke of luck for the GNR(I).

The new regulations came into force in April 1923 and saw customs officers

north and south examining passenger luggage and goods traffic at 21 stations. The timetable had to be rejigged to allow for delays at frontier stations; some 320 miles of the 543 miles of track operated by the Great Northern lay in Northern Ireland, the rest in the Free State.

Customs personnel

Border posts had to be built, although existing accommodation could be used in some cases. But at 14 of these 21 stations, new office accommodation for customs personnel had to be constructed – and all at the expense of the GNR(I).

The Great Northern line to Londonderry followed the west bank of the Foyle, which meant three small stations found themselves

in the Free State. Trains which called at these stations had to be customs-cleared at Strabane and Porthall.

The impact on freight traffic was particularly marked, especially regarding the lucrative agriculture business. Farmers were reluctant to send their cattle and sheep to the usual mart if it was now across the frontier, as this involved considerable red tape and tariff payments. This was a major contributing factor to the closure in April 1923 of the cross-border line from Keady to Castleblaney, opened as recently as 1910.

Indeed, the ramifications extended across Ireland as the burden of working out the appropriate tariff fell on the clerks at the despatching station. If an item was being

transported from Kerry to Derry, for example, the clerk in Tralee had to complete the necessary forms and charge the appropriate tariff... there is nothing new under the sun.

The railways met the challenges with ingenuity. In

“Inevitably, the checks led to considerable delays and discomfort for passengers. At the post, passengers had to present parcels and suitcases for inspection. Goods trains were also closely checked, and this too led to long delays.”



Passengers at Strabane undergo a check of their luggage by HM Customs around 1936. C H HEWISON/IRISH RAILWAY RECORD SOCIETY



Great Northern Railway (Ireland) 'U' Class 4-4-0 No. 204 Antrim sweeps through Enniskillen on the Down 'Bundoran Express' from Dublin on May 31, 1954. The 'Bundoran Express' ran non-stop through Northern Ireland to avoid the need for customs examinations. NEIL SPRINKS/CHARLES P FRIEL COLLECTION

the 1930s, the GNR(I) launched a summer-only 'Bundoran Express' from Dublin to Bundoran. It ran non-stop through Northern Ireland territory – including the county town of Enniskillen – and so avoided the necessity of customs stops.

In a similar vein, freight traffic from Free State stations such as St Johnston on the Strabane-Derry section operated on a 'free-to-free' basis, with wagons being sealed by customs officers in Co. Donegal and not reopened until inspected by officers in Dundalk, and vice versa.

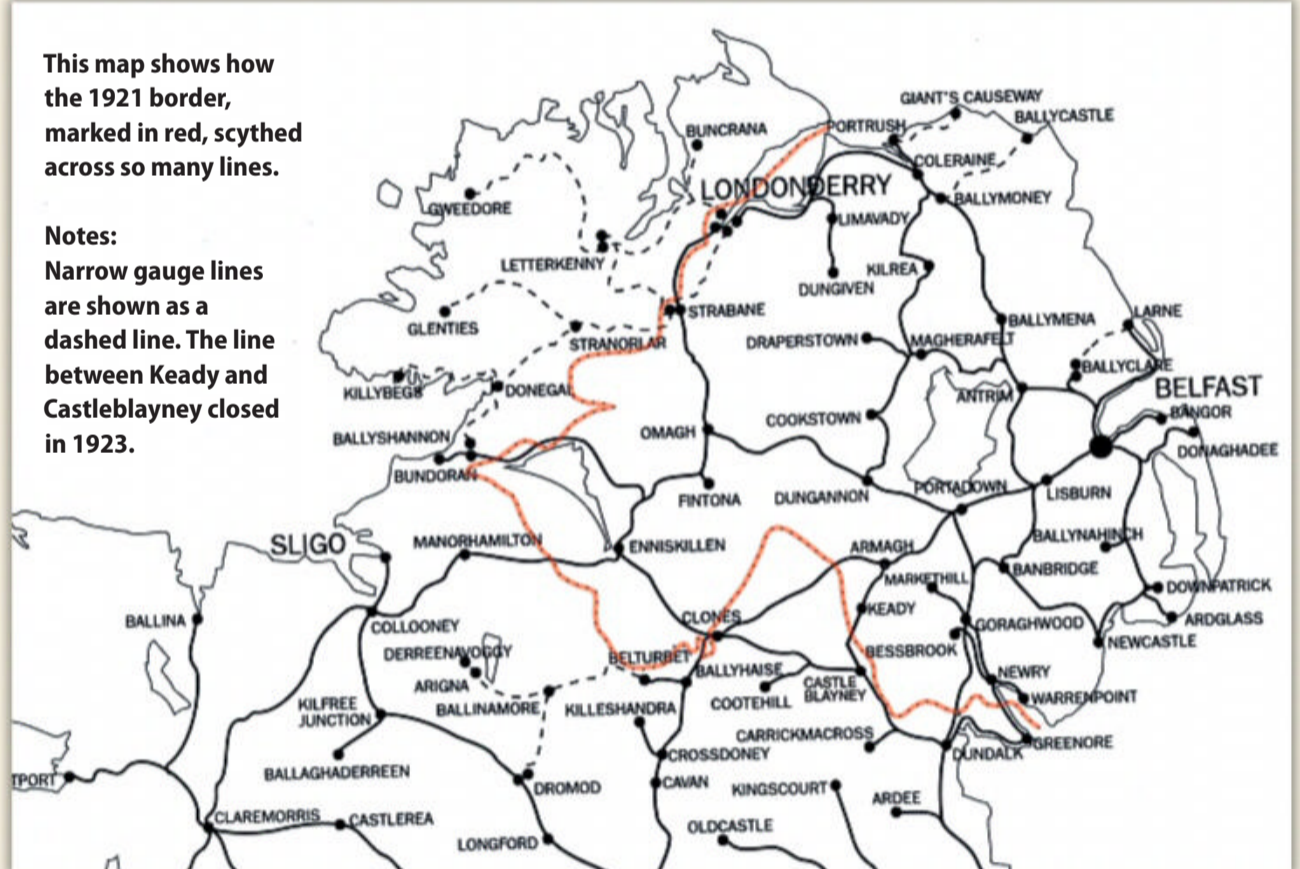
The Great Northern was not alone in feeling the impact of the arrangements. From Carlingford Lough to Lough Foyle, several smaller railways found their systems severely affected by the new frontier, which interrupted many traditional flows of traffic. This had an inevitable economic knock-on regarding the viability of the smaller lines, and undoubtedly contributed to their decline.

On the Dundalk, Newry & Greenore Railway, customs posts were set in place at Newry and Omeath, delaying trains heading to and from the port of Greenore. The Sligo, Leitrim & Northern Counties Railway (SLNCR) had customs posts at Belcoo and Glenfarne.

Cattle business

The complexities of a new frontier compounded the financial problems facing the SLNCR, which had been virtually bankrupt since 1890. The company had to come to terms with the new situation to maintain its primary business – the shipment of cattle from the west of Ireland to the ports of Belfast and Londonderry – but things were never the same.

The new customs arrangements also applied to the narrow gauge lines in Co. Donegal that had already borne the brunt of a campaign of sabotage and disruption mounted during



the War of Independence and the Irish Civil War. Over a two-year period up to 1923 – and beyond, in some instances – staff were intimidated, trains held up or attacked, track blown up, bridges damaged and workshops set on fire.

The County Donegal Railway linked in with the Great Northern at Strabane – in Northern Ireland. Strabane station was less than a mile on the northern side of the border but unfortunately the County Donegal's two lines diverged before they reached it.

This meant a UK customs post in Strabane, an Irish customs post at Lifford on the Letterkenny line, and another Irish post at Castlefinn on the line to Stranorlar. Inevitably, the checks led to considerable delays

and discomfort for passengers. At the post, passengers had to present parcels and suitcases for inspection. Goods trains were also closely checked, and this too led to long delays.

Frontier issue

The situation on the Londonderry & Lough Swilly Railway was perhaps more acute, as the company found itself with a headquarters and works in Londonderry in the north and the rest of its 100-mile system in the Free State.

The line from Derry crossed the frontier at Bridgend, just three miles out of its Graving Dock station. A shed to allow Irish customs examinations was built at Tooban Junction in County Donegal. That said, the situation also created major opportunities for those tempted



County Donegal Railways Joint Committee No. 4 *Meenglas* on a goods train from Stranorlar to Strabane stops at Castlefinn for an Irish customs check on August 21, 1959. Examination tables can be seen on the platform in the foreground. E M PATTERSON/CHARLES P FRIEL COLLECTION

to dabble in smuggling. During the Second World War, a lucrative business developed in border areas, and in both directions, smuggling items including butter, cigarettes and nylons.

This has long been a source of interest, and one of the displays at Whitehead Railway Museum tells visitors all about the smugglers. Their heyday was in the 1940s, when wartime food rationing was in force throughout Northern Ireland.

In some cases, people from the north took the opportunity of a cross-border visit to buy new clothes, change into them, and discard the old garments before catching the train home.

There was at least one reported case in which customs officers uncovered a contraband bottle of whiskey stowed away under the coal in the tender of a steam engine.

Mystery innovation

One innovation by the Great Northern during the war was the introduction of mystery trains from Belfast that always went to destinations in the Republic.

According to one of many of the late Tom McDevitte's tales, they ran to a pattern, heading for the same destination on the same day each week. This meant that savvy passengers knew where the train was going, and booked the one which suited them best for a bit of smuggling.

Tom told of regulars turning up at Great Victoria Street and asking the booking clerk: "Please may I have two tickets for Tuesday's mystery train to Dundalk..."

To add to the complexities, Northern Ireland and the Irish Republic found themselves in different time zones during the war. The UK added an extra hour onto the clock, so Northern Ireland used British Summer Time during the winter and Double British Summer Time in summer. The Republic stayed with the existing arrangements.

This meant train crew and passengers had to adjust their watches every time they crossed the border, and this led to many strange situations. There was the story of a schoolboy who lived in Co. Louth in the Republic but



Sligo Leitrim & Northern Counties Railway railbus No. 2A, on its way from Enniskillen to Sligo, awaits a customs check at Belcoo in Northern Ireland on September 27, 1957. GRAHAM HOARE/IRISH RAILWAY RECORD SOCIETY ARCHIVE

"The complexities of a new frontier compounded the financial problems facing the SLNCR, which had been virtually bankrupt since 1890."

attended school in Newry in Northern Ireland. Each afternoon he would leave school at 3pm to catch the train... and arrive back home by 2.45pm.

In 1947 the Great Northern launched the 'Enterprise Express', a non-stop train between Belfast and Dublin. In this case, customs examinations were carried out at Great Victoria Street station in Belfast and at Amiens Street station in Dublin.

The objective was to combat the frequently huge delays at Dundalk going south and at Goraghwood going north, where stops of 45 minutes became commonplace.

One quirk was that the 'Enterprise' buffet car had to operate two bars, one for each jurisdiction, with prices changing at the border to reflect different duty rates.

Thus, there were two different spirits dispensers behind the bar which were locked off by a grille, and one dispenser was swapped with the other at the border.

While all the financial woes that were to beset the Irish railway companies cannot be laid at the door of Partition, there is no doubt that the new frontier was a significant factor in their decline. Today there is just one railway line left that crosses the border – the Belfast to Dublin line.

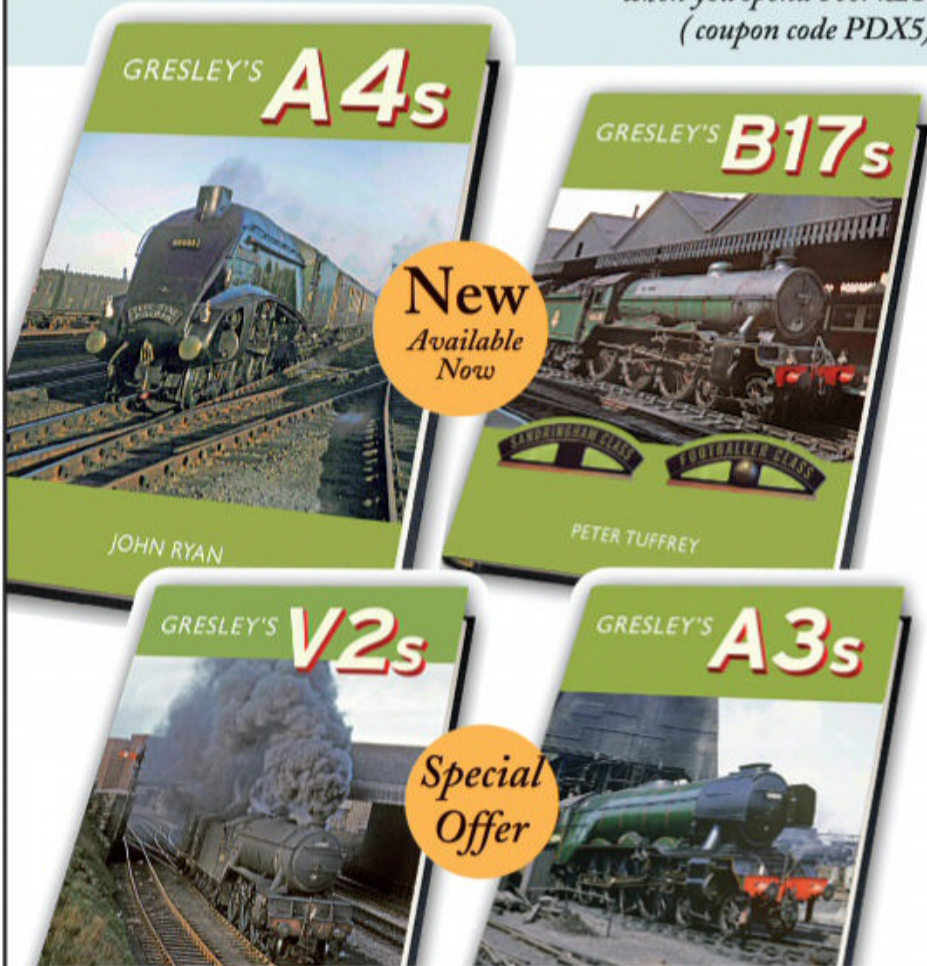
Passengers who gaze out of the window may just catch sight of white stone markers at the trackside near Kilnasaggart Bridge in south Armagh, which denote the frontier.

While the new Irish Sea border has raised all sorts of issues in 2021, customs checks on rail traffic flowing between north and south are today mercifully just a memory. ■

■ *The author gratefully acknowledges the assistance of Charles Friel, Ian Sinclair, Michael Walsh, Tim Morton, and Tom Ferris in the compilation of this article. Sources: The Great Northern Railway of Ireland, by E M Patterson (1962); Standard Gauge Railways of the North of Ireland, by Grenfell Morton (1962).*

Large hardback books. Quality art paper.
Excellent photographs. Informative,
well researched captions.

Free UK delivery.
Save £2.50 per book
when you spend over £21.
(coupon code PDX5)



New
Available
Now

Special
Offer

Gresley's A4s – £27.50 Gresley's V2s – Special Offer £15
Gresley's B17s – £22.50 Gresley's A3s – Special Offer £15
Call 01274 735056 or visit www.gnbooks.co.uk
Great Northern Books Limited, PO Box 1380, Bradford BD5 5FB
Join us on Facebook @glorioussteam GREAT NORTHERN

12-28 January 2022

Indian Magic

AN UNFORGETTABLE TOUR

The most famous Hill Railways in India and some of India's finest tourist attractions – ideal for a first visit!

Tour Kolkata by private vintage tram and see India's busiest station. Visit the spectacular Darjeeling Himalayan Railway and experience a three-course dinner as steam blasts its way through the forests, plus steam-hauled charters over the whole of the available length. See the world-famous Taj Mahal – and visit the National Railway Museum and its outpost at Rewari and then take a ride on the narrow-gauge Kalka-Shimla line.

Optional extension to the Nilgiri Rack-railway: 28 January to 1 February 2022

Colorado 4-19 Sept 2021: All the best steam railways, the BIG mainline trains, plus fabulous scenery, food and shopping

Australia 13 Oct to 2 (or 8) Nov 2021: Not just the railways: Sydney Harbour, Great Barrier Reef, the Melbourne Trams and the rugged West Coast Wilderness in Tasmania

North Indian Crafts 8-21 Nov 2021: From Shimla and Amritsar to Ahmedabad

The Darjeeling Mail 22 Nov to 9 Dec 2021: From Kolkata through Bangladesh and up to Darjeeling

Indian Magic 12-28 Jan (or 1 Feb) 2022: An excellent introduction to India (see headline)

Kangra Valley 13-31 March 2022: Shimla, the remote Kangra Valley Railway, Amritsar, Jaipur – and the Taj Mahal

We can only give a brief description here so please see our website or call us for more information. Let's make winter 2021/22 a season for adventure!

Darjeeling Tours



+44 (0)208 249 8943

www.darjeelingtours.co.uk • tours@darjeelingtours.co.uk
Lime Tree Lodge, Thorpe Road, Mathersey, Doncaster DN10 5ED

Full itineraries are available to download from our website – alternatively, give us a call and we will be pleased to put a copy in the post.

The **RAILWAY** Magazine

DIGITAL ARCHIVE

Access 120 years' worth of history from the nation's most authoritative and prestigious rail publication.

over
120 years
1300 issues
140,000 pages



ACTIVATE YOUR ACCESS TODAY
FROM AS LITTLE AS £6*

*This gets you three months' access to the Digital Archive.
Magazine subscription rates start from £20 for six months.

- FULLY SEARCHABLE CONTENTS
- KEEP SCRAPBOOKS OF YOUR FAVOURITE ARTICLES
- BONUS PREVIOUSLY UNPUBLISHED CONTENT
- MULTI-PLATFORM ACCESS

WWW.RAILWAYMAGAZINE.CO.UK/ARCHIVE



THE ORANGE & BLACK YEARS

Gary Boyd-Hope takes a pictorial look back at the Irish Rail network between 1987 and 2009, when the railway still carried a wide range of freight and most trains were hauled by locomotives carrying the distinctive orange and black 'White Stripe' livery.

NOSTALGIA has an uncanny knack of distorting one's recollections of days gone by. I, for one, seem to wear perpetual blinkers when I look back on British Rail's 'Blue & Grey' era, ignoring the faults (and there were many) and recalling those years with affection and a rose-tinted 'those were the days' attitude. Curiously, I have a similar outlook where Iarnród Éireann-Irish Rail (IE) is concerned.

My first face-to-face encounter with the Republic of Ireland's railway network came at Dublin's Heuston station in 2003. I had arrived early for my trip out to Sallins & Naas, so spent the intervening time watching trains arrive and depart.

Everything seemed so familiar, yet at the same time distinctly foreign; BREL-designed Mk2 and Mk3 stock with Mk1 generator vans, but hauled by American and Canadian-built Co-Co and Bo-Bo locomotives of the 121, 141, 181, 071 and 201 Classes, and all painted in IE's highly

distinctive Orange & Black livery. I was instantly hooked!

IE had been established on February 2, 1987, as a wholly-owned subsidiary of the nation's transport operator, Córas Iompair Éireann (CIÉ). The new organisation had been set up to take over the running of the railway network, and at the time marketed itself in English as Irish Rail. Its corporate identity, at least as far as livery was concerned, was effectively the same Orange & Black that had formed CIÉ's 'Revised Supertrain' livery, but with the addition of white stripes to separate the orange and black areas.

Transition

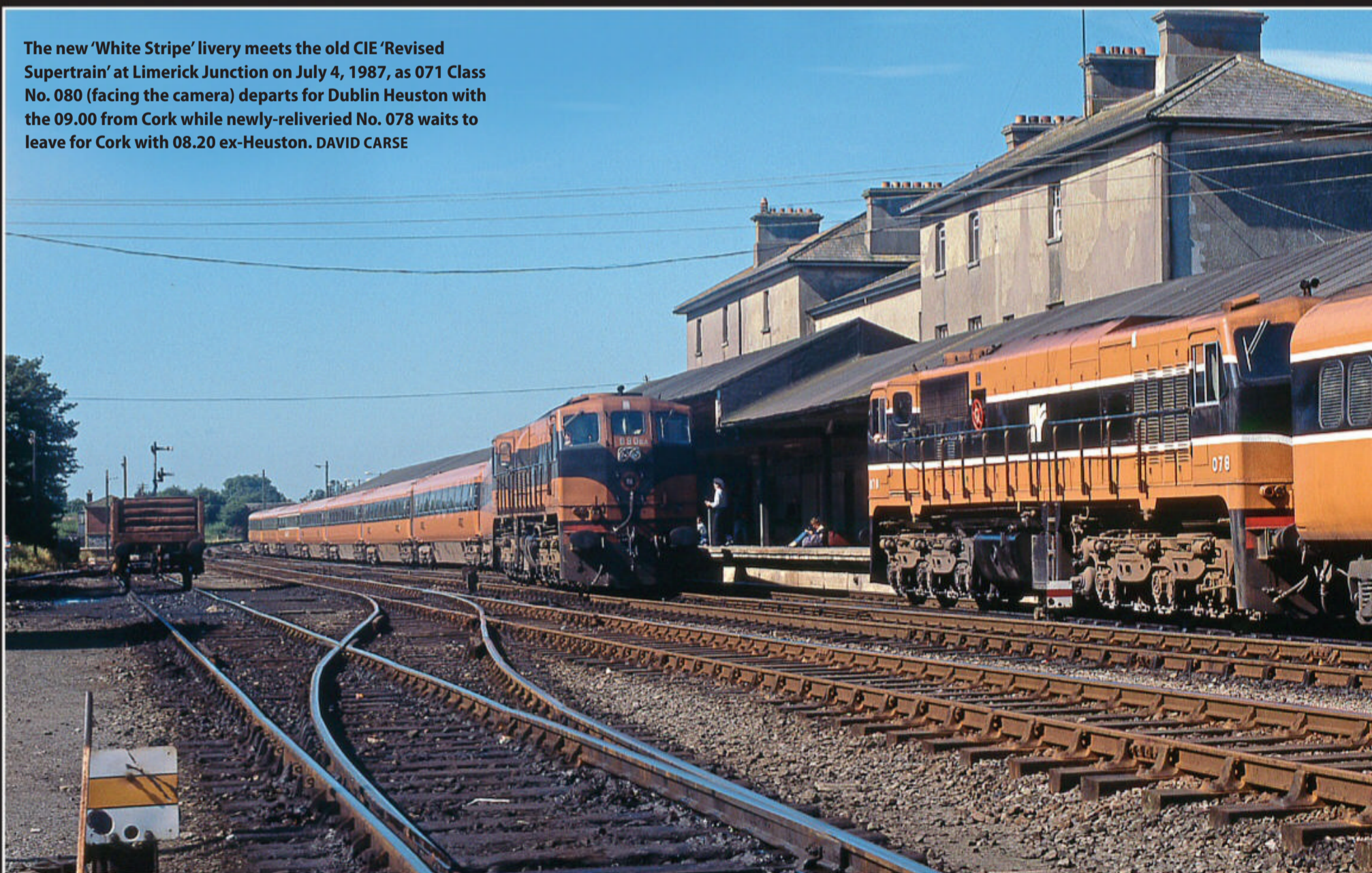
On locomotives the CIÉ roundel on the cab fronts was replaced by the new corporate Irish Rail's 'four tracks' logo, which also made an appearance on the body sides. The first loco to carry the new livery was 071 Class No. 078, which entered service in its new guise on April 16, 1987.

There followed a period of transition between the 'Revised Supertrain' livery and Irish Rail's new 'White Stripe' variant, whereby some locomotives still carrying the earlier Orange & Black livery had the new 'four tracks' logo applied, but without receiving the white stripes. However, all locos later received the new look, with the exception of the General Motors 201 Class that had a variation all of their own.

In 1994 Irish Rail brought the Irish language version of its name – Iarnród Éireann – to the forefront, and with it a new logo based on the stylised letters IE. The logo, which was subsequently nicknamed the 'three-pin plug', eventually found its way onto the majority of locomotives and stock.

Despite the introduction of Railcars (DMUs), such as the 2600 and 2800 Classes on short-haul commuter services at this time, loco-hauled passenger trains still dominated. Freight traffic was also healthy, with containers, sugar beet, timber, cement,

The new 'White Stripe' livery meets the old CIÉ 'Revised Supertrain' at Limerick Junction on July 4, 1987, as 071 Class No. 080 (facing the camera) departs for Dublin Heuston with the 09.00 from Cork while newly-re liveried No. 078 waits to leave for Cork with 08.20 ex-Heuston. DAVID CARSE





General Motors single-cab 121 Class No. 131 approaches Liffey Junction with a push-pull set (Mk3 Nos. 6303+6301 plus control car No. 6102) with the 16.00 Dublin Connolly-Maynooth on September 2, 1991. COLM O'CALLAGHAN



New General Motors 201 Class No. 202 *Abhainn na Laoi/River Lee* runs into Athlone with a rake of Mk2s forming the 11.05 Dublin Heuston to Galway on March 13, 1995. The loco is currently one of 12 201 Class locos stored since 2008/9 following a reduction of loco-hauled services. BARRY CARSE

Guinness and zinc all being transported by rail. These workings soon became the staple diet of the 071 Class after they were displaced from InterCity services by the introduction of the 201 Class in 1994. With the new locomotives came new stock for the cross-border 'Enterprise' service, built by the French firm of De Dietrich Ferroviaire, and introduced from 1997.

This was how the scene looked at the time of my first visit in 2003 but, with blinkers firmly in place, 'all good things must come to an end'. At this time, the Heuston to Cork expresses, including the trains I travelled on, were still made up of predominantly Cravens, Mk2 and Mk3 stock. There were a limited number



Metro-Vick 'A' Class No. 054 and GM 141 Class No. 170 pass Broombridge with the 10.05 Maynooth to Dublin Connolly service on June 26, 1992. The 'Dutch' generator van behind the locos is in Irish Rail livery, while the Cravens coaches still carry CIÉ colours. COLM O'CALLAGHAN



Ballybrack, situated between Killarney and Farranfore in Co. Kerry, is the location for this view of 'Baby GM' No. 165 working the 17.10 Cork to Tralee service on April 10, 1998. The train is made up of Cravens coaches in IÉ livery with a 'Dutch' generator van on either end. BARRY CARSE



On May 5, 1999, '071' No. 088 departs south from Templemore with the 09.50 Dublin Heuston to Limerick train. Curiously, the six Mk3 coaches were in use without a driving trailer. BARRY CARSE



General Motors 181 Class No. 185 passes through Gormanston with a cement train for Carlow, Co. Kilkenny, on March 27, 2000. COLM O'CALLAGHAN

of Mk3 DVTs (control cars) available, which meant that many services required a loco to run round at the end of each trip, which, in turn, had a negative impact on the timetable. To eliminate this and increase frequency, IÉ investigated the potential use of long-range DMUs but, with several of the 201 Class already lying idle, the decision went with new push-pull trains instead.

Funding was obtained from the European Union, and in November 2002 the contract was awarded to CAF in Spain for 67 new coaches with eight DVTs, designated the Mk4. They were manufactured in 2004-2005 and delivered in 2006.

All change

On July 29, 2005, IÉ closed its container rail freight business, stating that the sector accounted for only 10% of its freight business, against 70% of its losses. The container gantries at Sligo and Mallow were removed the following year, at about the same time that the sugar beet traffic dried up.

IÉ finally got its long-range Railcars in 2007 with the introduction of the Hyundai Rotem 22000 Class on InterCity, outer suburban and regional services. This marked the beginning of the end for loco-hauled services as the 071 Class lost their passenger turns, and were subsequently cascaded down onto freight working. This had the knock-on effect of displacing the last of the 141 and 181 Classes, which were ultimately withdrawn.

Another significant change in 2007 came when '071' No. 081 emerged from Inchicore Works sporting a new livery featuring silver cabs with yellow front panels, together with black body sides, with the 'three-pin plug' logo. It was the death knell for Orange & Black.

Meanwhile the conveyance of cement came to an end in 2008, along with the timber traffic from Sligo, and 2009 saw the cessation of shale traffic from Kilmastulla to Limerick/Castlemungret. The last Mk3 train ran between Heuston and Cork on September 21 that year; the same day that the first Mk3 was scrapped in Waterford yard. Mk3s would return on Belmond's



Nos. 183 and 128 pass Charleville Junction on June 7, 1996, with the 13.00 'Liner' from North Wall to Cork. Note the additional height of the '121's' cab. Charleville Junction was once the diversion point for the Croom line to Limerick and also the location of a triangle. BARRY CARSE



↑ A laden timber train of 22 four-wheel wagons from Claremorris to Waterford passes near to Lecarrow, hauled by GMs Nos. 123 and 162 on August 10, 1999. BARRY CARSE

← '071' No. 081 rumbles into Carrick-on-Suir with the 09.19 sugar beet working from Wellington Bridge to Mallow on November 8, 2005. The beet traffic came to an end early in 2006. ROBIN STEWART-SMITH

IRISH NOSTALGIA

luxury 'Grand Hibernian' almost a decade later, but that operation has, alas, bitten the dust... in Ireland at least. In creating a more modern, sleek and comfortable railway, IÉ inevitably eliminated a big part of the railway's appeal – at least for the enthusiast. In their book *From CIÉ to IR*, authors Mark Darby, Neil Higson and Paul Quinlan said: "The recent playground of 071s and 201s, with their express trains, along with a supporting cast of 141s and 181s busily marshalling stock; Heuston is now just a graveyard, haunted by ghostly tombstones, in the form of green and silver railcars." A very succinct description.

Retro return

While Orange & Black had disappeared from the network, it could still be seen on a handful of preserved locos and stock, as well as on derelict Mk3s in Dublin's North Wall yard and elsewhere. However, it returned in 2016 when 071 Class pioneer No. 071 emerged from Inchicore in CIÉ's 'Revised Supertrain' livery to mark the class's 40th anniversary.

So well received was this retro-livery that classmate No. 073 was similarly treated the following year to celebrate 30 years since the formation of Irish Rail. The loco was finished complete with white stripes and 'three-pin plug' logo, and has been in high demand for Railway Preservation Society of Ireland railtours as well as being popular with the railway photographers.

While we are unlikely to ever see a rake of 'White Stripe' stock return to the network, No. 073 will continue to hark back to an era that is remembered with some affection. Those were the days! ■

→ The beginning of the end as grimy '181' No. 189 hauls a newly-arrived Hyundai Rotem-built 22000 Class unit through the road complex at North Wall, following its delivery from Korea on June 1, 2007. NEIL DINNEN

↓ Bo-Bo No. 177 is serving as Limerick station pilot on June 27, 2009. The stock is made up of Mk3s, which only had a few more months left in traffic. NEIL DINNEN



In 2017, '071' No. 073 was repainted into the early Irish Rail livery at Inchicore to mark the 30th anniversary of the company's formation. It is pictured working the North Wall-Maynooth 'Sperry Train' at O'Reilly's Bridge on Ratoath Road, Cabra, on March 18 this year. JAY MONAGHAN



INTRODUCTORY OFFER FOR RAILWAY MAGAZINE READERS

Revolutionary & Tasty Meals Delivered to your Door for just **£1.99 a meal**

No Subscription & FREE Next Day Delivery*

10 MEAL BUNDLE
LIMITED OFFER

10 MEALS
+ 2 Wines + FREE P&P

£19.99

Only

Was £40.06



Lamb Hotpot x 2

Delicious, melt-in-mouth lamb. Slow cooked with vegetables and topped with sliced potatoes.

x2



Steak Lasagne x 2

Diced steak in a red wine and smoked bacon ragu, layered with pasta, topped with a mature cheddar sauce.

x2

SAVE 50%



Comforting Cottage Pie x 2

Succulent minced beef slow cooked with carrots and onions in a deliciously rich gravy.

x2



Sweet & Sour Chicken with Rice x 2

Tasty chicken pieces in a sweet and sour sauce with a burst of peppers and pineapple, served with rice.

x2



Hearty Beef Stew x 2

Tender and succulent braised beef with vegetables in a rich, thick gravy. A firm favourite.

x2

NO FRIDGE. NO FREEZER

That's right, our innovative vacuum seal keeps the freshness, nutrients and flavour locked in, which means you can store our meals in your cupboard for up to 6 months. Just pop them in the microwave and your delicious meal is ready in a few minutes! It's so easy and convenient!

Why not take advantage of this incredible offer and try 10 of our best-selling meals for just £19.99?

Yours,

Adrienne

Adrienne,
Founder & Head of
Product Development



P.S.
I hope you enjoy this fantastic offer of our best-sellers which I've selected just for you.

PLUS 2 WINES
LIMITED TIME ONLY



ORDER NOW
and we'll add

1 x Chardonnay (187ml),
1 x Merlot (187ml)
to your order

★ **Trustpilot**

Rated **Excellent**
with over **20,000**
online reviews

★★★★★

"All the meals I have tried are very tasty and well presented. The fact that they store without freezing or chilling is another huge plus"

Mrs Kemsley

No subscription required

Just order our meals when you want them with no ongoing commitment.

FREE Next Day Delivery*

*Next working day delivery for orders received before 3pm Mon-Thurs, although this may take slightly longer during busier periods. Delivery to NI and Highlands & Islands also may take a little longer.

Quality Fresh Ingredients

We always source fresh, quality ingredients and our innovative vacuum seal keeps them that way. No unnecessary preservatives. **Made in the UK.**

ParsleyBox

Visit: **parsleybox.com/RLG7**

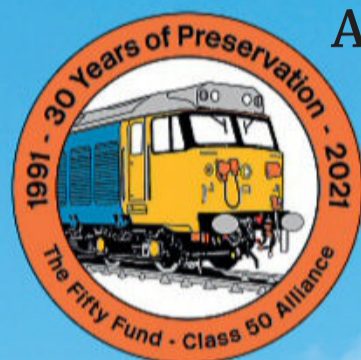
Call **FREE** 7 days a week **0800 612 7225** and quote **RLG7**



Request your FREE Catalogue

Browse our full range of over 60 main meals, sides, puddings, drinks + more!

THE FIFTY FUND / CLASS 50 ALLIANCE AT 30 A PRESERVATION



Active preservation of Class 50 locomotives reaches a significant milestone in 2021, which sees the 30th year of their ownership in private hands. The Fifty Fund purchased the first machine to enter preservation – No. 50035 *Ark Royal* – in April 1991 and one of the founding members of the group, **Jonathan Dunster**, outlines what, by any measure, is a remarkable story.

ODYSSEY



An historic moment as Dave Keogh hands over a cheque for £16,535 to Chris Green, then managing director NSE, for the purchase of No. 50035 at the Old Oak Common Open Day in August 1991. CRAIG TAYLOR

THE Fifty Fund was formed by myself and Dave Keogh in October 1988 as it became clear that the Class 50s were being rapidly phased out by British Rail.

Originally publicised by word-of-mouth between Class 50 enthusiasts, the club quickly gained support and was publicly launched in February 1989. Funds were achieved by means of a simple share ownership scheme, with shares priced at £25.

By the summer of 1990, as withdrawals of the class accelerated, more than £20,000 had been raised, and we wrote to the BR Director of Supply requesting to be included on notification of any tender for the sale of Class 50s. After several such approaches and with no further information being provided as to when any '50s' would be disposed of, towards the end of 1990 I eventually wrote to the managing director of Network SouthEast, Chris Green, to advise him of our intent and to request that he might consider disposal of some locomotives for preservation.

Not long afterwards in early 1991, a tender list was issued offering locomotive Nos. 50008 *Thunderer*, 50019 *Ramillies* and 50035 *Ark Royal* for sale. The inclusion of 50008 was curious as it was still in service, and it was subsequently withdrawn from sale, leaving just 50019 and 50035 up for grabs.

Following examination of both, we submitted a bid for 50035 based on it being in better overall condition and, in April 1991, we were advised our bid had been successful. So, now what did we do? Fundraising had been relatively easy, but now we had 117 tons of heavy engineering to restore!

Our locomotive was lying at Old Oak Common Depot and, with an open weekend planned there in August 1991, we had the perfect opportunity for a handover ceremony. Many hours were spent preparing 50035 and we were honoured when Chris Green agreed to officiate.

Rather than be based on a heritage railway, we initially agreed to base ourselves at St Leonard's Railway Engineering so the locomotive could be kept under cover. It moved there in September 1991 via one more public appearance at Brighton Lovers Walk. ▶

DIESEL PRESERVATION

One becomes three

British Rail released two more batches of '50s' for sale in the autumn of 1991; the first containing many locomotives that had been stripped to keep the active fleet in traffic, and the second containing five locomotives at Laira Depot that had been purposely kept intact. We examined all of those on the first list and to some surprise found 50044 *Exeter* at Stratford TMD to be relatively intact, so we decided to submit a bid just above scrap value – essentially to purchase it as a source of spare parts.

At the same time, two of our shareholders came forward with the intention to purchase one of the complete locomotives at Laira and place it in our care. After examination and following advice from Area Fleet Manager Plymouth, Geoff Hudson, a bid was submitted for 50031 *Hood*. Both bids were successful and, as a result, in just over three years of existence we had become owners of three locomotives.

During this period we also invested heavily in spare parts being sold off by BR and visited several scrap dealers to obtain further items, including a spare engine and main generator from 50018.

Operations begin

50031 was fully operational and after some minor attention at St Leonard's in early 1992, it was offered to any railways interested in having it for their diesel events. The Severn Valley Railway was keen for us to operate at its May Diesel Gala and in those days, as is the case today, the events were considered one of the highlights of the diesel preservation calendar. So thus 50031 became the first '50' to haul a public passenger train in private ownership and, although we didn't realise at the time, another chapter was opening.

We got on well with the SVR team and we were immediately booked for their 1993 event. Meanwhile, at St Leonards, work on returning 50035 to operational condition was well advanced. In August 1992 it was fired up for the first time. The same was achieved with 50044 in late November that same year, proving the benefit of having covered engineering facilities. The decision had also been taken after a vote by fund shareholders to cosmetically restore 50044 to as-built external condition, and this work began in earnest following its return to operational condition.



Nos. 50044 *Exeter* and 50035 *Ark Royal* sitting inside St Leonard's TMD in February 1992. CRAIG TAYLOR

50031 was rededicated to HMS *Hood* in April 1993 at the Mid-Hants Railway, after which it went on to spend the whole summer season on the Severn Valley before visiting the North Yorkshire Moors Railway and the Midland Railway Centre. We didn't know it at the time but 50031 would not return to the south coast depot.

Severn Valley beckons

Over the winter of 1993, the Severn Valley Railway informed us they were willing to house both 50031 and 50044 permanently. They arrived in May the following year for the annual diesel gala, 50044 making its preservation debut.

At this point we encountered our first engineering challenge, as a traction motor defect became apparent on 50044. This didn't present any particular issue in terms of the operation of the loco on a preserved railway as these can be isolated (in pairs), but a repair plan needed to be devised. There were no facilities available in the yard at Kidderminster to lift a

locomotive and replace a traction motor, so the locomotive ran with the defective traction motor isolated for the next two running seasons while we sought an opportunity to undertake the work safely.

Early thoughts began to generate even at this time among SVR-based diesel-owning groups as to whether we could ultimately build a diesel maintenance facility at Kidderminster.

Railfreight Distribution ultimately provided the solution and in April 1996, following an appearance at their Tinsley Depot Open Day, 50044 had a replacement traction motor fitted as an apprentice training exercise.

50035 also moved to Kidderminster in September 1996, closing our five-year association with St Leonard's depot. The October 1996 SVR diesel event therefore saw all three of our locomotives operate together for the first time.

What next?

In just over five years, having returned all three locomotives to operational condition and



No. 50035 departs from Blue Anchor for Minehead on the West Somerset Railway during the Diesel Gala on June 10, 2018. STEVE DONALD



Easing over the Victoria Bridge on September 1, 2020, is No. 50033 *Glorious* with a Kidderminster to Bridgnorth train. ANDREW HOLL



Above: Jonathan Dunster and Rear Admiral Philip Wilcocks, president of the HMS Hood Association, at the rededication of No. 50031 *Hood* on September 16, 2016. DAVE REDBOURNE

Right: A recreation of the 1980s as Nos. 50007 and 50049 sit at Penzance on June 23, 2018, with Pathfinder Tours' 'Mazey Day' railtour. JONATHAN DUNSTER



now based on arguably one of the best heritage railways in the country, you may be forgiven for thinking well that's it – job done. We certainly imagined so at the time but as we soon discovered, there was another chapter about to begin... on the main line!

The privatisation of British Rail in 1994 had removed the barriers previously cited for preventing preserved diesels operating on the national network. Essentially, all vehicles were now privately owned and Vehicle Acceptance Bodies, acting on behalf of Railtrack, were able to independently certify vehicles for main line operation. This process had already enabled D172 *Ixion* and D9000 *Royal Scots Grey* to return to the main line.

By coincidence, the general manager of the SVR at the time, Alun Rees, was a keen supporter of main line steam operation, and many of the railway's steam fleet were regularly seen operating on the main line all over the country.

Alun suggested to me that we might consider operating the '50s' alongside the

SVR's steam fleet on the main line, and the scene was set. Over the winter of 1996 we looked at which locomotive(s) we could consider for main line operation. No. 50035 was ruled out immediately as it had worn wheelsets and was in the midst of an engine overhaul. 50031 was certainly a contender but was ruled out as its wheelsets were worn to a much greater degree than those of 50044. So, we initially selected 50044 as our candidate – quite a 'rags to riches' loco, given we originally only purchased it for spare parts. However, when we tested the main generator insulation readings, these were below the minimum acceptable levels and therefore our attention turned back to 50031. On this crucial component, the readings were well above the required levels, so *Hood* was going to be the history maker.

A controversial main line return

As I mentioned, by this time D172 and D9000 had already returned to the main line so, in a sense, what we were doing with

50031 wasn't anything different. In both these previous cases, though, considerable degrees of overhaul work was deemed necessary to gain certification, in addition to several observed test runs to prove the locomotives were fit to operate at much more arduous levels than those needed on preserved railways.

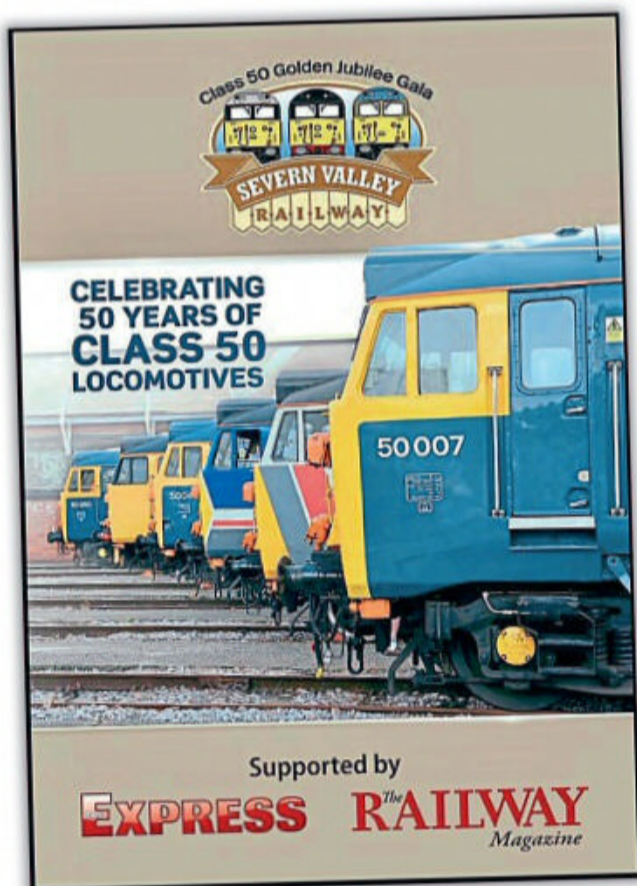
Controversially at the time, when 50031 was examined by the Vehicle Acceptance Body team in the spring of 1997, they determined that no overhaul work was necessary and neither were any test runs. This was purely based on the condition of the locomotive, the records we had kept concerning all the work undertaken on it in our ownership, and the fact it was in regular use on the SVR and not stored at a depot, like the previous examples had been.

This caused a good deal of consternation and many commentators predicted this was the route to failure. We, however, were quietly confident and in any case, the locomotive had been independently assessed and found to be at the required standard.

Past Time Rail Tours, which worked closely



The familiar location of the Dawlish Sea Wall finds Nos. 50007 *Hercules* and 50049 *Defiance* heading to Kingswear on September 17, 2017. ANTHONY CHRISTIE



There has been a close working relationship between the Severn Valley Railway, Class 50 Alliance and Mortons Media, publishers of *The RM* and *Rail Express*, which has extended to sponsorship and design of special events programmes.

with SVR on steam tours, agreed to promote the first train. The ‘Pilgrim Hoover’ was set to run on November 1, 1997, and would feature 50031 operating from Birmingham International to Plymouth and return; not a route for the faint-hearted, taking in the famous Devon Banks and, of course, the Lickey incline on the return leg.

There was a degree of nervousness on the day, but 50031 met the task superbly and main line Class 50 operation returned – only three-and-a-half years after the ‘final’ BR run with 50007 and 50050 on March 26, 1994. For all of us involved, it was a real ‘pinch yourself’ moment, achieving something many had considered impossible.

So, what next? Well, we were keen to keep our thoughts grounded in reality, and while main line running created a high profile, it seemed like it would only be an occasional activity and, of course, we had obligations to provide our locomotives for regular weekend use at the SVR, which was a priority and remains so to this day.

Given the main generator insulation issues discovered with 50044, we knew this required attention and so began to look at options to have the item overhauled. During this period our relationship with the team from Project Defiance (PD), owners of 50049 based on the West Somerset Railway, grew closer, with

frequent exchanges of technical information and materials between the groups. The PD team had already tackled a main generator overhaul on 50049, so it was useful to learn of their experiences with this challenging task. A Class 50 Gala event was planned on the WSR in autumn 1998, to which 50031 and 50044 were invited.

In March 1998, 50031 moved to Willesden TMD in London, courtesy of Virgin Trains, after working its second main line tour and in readiness for some further outings for Past Time Rail.

Service trains return

One thing we learned almost immediately once 50031 was back in main line condition was the unpredictability of the newly privatised railway (this is still the case today). You never knew when or where the next opportunity might come from.

By this time Cardiff Railway Company (CRC), managed by the charismatic Tom Clift, had reintroduced loco hauled commuter services on the Rhymney Valley line using an EWS Class 37 and preserved Class 33 No. 33208. After many months of reliable use, the ‘33’ had failed and Tom urgently needed a replacement – enter 50031.

In a remarkable move, June 1998 saw timetabled Class 50 service trains return in South Wales, of all places. These continued for six months, bringing in considerable revenue that enabled us to move ahead with overhaul plans for 50044’s main generator. While regular deployment on the CRC network ceased in early 1999 as more ‘37s’ became available from EWS, 50031 and, later, 50044 continued to be used on the Rhymney route occasionally, particularly in connection with international rugby matches in Cardiff. On



With six of the class in its care, the Class 50 Alliance updated its logo in 2019 to include *Glorious*.



An amazing line-up of six Class 50s outside the Kidderminster diesel depot on the evening of the Golden Jubilee Gala on October 3, 2018. From left: No. 50049, 50015, 50033, 50050, 50035 and 50031. INSPIRING IMAGES



Four of the class huddle in the Kidderminster diesel depot at the Severn Valley Railway. MIKE GIBBONS



Inside the Kidderminster diesel depot, No. 50049 has a traction motor changed - one of the tasks the depot was designed for. JAMES GREGORY



An engine lift for 50044 at Brush in 2014 showing the main generator carcass/windings. ANTHONY MIDDLETON

the railtour front, 50031 made a triumphant return to the Paddington-Penzance route in July 1998 and went on to star alongside 50015, 50017 and 50044 at the aforementioned Class 50 event, held at the West Somerset Railway in September.

In reciprocation for their hospitality, we invited Project Defiance to bring 50049 to the SVR diesel gala the following year, which they accepted. Little did we know where that would lead!

The need for professionalism

With 50031 earning reasonable revenue throughout 1998, we considered options for the main generator overhaul required for 50044. Ironically, for an English Electric-built locomotive, it was Brush Traction at Loughborough that provided the most comprehensive option, and 50044 arrived there in late October. The task required removal of the power unit (engine and main generator), then detaching the generator from the engine and disassembling the generator for cleaning and overhaul; all relatively straight-forward in a purpose-built engineering facility, and it was this experience that really demonstrated the need for some proper diesel engineering facilities on the SVR.

In the early days of the fund, Dave Keogh instilled in us all the need for a professional approach in everything we did, despite being an entirely voluntary organisation. This need came in to sharp focus as we dealt with commercial or contractual matters associated with operation, and significant engineering tasks. The team at Brush recognised this and were a pleasure to work with. The work on 50044 was completed in the spring of 1999, and the locomotive returned to Kidderminster under its own power.

I could continue at this point to summarise

all operations undertaken by 50031 and 50044 in this period, but that isn't all there is to say when it comes to describing the story of the Fifty Fund. Instead, I think it is important to talk about our approach and strategy.

With two main line registered locomotives and continuing commitments to the SVR, we never lost sight of the fact that Kidderminster was our base, and that supporting the SVR remained our priority. We were clear that, ultimately, we should pursue the aim of a proper diesel maintenance facility at the SVR but in the interim, using our network of railway industry contacts, we would try and make use of other suitable facilities around the country if or when the need arose to undertake heavy engineering work on the fleet. We had the means to transit around the country without the need to hire a locomotive to haul us, which certainly made this thinking more viable.

Enter Defiance

In late 1999, 50049 arrived at Kidderminster for the SVR diesel event, and that weekend clearly demonstrated how much could be gained by the two groups working even more closely together.

We agreed to stable 50049 over the winter at Kidderminster before it returned home to Williton. Ultimately, fate took a hand in our strategic thinking here; the WSR decided they didn't need 50049 and it became homeless. We therefore decided to merge the organisations.

This had considerable advantages as Project Defiance was a limited company, while the Fifty Fund was not. A limited company would provide more protection from liability for our collective shareholders. So Project Defiance was reincarnated to Class 50 Alliance Ltd, to own the locomotives and undertake the commercial trading, while The Fifty Fund remained as

a support organisation, primarily focussing on fundraising. This decision proved to be a masterstroke. By combining the skills – both engineering and organisational, together with materials owned by both groups, we had everything to keep the locomotives operational. All we needed now was our own depot.

Alongside 50031 and 50044, 50049 was also in very good condition and so we immediately looked to return that to main line condition too. This was relatively straight-forward to achieve and, in August 2000, 50049 ran from Kidderminster to Old Oak Common hauling D821, its first main line run since 1991. In September the same year, 50031 and 50049 returned to their original stomping ground of the West Coast Main Line, working a return charter from Birmingham to Glasgow.

During the early 2000s, 50031 and 50049 became a regular sight across the country on charter trains, mainly for Peter Watts and the team at Pathfinder Tours, who are great supporters of preserved diesels on the main line.

More engineering was on the horizon, however. Both 50035 and 50044 suffered main generator issues and from 2004 the fitment of Train Protection & Warning System (TPWS) would become mandatory for all main line traction units.

During this period, we also took the somewhat controversial decision to paint some of the locomotives in non-prototypical liveries, purely to keep our activities in the spotlight. 50044 was the first, unveiled in BR two-tone green in 2004, followed by 50035 as '50135' in Load Haul colours in 2009. More recently, 50031 now carries InterCity swallow livery.

Old Oak Common return

Again, largely due to our professional approach and network of contacts within the

DIESEL PRESERVATION



A hark back to the early days at St Leonard's in the early 1990s, with No. 50044 Exeter in company with a Class 33 and 73. ANTHONY MIDDLETON



At the end of a miracle restoration, No. 50033 *Glorious* is fired up for the first time on September 15, 2018. JONATHAN DUNSTER

railway industry, the opportunity arose to use the famous 'factory' at Old Oak Common Depot, where the facilities had been designed for diesel locomotives and therefore perfect for our needs. Between 2000 and 2009, the use of this historic depot was critical in terms of our ability to undertake engine lifts, bogie work, wheelset changes and even repaints – all largely under the direction of Tony Middleton, one of our expert engineers. It was very fitting that the final locomotive to depart from the factory before its final closure in April 2009 was our own 50035, a long-term resident there during its BR career.

TPWS fitment was completed under contract by the LNWR team at Crewe, led by Ben Andrew who did a superb job, and again our ability to fund such work was enabled by the revenue earned by 50031 and 50049 in the preceding years. All hire revenues arising from the use of our locomotives are always used to further improve the condition of our fleet.

Following fitment of TPWS, the years 2004 to 2006 saw some classic tours with 50031 and 50049, where they reached such far-flung places as Mallaig, Thurso, and Ipswich on their travels.

Service trains in South Wales also returned again in the summer of 2006 thanks to the enterprising Tom Clift, this time with a stint on Cardiff to Fishguard services operated by Arriva Trains Wales.

As one chapter closed, another opened and through the late Tom Clift, we were able to relocate to another famous WR depot, this time Cardiff Canton, where similar facilities were enjoyed from 2009 to 2012 and proved invaluable.

As the decade progressed, new systems became mandatory for continued operation on what was now Network Rail infrastructure. On-Train Data Recording came first in 2007, followed by the GSM-R radio communications system, which we would need to fit if we

wanted to continue main line operations.

We took the rational decision to focus this investment in 50044 and 50049 only, due to the fact that 50031 had worn wheelsets by this time and had also suffered a main generator failure in early 2007. Our future strategy, therefore, was to keep 50031 and 50035 operational at the SVR and available to be hauled to other heritage railways, and 50044 and 50049 to continue in main line operations.

By 2012 there was no longer any space for us to remain at Canton but we had made the most of the opportunity, including a full bogie overhaul to 50049, and modern two-pack repaints for that loco and 50044. By now there were no other such facilities available, and all our fleet returned to Kidderminster where the focus now just had to be a new diesel maintenance facility.

Over the next couple of years, we really struggled to undertake engine work and ETH generator replacements in the open air, completely exposed to the elements; a top-end overhaul of the engine on 50049 took nearly three years to complete, for example. Also, following an engine failure, 50044 had been stopped and so we had no operational main line locomotives.

Kidderminster TMD – realising the dream

Ultimately, around 2013, all the ingredients came together that enabled the construction of Kidderminster TMD (traction maintenance depot).

A few years previously, I had been elected as a director of the Severn Valley Railway (Holdings) Plc Board. This enabled the strategic debate to take place at an appropriate level as to the need for such a facility and, of course, there was a much broader case than just a base for the Class 50 Alliance fleet.

The business case was essentially composed of the following components: the SVR was totally dependent on its fleet of diesel shunting locos, but had no facility for their maintenance or overhaul; the use of diesel traction was to increase from 2013 onwards on SVR timetabled services to about 15% of total mileage, and so therefore more maintenance would be required; the facility would enable contract work to be undertaken on both



Easing into Glasgow Central at the end of the RM-backed 'Caledonian' charity railtour from London on October 7, 2017, are Nos. 50007 *Hercules* and 50049 *Defiance*. The '50s' worked the train forward from Crewe. SAM DIXON



Nos. 50049 and 50007 emerge from Whiteball Tunnel with the Paddington to Penzance 'Terminator Phoenixed' railtour on March 23, 2019, marking the 25th anniversary of the final BR Class 50 run. ANTHONY CHRISTIE

heritage and modern diesel traction; and substantial fundraising had been undertaken by SVR resident diesel groups, Diesel Traction Group, Western Locomotive Association, and Class 50 Alliance.

During 2014 I worked alongside Paul Koch, of the Diesel Traction Group, and Chris Bond, the SVR's infrastructure manager, to produce the optimum design for a diesel depot at Kidderminster. Tenders were issued and construction began in 2015, with the completed building being officially opened by the chairman of Network Rail, Sir Peter Hendy, in May 2016.

Appropriately, 50035 was driven in as part of the ceremony, given it was the last loco to leave Old Oak Common.

The new depot is often affectionately referred to now as the Old Oak Common of Preservation, and there are one or two artefacts from that famous old depot, such as the clock, installed on site.

Finally, we had our own engineering facility without needing to beg or borrow from anyone else. What would we use it for?

More opportunities

Four serviceable locos and now our own facilities to maintain them was how 2016 drew to a close, but then there was a surprise development to come.

The owner of 50007 *Hercules*, an operational main line certified locomotive, announced he was looking to sell it – and we were seriously interested. After two inspections and the very generous support of two shareholders, we purchased 50007 and it moved to Kidderminster in January 2017.

The condition of 50007 was not up to our standard so the engine was quickly removed for the main generator to be sent away for overhaul, and the ETH generator modified to the same standard as our other locomotives to remove some of the reliability issues with these

machines. Given the facilities now available on site, this work was completed in just over three months, and 50007 entered service on the SVR in May 2017.

Furthermore, 50007 and the completed 50049 were able to return to the main line that summer, from when they picked up the usual types of railtour bookings and seemed to enjoy even more popularity than before, no doubt due to their absence on railtours for several years.

Golden Jubilee celebration

As we entered 2018, thoughts turned to appropriate celebrations for the 50th anniversary of the Class 50s, and a special gala event on the SVR was planned for October that year. We aimed to have as many operational '50s' as possible alongside our own five, and 50008/50015/50017 and 50050 were lined up together with 50026, which was undergoing engine work at Kidderminster.

We approached the team at Tyseley Locomotive Works to see if 50033 *Glorious* could at least be made available as static exhibit. They responded positively and following inspection, it was clear the loco could well be returned to operational condition in time. This 'miracle' restoration has been well documented and quite simply could not have been achieved without the superb facilities of Kidderminster TMD.

The Golden Jubilee celebration has been hailed by many as the finest modern traction event ever held on a preserved railway, and importantly showed how profitable a diesel event can be. In 2019, the partnership between C50A and GB Railfreight was unveiled which, I think, underlined our professional approach. Who will ever forget the inaugural run of 50007 and 50049 in full GBRf livery on the 'Terminator Phoenixed' railtour, commemorating 25 years since the



Some of the Class 50 Alliance volunteers by No. 50033 *Glorious* after its repaint. The author is standing fifth from the left, while second from the right is former Laira Depot manager Geoff Hudson, one of the foremost authorities on the class. TED DUNSTER

final BR main line run? Not bad for a bunch of amateur enthusiasts.

Miracles can be achieved

This article really provides a small insight into the story of the Fifty Fund/Class 50 Alliance over its first 30 years, from 1991 to 2021. Back in 1991, many commentators speculated that '50s' were too complex to be maintained by volunteer enthusiasts.

History shows that with a professional approach in all areas, not just engineering, miracles can be achieved. No other volunteer preservation group has restored four locomotives to main line condition, for example. I wonder what the next development will be?

If you would like to learn more about the Class 50 Alliance or become a shareholder or volunteer, please visit www.fiftyfund.org.uk ■

Preserving Britain's Railway Heritage



Lord Faulkner of Worcester, co-chairman of the Railway Heritage Designation Advisory Board, provides an update about new items of interest which have been designated for preservation.



1

Although the Covid lockdown has meant it's been a while since I wrote about the work of the Railway Heritage Designation Advisory Board (RHDAB), we have kept busy and a number of important artefacts have been designated and found new homes.

One of the largest of these is a 75-tonne breakdown crane which was originally designated by our predecessor body, the Railway Heritage Committee (RHC) in 1999. Crane ADRC 96714 was manufactured by Cowans Sheldon in Carlisle, entering service with British Rail in 1980 as part of the modernisation of recovery operations.

Operating across Great Britain, the crane was based in South Wales from 1983 until 2008 and remained in operation until 2017.

In 2019 the RHDAB started to look for a new home for the crane, and following a process of due diligence with a number of interested parties, the Welsh Railways Trust (WRT) was chosen as the successful recipient.

The crane will significantly increase the lifting capability of the Gwili Railway and will also play an important part in the railway's northern extension towards Llanpumsaint.

Following six months of planning, it was successfully delivered to Bronwydd Arms. Transportation was made possible thanks to financial support of the Transport Trust.

Matt Bowen, WRT trustee and chairman of the Gwili Railway, said: "We'd like to thank the RHDAB, the Science Museum Group, Network Rail, DB Cargo and Railway Support

Services for all their help and assistance. We are extremely pleased to be able to bring this piece of important railway history back to South Wales for display to the public and use in service as part of our plant and equipment."

We were very keen to ensure that this crane could be preserved. Having identified it as an artefact which represents a significant part of our nation's railway story, we are delighted it has a future in heritage preservation and will be used to develop the Welsh Railway Trust.

Tube Stock

RM readers will be aware that until this year, public rail services between Ryde and Shanklin on the Isle of Wight have been provided by 1938 Tube Stock. These trains have now been withdrawn from service and two units – 006 and 007 – have been designated for railway preservation. RHDAB members were delighted to agree that these should be found new homes on the Isle of Wight Steam Railway, and the Epping Ongar Railway, in the care of the London Transport Traction Group.

From time to time, members of the public contact us and suggest artefacts for consideration. The third picture here shows a Lancashire & Yorkshire Railway boundary marker, two of which are located aside a public footpath by the Wigan to Liverpool line at Orrell. While they are not beautiful works of art, they are more than 100 years old and of great historical significance.

More modern – but still of interest – is the bi-lingual 'Welcome to Cornwall' sign

at Saltash station, on the far side of Brunel's Tamar bridge. We designated this because of the use of the Cornish language. Wessex Trains put up the sign during its short-lived franchise between 2001 and 2006.

We shall be considering other multi-lingual station signs for designation at future meetings.

One other significant decision centred on the Western Region semaphore signalling at Worcester Shrub Hill.

This is expected to remain in daily use for some years yet, so we are not concerned about its imminent destruction, but when Worcester resignalling does eventually take place we shall expect to be consulted about finding a new home for this iconic equipment.

I close with repeating an appeal I have made to *RM* readers in the past, and that is to help us track down designated artefacts that have 'gone missing'.

Given just how many items of historical significance have been designated over the last 25 years, it is remarkable how few have disappeared.

Rather than take up space in the magazine, I'd ask interested readers to have a look at our website – www.sciencemuseumgroup.org.uk/wp-content/uploads/2020/10/Missing-2020.pdf – and see if there are any items listed whose whereabouts you are familiar with.

The RHDAB is a central part of the wider railway community, and we want to work with everyone who is interested in ensuring that what is significant to our nation's railway history is preserved. ■

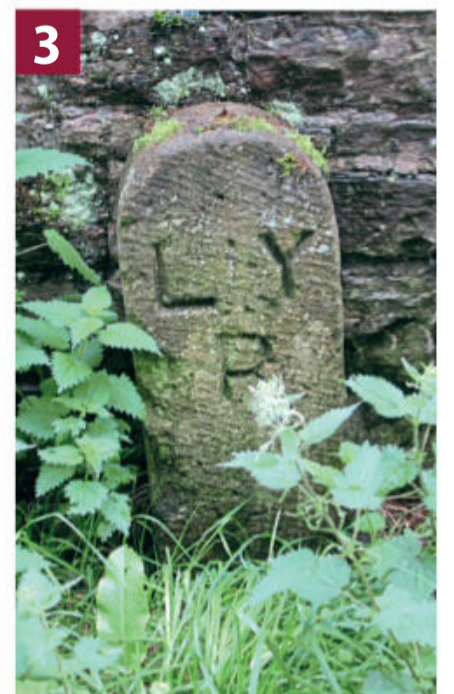


2

1. The GWR lower quadrant signals at the north end of Worcester Shrub Hill is to have a new home, when replacement finally comes. CHRIS MILNER

2. The bi-lingual 'Welcome to Cornwall' sign at Saltash station. GEOFF SHEPPARD/ CREATIVE COMMONS ATTRIBUTION

3. A Lancashire & Yorkshire Railway boundary marker.



3

LAKELAND GRIT BLAST

WITH OVER 25 YEARS EXPERIENCE IN PRODUCING AND SUPPLYING ABRASIVES, EQUIPMENT AND SPARES TO THE **SAND BLASTING, SHOT BLASTING AND BLAST CLEANING** INDUSTRIES THROUGHOUT THE UK



WE STRIVE TO DELIVER A PERSONAL SERVICE OFFERING ADVICE ON PRODUCTS AND EQUIPMENT AND HAVE BEEN AWARDED THE PRESTIGIOUS QUALITY AWARD ISO9001

HAULAGE FROM 1 PALLET TO FULL LOADS CAN BE ARRANGED FOR DELIVERY THROUGHOUT THE UK

FLUSCO WORKS, NEWBIGGIN, PENRITH, CUMBRIA CA11 0JA

EMAIL. info@lakelandcarbons.co.uk

WEBSITE. www.lakelandgritblast.co.uk

TEL. 01768 483726 MOB. 07714 412552 FAX. 01768 483610



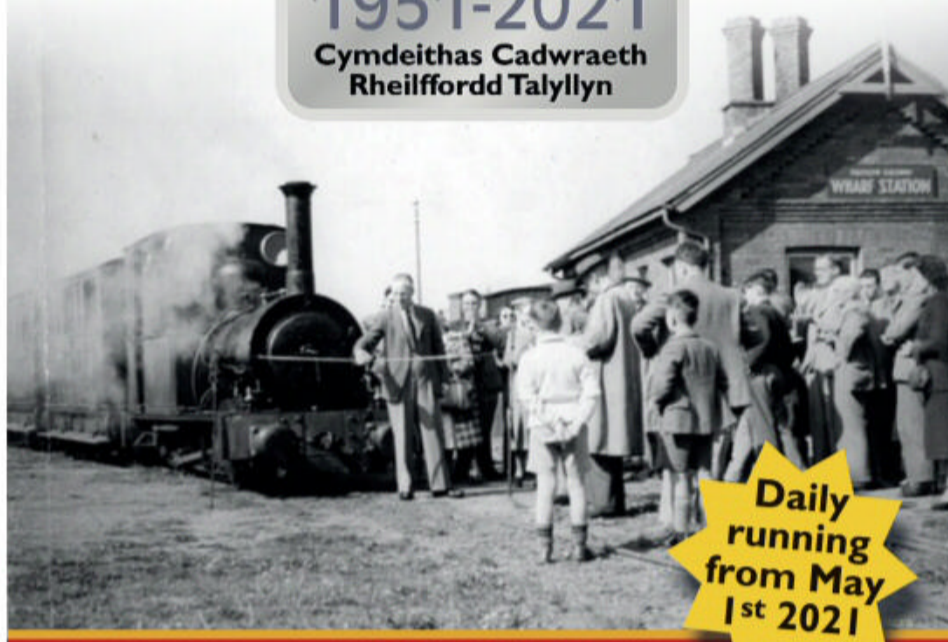
RHEILFFORDD
TALYLLYN
RAILWAY

Talyllyn Railway
Preservation Society



1951-2021

Cymdeithas Cadwraeth
Rheilffordd Talyllyn



Daily
running
from May
1st 2021

01654 710472

enquiries@talyllyn.co.uk | www.talyllyn.co.uk
Gorsaf Wharf Station, Tywyn LL36 9EY

NEW! THE RAILWAY MAGAZINE 2020: THE DIGITAL YEARBOOK

FREE DOWNLOAD



DOWNLOAD
YOUR FREE
DIGITAL COPY
TODAY!

www.railwaymagazine.co.uk

Read through the very best of the best, the crème de la crème, and the pick of the pages!

classic
magazines

You will also receive this automatically in your inbox when you sign up to our newsletter – head over to the website and sign up now!



FOR SALE

ROYAL SCOTT 10¼" SCALE



A very well engineered and finely detailed model of LMS locomotive. Built in 1965, rebuilt at D Arundel Co in 1972. Overhauled by present owner to high standard and is fully operational. A very powerful loco.

0-4-0 ACHILLES CHATHAM DOCKS LOCO



Nos 2918
Built 1912,
Requires overhaul,
Hawthorn Leslie.

Tel: Mike on 07733 018087
mike.arrowvale@gmail.com



Talylyn Railway 0-4-2T No. 1 *Talylyn*, the line's original engine, heads east through beautiful Fathew Valley. BARBARA FULLER

TALYLLYN

THE ROOT OF RAIL PRESERVATION

It is 70 years ago this month that the first ever preserved railway service operated, and led to a global heritage movement. **Nicola Fox** provides a whistle-stop review some of the achievements of the Talylyn Railway since that first train... and outlines some of its celebratory plans.

IN THE Fathew Valley on May 14, 1951, history was made as a group of enthusiasts ran the first train in preservation. Crewed by volunteers, the notion seemed whimsical; volunteers running a railway, for the sake of running a railway.

The event was reported in passing in the railway press, and the brevity of the report belied how momentous the occasion was.

Seven decades later and the preservation movement has grown to encompass about 200 railways across the length and breadth of Britain – and more globally.

The story of the founding of the Talylyn Railway Preservation Society (TRPS) and the

saving of the railway has been told countless times, but in the 70 years since that first train in preservation, the Talylyn has changed immeasurably in many ways. In others, the line remains a time capsule of its Victorian self.

So, what has 70 years of preservation looked like?

The locomotive fleet

After that initial jubilation of saving the line subsided, the volunteers set about the business of running a preserved railway. With TR locomotive No. 1 *Talylyn* out of action owing to an ominous bulge in the firebox and No. 2 *Dolgoch* on its last legs, the society had already

acquired two locomotives from a nearby railway that shared the same unusual 2ft 3in gauge – the Corris Railway.

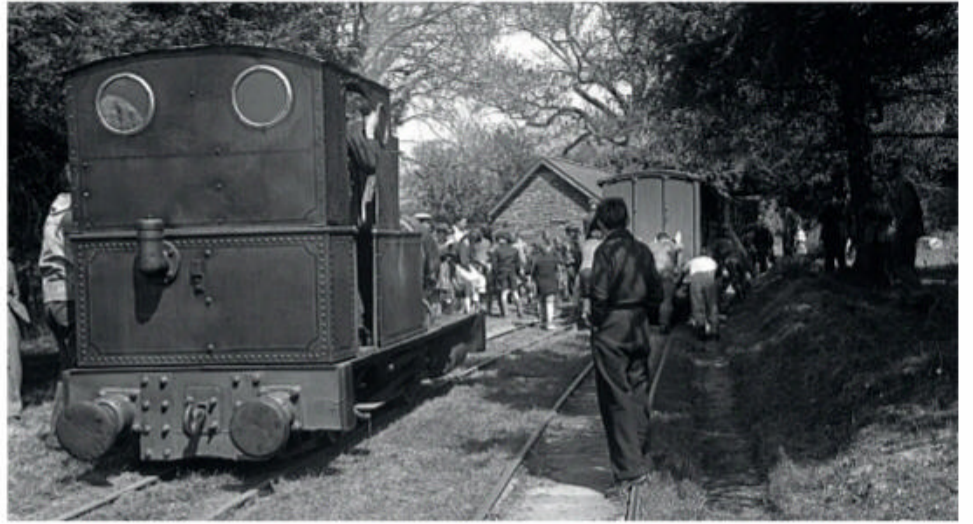
The Corris Railway had closed in 1948 and the two locomotives offered for the price of £85 each to the Talylyn, which refused.

However, station master Campbell Thomas – perhaps seeing that they might be of use one day – kept the two locomotives covered with tarpaulins to protect them from the elements (and prying eyes, perhaps!), even going as far as enlisting the staff of Machynlleth Motive Power Depot to grease the moving parts.

Whether Campbell Thomas was a would-be preservationist or simply a man who



This 1951 view shows TR locos No. 3 and No. 4 at Wharf station after arrival from the Corris Railway. TALLYLLYN RAILWAY ARCHIVES



On the first day of operation in 1951, shunting of the stock at Rhydyronen was undertaken by hand! TALLYLLYN RAILWAY ARCHIVES

“Among the early volunteers, the railway had the good fortunes to attract the Reverend Wilbert Awdry, whose Thomas The Tank Engine books were proving very popular. He turned up for the 1952 season and was promptly handed the guard’s flag, and set to work guarding the trains for two weeks.”

‘THE LAWNMOWER’

‘The Lawnmower’s’ time on the Tallyllyn was memorable but brief.

Two years after its wheels first turned, it was dismantled and converted back into wagon form, this time as flatbed wagon No. 19.

Three years later, a Ruston & Hornsby diesel from Jee’s Quarry was donated to the railway by the Midlands Area Group.

Given the name *Midlander*, this new locomotive took on The Lawnmower’s previous designation of No. 5.

didn’t want good machinery to go to waste is unknown, but his efforts meant that by the time the TRPS had been formed, both locomotives, although stored outside, were still usable. A price of £25 per engine was negotiated, which was later reduced to the bargain price of £30-12s-9d for both.

The two 0-4-2STs were transported to Tywyn (then Towyn) via the main line and craned onto the Tallyllyn metals, touching down at their new home on March 17, 1951. Formerly Corris locomotives Nos. 3 and 4, they gained names to become TR Nos. 3 *Sir Haydn* and 4 *Edward Thomas*. Initially it was believed that No. 3, being in the better condition of the two locomotives, would run the bulk of the service. But the combination of No. 3’s narrow tyres and the track being over gauge meant that keeping the locomotive on the rails was undesirably difficult. Therefore No. 2 remained in service longer than originally intended until No. 4 could be overhauled and take over the running of the service, allowing No. 2 *Dolgoch* to rest and receive some much-needed attention.

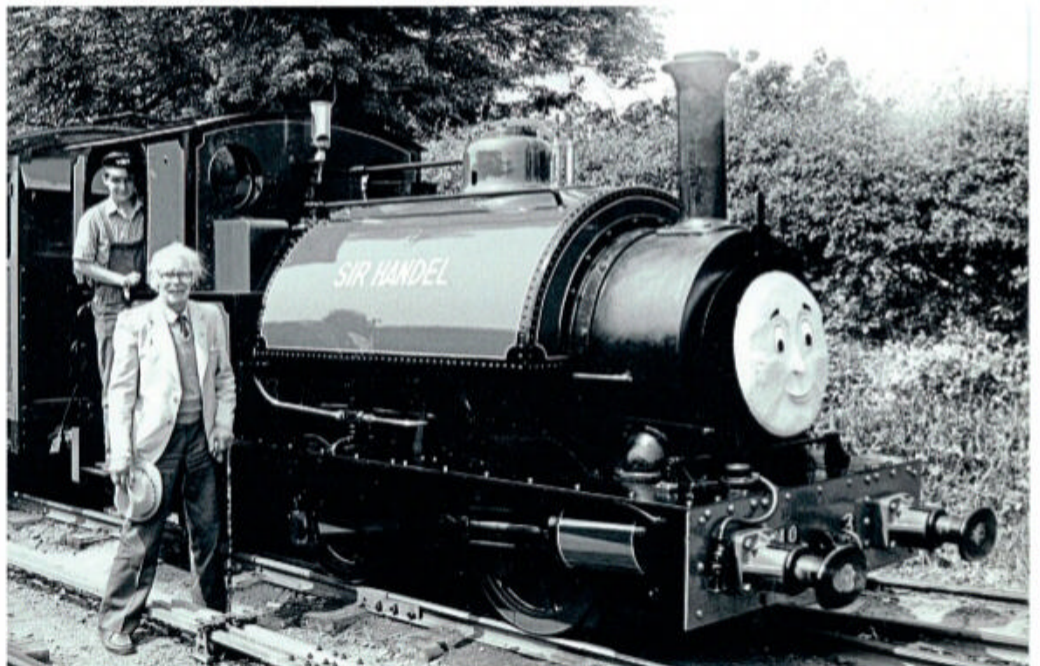
The locomotive fleet increased further with the addition of No. 5 in 1952, a lightweight diesel locomotive nicknamed ‘The Lawnmower’ that had been built from cannibalised parts including a Ford Model T engine, previously used on L T C Rolt’s narrowboat, and a TR slate wagon. Although its service was short, it hauled the Fridays-only winter passenger service until 1953.

In the same year No. 6 *Douglas*, an Andrew Barclay 0-4-0WT, was donated to the railway and entered service a year later following regauging. As the railway’s prospects improved,



The historic occasion on May 14, 1951, of the first train on a preserved railway anywhere in the world. Wearing the hat by the cab is Tom Rolt, while Bill Trinder is looking at the camera.

The Reverend Wilbert Awdry, creator of the Thomas The Tank Engine books, with TR loco No. 3 *Sir Haydn*, renamed *Sir Handel* for the 1982 season. The Rev Awdry told local press the loco had been borrowed from the Skarloey Railway. TALLYLLYN RAILWAY ARCHIVES



enough money was raised to restore *Tallyllyn* to working condition, and the first Tallyllyn Railway locomotive returned to service in 1958.

Over the years, the line also acquired further diesel motive power, many of which had to be rebuilt or regauged. This included an ex-coal board Hunslet, another Ruston & Hornsby and, more recently, two Baguely locomotives. However, the crowning glory of the Pendre locomotive department was the building of TR No. 7 *Tom Rolt*.

The brainchild of preservation’s longest serving volunteer, John Bate (see *TRM* Sep 2018), this locomotive was built at Pendre from parts of a 3ft gauge Andrew Barclay 0-4-0WT that had previously worked for Bord na Móna (the Irish Peat Board).

Imposing and powerful, *Tom Rolt* was named after the author and founding member of the Tallyllyn Railway Preservation Society, L T C Rolt (Tom) and was completed in 1991. Many at the time thought the job was too



Wharf station was substantially redeveloped and expanded from the simple building inherited in 1951. Pictured in 2004, this view shows work in progress. DAVID MITCHELL



Right: With the reconstruction completed to include a shop, restaurant, admin offices and a museum, No. 4 Edward Thomas waits to leave Tywyn for Nant Gwernol.

big to be completed at Pendre but the eternal can-do spirit of the Talylyn won through.

Back in 1951, like the aged locomotives, the track itself was also in dire need of repair. Worn-out rails sat upon rotten sleepers with no ballast to be seen. Volunteers were instructed: “Whatever you do, don’t dig the turf out from outside the rails; they’re the only thing that’s keeping it to gauge!”

Fortunately, the notion of inviting the Territorial Army to work on the track as an exercise in 1953 resulted in a more secure track bed and so, by extension, a more secure future for the Talylyn. Rails were sourced first from Jeas Quarry in Hartshill, Warwickshire, and later from Cliff Quarry at Crich, Derbyshire.

Passenger comfort

The locomotives and track weren’t the only concern for the new preservationists. The railway was gaining interest and serviceable carriages were needed. It was still using the original four Victorian carriages and brake van, but it became clear more were required.

Initially two open carriages were donated from Penrhyn Quarry to strengthen the Talylyn set and later a further four bodies were purchased. Other carriages were later acquired, rebuilt and restored as necessary, including

vehicles from the Corris Railway and Glyn Valley Tramway.

The improvement in track and a greater number of carriages meant passenger figures moved in an upward trajectory. Passenger demand was such that the station facilities at Wharf were expanded beyond anything they had ever been pre-preservation.

The waiting shelter at the passenger terminus of Abergynolwyn was replaced by a new station building in a traditional style, with a booking office, waiting room and refreshment facilities. The Narrow Gauge Railway Museum made its home on the platform at Tywyn Wharf (first in the former gunpowder store before constructing a small space for the museum), offering another attraction to visitors.

Passing loops were added to increase the railway’s capacity, and yet more carriages were built until, by 1969, the railway was capable of running three sets simultaneously to cope with passenger numbers.

At Pendre, the engineering base of the railway, change was also afoot. In 1963 work was completed on a two-road carriage shed built on the site of a former hay barn. Known as the north carriage shed, this building protected both the carriages and those working on them from the Welsh weather.

The existing south carriage shed was rebuilt with steel frames, and further carriage storage followed in the 1970s with the construction of yet another shed, this time on the west of the site and therefore unsurprisingly named the west carriage shed.

Expansion

More space was also needed for the railway’s growing fleet of locomotives. Its locomotive superintendent, Herbert Rees Jones, was from a family of railwaymen who had worked on the Talylyn since 1900 and continues to do so to this day. During the early years of preservation, he was living in the cottage adjoining the engine shed. When Herbert vacated the cottage, the decision was made to knock through into the shed and provide safe undercover accommodation for more of the engines.

With all these changes taking effect, the Talylyn Railway was able to capitalise on the many tourists flocking to see this preserved slice of Welsh history. But where were all these passengers coming from, and how were they hearing about the railway?

When starting up a new venture, it helps if one of your founding members is already an established author with several books under



Laying the track out of Nant Gwernol station for the extension. The perilous drop off the edge along which the track originally ran can be seen on the left.



A chute made of scaffolding, corrugated tin sheet and wood for tipping concrete to create a retaining wall at the bottom of the Dolgoch landslip. TR ARCHIVES



A meeting of the Ffestiniog and Talyllyn on July 7, 2015, marking the 150th anniversary of the Royal Assent of the bill to build the railway. No. 2 *Prince* shares the spotlight with No. 4 *Edward Thomas* at Wharf station. BARBARA FULLER

their belt. Known for his work on the inland waterways and Narrowboat, his charming tale of life of life on the cut, L T C Rolt documented the history of the railway and the first two years of preservation in a style that had universal appeal.

According to fellow volunteer and fireman of the first train, John Snell, dealing with the increasing dilapidation of the line was proving difficult despite the enormous efforts of the volunteers, and the future of the line looked uncertain. However, upon publication of *Railway Adventure* in 1953, and the wave of publicity it brought, the increased donations and passenger figures began to turn the tide for the better.

Of course, it helps even more if, instead of just one author, you have two! Among the early volunteers, the railway had the good fortunes to attract the Reverend Wilbert Awdry, whose *Thomas The Tank Engine* books were proving very popular. He joined in 1951 and turned up for the 1952 season, when he was promptly handed the guard's flag and set to work guarding the trains for two weeks.

On this holiday he walked the line with his son Christopher and was caught by the image of TR No. 1 *Talyllyn* languishing in the former hay barn. Following discussion with the founders of the TRPS, the Skarloey Railway was born. Set on the fictional Island of Sodor, tales from the real-life Talyllyn, such as No. 3

Sir Haydn's inability to keep on the rails and the exploits of the volunteers, were woven into the books.

Readers of the series will remember the tale of *Peter Sam* leaving the refreshment lady behind. This incident occurred on the Talyllyn Railway in 1952 and the guard of that train... none other than Reverend W Awdry himself!

Awdry effect

The book came out in August 1955 and sold around 50,000 copies. At the end of the book was the following note: 'If you have enjoyed these stories, you will enjoy a visit to the Tal-y-llyn Railway at Towyn in Wales.' The Awdry effect can be seen on passenger numbers for the following season; the 1955 figures had been in decline compared to the previous year but in the year following publication, passenger traffic increased by a whopping 43%.

Subsequent Awdry books included further exhortations to visit the Talyllyn, where engines *Skarloey* and *Rheneas's* twin brothers lived. Over 65 years, after the first Skarloey Railway book was published, the Awdry effect still continues, as visitors come from all around the world, drawn to the Welsh coast to visit the Skarloey's sister railway.

The Awdry effect did not just impact visitor numbers either. The next generation of volunteers consists of many readers raised on the stories of the Skarloey Railway who were later drawn to volunteer – and not just from the UK. The TR claims volunteers from Japan, Denmark and Hungary who heard of the railway's existence through the books and Awdry's legacy.

Despite his passing in 1997, the pull of his tales is still strong. A YouTube video by the neighbouring Narrow Gauge Railway Museum, ▶



Loco No. 2 *Dolgoch* inside the extended engine shed. The former cottage's floral wallpaper is still visible. TR ARCHIVES



A Yorkshire-area working party lifting the rails at Crich circa 1958, which were moved to Tywyn. R K WALTON

showing one of Awdry's model railway layouts, netted in excess of 65,000 views!

Cameras... action

As the preservation experiment continued successfully, more people began to take notice.

First, British Pathé produced a 2½-minute short in 1955 introducing the public to the 'sentimental journey' that awaited them on the Tallylyn. Next up was the BBC, which visited the railway in May 1957 and, after thorough prep and rehearsal trains, broadcast live. With cameras at the stations, and mounted on wagons and open carriages on the trains, the broadcasts showed the quaint engines and the beauty of the line, and included interviews with the train crew and many others connected with the railway.

The guard that day just so happened to be the already-famous Reverend Awdry, lending

further credence – if any were needed – to the line. The impact on visitor traffic was huge, doubling the passenger numbers as visitors flocked to the little railway they had seen on television.

It wasn't only British film companies interested in the line. A few years before, American documentary maker Carson Davidson filmed the line in its preservation infancy and, although somewhat delayed, in 1965, *Railway With A Heart Of Gold* came out. This gentle documentary romanticises the line while capturing some genuine moments of tribulation! It also captured many hearts, and drew more people to visit this "piece of ornamental scrollwork lifted from the pattern of yesterday".

The passenger terminus of the line was Abergynolwyn, but beyond that the mineral extension continued up the valley to Bryn



A work gang pauses during the task of filling tipper wagons at Brynglas, repairing flood damage as the up train passes.

Eglwys quarry. The quarry had closed in 1946 and the last load of slate was brought down in 1948.

A little above Abergynolwyn station was the watering point at Ty Dwr but, apart from one noticeable incident in 1949, reported in *Rolt's Railway Adventure*, when the driver and fireman took the locomotive beyond the watering point up to the end of the line 'to see whether the rails were still there', the former mineral line hadn't seen any traffic in years.

Restoration goal

However, from the outset, it had always been the society's intention to restore the full length of the line, and in the late 1950s work began to see if the quarry route could be made viable. The land was eventually acquired in 1964 and the work to obtain the necessary Light Railway Order that would authorise the route for passenger trains began. Construction of the extension began in 1970.

Although under a mile in length, the mineral extension passed through narrow cuttings, along steep gradients, and teetered on the edge of steep drops in places. To make it fit and safe for passenger traffic required the use of heavy plant and machinery, a blasting contractor and the removal of thousands of tonnes of rock.

So many hours were put into this project by volunteers that those who worked on it became known as 'the Gwerns', after the River Gwernol which rushes by beneath the terminus of the mineral line. Ever economical in the use of their assets, the railway took much of the rock excavated during the construction of the extension to provide an extended platform at Abergynolwyn station.

Winding down

Sadly, a casualty of the extension was the former winding house that winched wagons down the incline into Abergynolwyn village.

Too narrow for the safe passage of passenger trains and in a very decrepit state, the winding house had to be demolished. Now all that remains is the decaying winding drum perched atop the incline. The extension opened on May 22, 1976, taking the total length of the line to 7¼ miles. The new terminus was named Nant Gwernol.

Built primarily to carry slate, the Tallylyn Railway was never intended for the volume of passenger traffic that preservation brought, and even the redevelopments in the 1960s weren't



No. 1 Tallylyn works upgrade towards Brynglas with the vintage train on March 17, 2015. BARBARA FULLER



Left: Volunteers assessing the new 'canal' at Cynfal, which occurred as a result of localised flooding. STEVE BOWERS

Above: There's no shortage of black humour on the Talyllyn. This Cynfal Navigation Bottom Lock sign appeared after one of the floods. SARAH FREEMAN

enough to cater for the demands of a 21st century tourist attraction.

At the turn of the century, Wharf Station redevelopment began. This was an ambitious project that retained the original station building, set among a new, large – and in keeping – structure that houses the Narrow Gauge Railway Museum, offices, and the visitor refreshment rooms.

To protect the railway's ageing carriages, a large shed for storing carriages and other vehicles was constructed just over five miles up the railway at the site of the former Quarry Siding. Named 'The Guest House', after Phil Guest, a long-serving Talyllyn volunteer, the new carriage shed was formally opened on Sunday, May 5, 2012, by long-time supporters of the railway – the actors Timothy West and Prunella Scales.

Currently plans are afoot to further expand the facilities at Pendre, the railway having acquired some land for this very purpose.

Weathering the storm

The railway has weathered much in its 70 years of preservation, on many occasions quite literally. In 1957 a blocked culvert 4¾ miles up the line near Dolgoch Falls station almost became the railway's downfall.

After heavy rains, 50ft of embankment collapsed, leaving the trackbed precariously poised on the precipice. Not to be deterred – and fortunate enough to have a civil engineer in their ranks – the volunteers moved quickly to effect temporary repairs that would reinstate services, before planning for a long-term solution to prevent the problem from rearing its head again.

The line has also been the victim of flooding on many an occasion. A memorable and localised thunderstorm in 1993 caused a flash flood at Brynglas, a small station with a blockpost and passing loop a little over three miles from Tywyn Wharf. The flood deposited debris across the tracks, swept away a hedge, and severely eroded the embankment.

Once immediate repairs were made, trains were diverted through the passing loop while the embankment was repaired. Because of this, Brynglas blockpost now boasts a life belt... in case of future emergencies!

Further down the valley, Cynfal Halt has also flooded on a number of occasions, occasionally taking on an appearance so reminiscent of a canal that volunteers made a

board proclaiming the location to be 'Cynfal Navigation Bottom Lock'. Never let it be said that preservationists lack a sense of humour.

Since then, work has been carried out on the culvert to hopefully prevent the reappearance of the Cynfal Canal.

Down but not out

Closed for much of 2020 due to Government restrictions, the TR kept in touch with its supporters through a series of live-streamed broadcasts of Manager's Weekly Walkabouts.

A successful, albeit short, summer season followed and the Talyllyn was all set for a busy Christmas season, but the tightening of restrictions in Wales closed the railway down with mere hours' notice.

With a busy schedule of Christmas lunches booked, the railway cafe was well stocked with fresh produce. Never wanting to waste anything, the chef set to work making an enormous amount of vegetable soup instead, that could be frozen and served upon reopening!

Many milestones

The ongoing situation means Talyllyn Railway's 70th anniversary celebrations may take a different form than previous events, but the team is committed to honouring the milestones,

of which there are several; 1951 was a very busy year for the world's first preserved railway!

On March 17, a private event took place to recreate the arrival of locomotives Nos. 3 and 4 from the Corris Railway, with No. 2 in steam to haul both locomotives to what was to become their new home, Pendre loco shed. The occasion was streamed live to the railway's supporters on Facebook and later uploaded to the railway's YouTube channel.

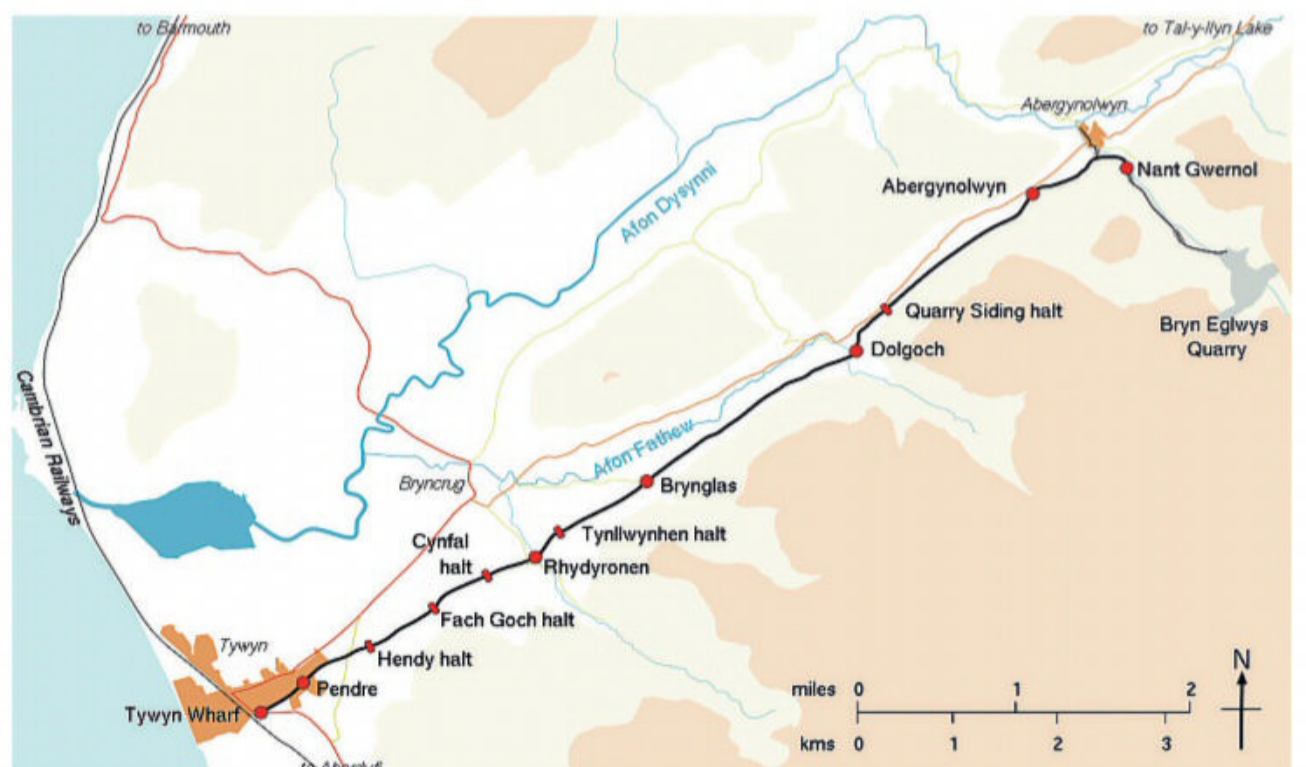
Come what May

At the time of writing, the Talyllyn Railway expects to be open and running public trains during May to allow passengers to travel during this special anniversary month.

A commemorative 'Founders' Day Special' is planned to depart Wharf, and Talyllyn Railway general manager Stuart Williams is adamant that come what may, a train *will* run on May 14 to mark the occasion.

The Talyllyn Railway is in the rare and enviable position of still being able to run a train comprised of original locomotives and coaches. TR No. 2, built in 1866 by Fletcher Jennings, will haul the railway's original Victorian coaches with a compliment of railway VIPs.

The important duty of cutting the ribbon will go to John Bate, and as the railway will be open to run trains, Stuart is expecting there will ▶



The route of the Talyllyn Railway along the Fathew Valley. CREATIVE COMMONS ATTRIBUTION

HERITAGE HISTORY



The Talyllyn has a strong youth contingent, as shown by this 2004 picture of the Talyllyn Young Members Group in Aber blockpost. Can you spot the author? She is in the centre of the front row.



Construction of a new carriage shed during 2012, located five miles up from Tywyn at the site of the former Quarry Siding. It is named The Guest House, after Phil Guest, a long-serving Talyllyn volunteer, and was formally opened on May 5, 2012, by long-time supporters of the railway, Timothy West and Prunella Scales. KEITH THEOBOLD

be people about to see the train off. He said: "At Wharf station we are blessed with space, so people can come down to watch the train off and be part of the day. We will have marshals on hand to keep people distanced if required but we know many people will want to be part of this important Talyllyn Railway milestone."

Continuing the 2020 tradition, the event will be live-streamed for those unable to attend.

More to come

A further programme is planned to celebrate this extraordinary anniversary, including a celebration of all things Awdry on a weekend in August, where the writer's own model railway layouts will be on display.

Stuart promises: "This event will take visitors behind the scene and showcase some never before seen artefacts from the Awdry era."

"Awdry was instrumental in drawing early attention to the railway, so now, at our platinum anniversary, it seems only right to celebrate his works."

A gala is planned for September to celebrate the centenary of ex-Corris Kerr Stuart locomotive No. 4 *Edward Thomas* (named for the former manager of the pre-preservation Talyllyn Railway).

Lightheartedly referred to as 'The Corris Swap', this will see TR No. 4 visiting the Corris Railway for a week to run with twin (replica) locomotive Corris No. 7, before returning side-by-side with No. 7 for an event at the Talyllyn with six engines in steam, for what Stuart has hailed as "a big end to the season".

The railway's anniversary is also being commemorated by Network Rail, which is naming one of its Class 97s (formerly a Class 37) *Talyllyn* in honour of the railway's incredible achievement.

This means that there will be two 'Talyllyns' running in Wales, although spotters will find it very easy to tell them apart! It is highly likely that this event will happen in the autumn.

When asked what else is in store,

Stuart laughs.

"Running a closed railway really takes a lot of time," he says. "We are up to our eyes in funding applications at the moment, so although there are more exciting plans in the works, we're not ready to talk about them yet, but do watch this space!"

"It has been such a relief to confirm we can start running trains in time for the 70th anniversary but, more than that, we hope to make the rest of the year a successful season of doing what we do best – running trains and offering a superb day out for both enthusiasts and the general public."

As preservation enters its 70th year and the Talyllyn gears up for its second season in the shadow of a pandemic, the feeling is one of persevering in the face of adversity, which really is no different to what those early volunteers were doing.

The obstacles may have changed, but heritage railways are resilient and the people who keep them going even more so. ■

Epitomising the Talyllyn Railway, the vintage train, double-headed by No. 1 *Talyllyn* and No. 2 *Dolgoch*, is captured here on a photo charter. BARBARA FULLER



★ STAR LETTER

THOMPSON REVISITED

I ENJOYED the recent article by Nicola Fox on Edward Thompson (April 2021), but it left me wondering why, at a time of wartime crisis and postwar austerity, Thompson and the LNER were allowed to design and build the B1 4-6-0 and the L1 2-6-4T locomotives when equivalent proven LMS designs were available?

The LNER built 274 B1s between 1942 and 1947, plus 136 under BR; 410 in total. In addition to a prototype L1 built in 1945, 99 were built under BR between 1948 and 1950.

From a business perspective the LNER could have saved expensive design, engineering and tooling resources by

ordering the proven LMS Stanier 4-6-0 5MT, and Fairburn 2-6-4T designs instead of the B1 and L1. This would have also been less risky, which was demonstrated when the L1 tank was found to contain serious design flaws despite a prototype being built three years before volume production commenced.

Building a proven LMS design for LNER use was acceptable when Doncaster, Darlington and Brighton built 128 8F 2-8-0 freight locomotives in 1944-45.

Ordering LMS designs would have given the entire railway scale economies in production and operation, possibly reducing the cost of the LMS designs.

So why didn't the Railway Executive Committee, the government body which controlled the railways from 1939 until 1947, stop this wasteful procurement of duplicate designs? Also, why didn't the newly-formed BR, which was dominated by LMS managers, cancel these LNER orders in 1948?

Were the B1 and L1 designs a result of foolish pride, and the LMS equivalent designs a parochial case of 'not invented here' as far as the LNER was concerned?

It would be interesting if any readers could shed light on this question.

**Robert Hope
Sunderland.**

NICOLA FOX'S article confirms what I have always thought about the outrage at Thompson's rebuilding decisions: that it was simply outrage at changing anything Gresley.

Condemnation of the A2/2 P2 rebuilds seems to focus on the aesthetics of the cylinders being behind the front bogie truck. Given the 'Big Four' tended to swap components on works overhaul, how 'original' was Great Northern by the rebuild? Thompson clearly preferred two cylinders for mixed traffic and freight locos B1 and O2 due to simplicity, as did LMS and GWR. He didn't do anything to the A3s or A4s, although I understand they were prone to running hot on the inside valve gear, so hardly a desire to obliterate Gresley's legacy?

**Peter Calvert
By email**

IT WAS a pleasure to read an article on the subject of these two considerable engineers without the usual rancour that generally drives it.

I had a wry smile. The matter of 'Gresley's' conjugated valve gear, as usual, failed to acknowledge that it was designed by Harry Holcroft, a premium apprentice at Swindon in 1910, and when the GWR discounted it, Holcroft patented it.

Gresley found it and called it his own, reluctantly acknowledging Holcroft for a year. Great as Gresley was, he never quite solved the issue of the unequal power output of the middle cylinder, which sadly caused frequent middle big end bearing failures, and it was only after Riddles insisted that Doncaster adopt the Swindon inside cylinder big end bearing design that the problem disappeared.

**Stephen Smith
Wokingham**

TALKING POINTS

Swindon Trip

HAVING just received the latest edition of *The RM* I was delighted to see the article on the Swindon 'Trip', particularly as my dad (a lifelong Swindon worker) is clearly visible in the front row of the Evening Star naming photo.

**Bob Jones
By email**

Caption error?

The caption to the photo on pages 14-15 of your April issue states that "No. 4905 will most likely detach at Dainton". No way! There's still 2½ miles at 1-in-47/71 after Totnes to come. As an observer of trains south of Newton Abbot most summer Saturdays from 1956 to 1960, I can confirm that holiday passenger trains invariably ran double-headed throughout from Newton Abbot to Plymouth and vice-versa.

**John Ainslie
By email**

Thank you for the clarification, Mr Ainslie – Ed

Covid, trains and air conditioning

A REASON that some people like me might be reluctant to make regular use of the trains (and buses etc. too) is that new rail stock is air conditioned.

This means that the air is recirculated around the carriage. There may be a percentage of fresh air introduced. The air is probably, though not certainly, filtered.

It is well established that the most effective way to spread the Covid virus is by airborne transmission.

Even if filters are effective when new, which I question, it would need a regular testing and maintenance programme to keep them that way.

**Gordon Bell
By email**

A very apt and pertinent question. Two studies into the spread of Covid-19 during rail travel have shown the risk of infection is 1-in-11000 journeys. Studies have also revealed the infection rate was lower in air conditioned carriages than non-air conditioned variants. Filtering does take place, as does maintenance. The vast drop in infection rates and an increase in passenger numbers to around 40% of pre-Covid levels show there is confidence to travel again.

Surface contact of coronavirus has shown to be minimal too – Ed.

East-West diesel plan startling

NOTING the editor's comment last month on Britain's poor electrification record – doubtless like many others, 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 proposes?

**Robert Wade
By email**



PRE-ORDER YOUR NEXT ISSUE TODAY!

VISIT MRTNS.UK/PRE-ORDER-RM TO PRE-ORDER YOUR NEXT ISSUE OF *THE RAILWAY MAGAZINE*!

- We will send it directly to you, easy!
- You'll get it before it's even in the shops, hurrah!

MEETINGS

THURSDAY, MAY 6

RCTS Milton Keynes branch. 19.30. Zoom meeting: 'High Speed Testing in the UK since 1970': Dave Coxon. <https://zoom.us/join/zoom/register/tJ0ud-qrrjlvGtSdC88oUWSai6rhX9vyaYqq> to register.

MONDAY, MAY 10

RCTS Croydon branch. 19.30. Zoom meeting: '3P20 and other Trains': Richard Newton. Email croydon.web@rcts.org to register.

TUESDAY, MAY 11

RCTS Hitchin branch. 19.30. Zoom meeting: 'Railways into the Chilterns' and 'The History of the Watford Miniature Railway': Dr Rudi Newman. Email dandjelsdon@waitrose.com to register.

RCTS Sheffield branch. 19.30. Zoom meeting: 'The Railways of Scotland over the last 10 years': Stuart Fowler. Email sheffieldfixtures@rcts.org.uk to register.

WEDNESDAY, MAY 12

RCTS East Midlands branch. 19.30. Zoom meeting: 'VivaRail: Designing and Building Emission-free Trains for the UK': Dave Horton. Email eastmidlandschair@rcts.org.uk to register.

RCTS South Wales branch. 19.30. Zoom meeting: 'The Penarth Harbour, Dock and Railway Company': Lyn Bryant. Email fixtures@rcts.org.uk to register.

THURSDAY, MAY 13

RCTS Newcastle branch. 19.00. Zoom meeting: 'The Old Gentleman's Saloon from The Railway Children': Chris Lawson. Email rctsnwcastle@gmail.com to register.

MONDAY, MAY 17

RCTS Merseyside branch. 19.30. Zoom meeting: 'Narrow Gauge Steam in Nepal and Pakistan': Geoff Warren. Email merseyside@rcts.org.uk to register.

RCTS South Essex branch. 19.30. Zoom meeting: 'Next Train Gone (In Search of Buggleskelly)': Adrian White. Email southessex@rcts.org.uk to register.

TUESDAY, MAY 18

RCTS Didcot branch. 19.30. Zoom meeting: 'The Great Northern Railway and King's Cross Station': Raymond Schofield. Email tv-web@rcts.org.uk to register.

THURSDAY, MAY 20

RCTS Surrey branch. 19.30. Zoom meeting: 'Class 442 Re-engineering': Neil Drury, engineering director, South West Railway. Non-members please contact surreyfixtures@rcts.org.uk for an invitation

MONDAY, MAY 24

RCTS Windsor and Maidenhead branch. 19.30. Zoom meeting: 'Volunteering on the Gloucester & Warwickshire Steam Railway': Richard Morris. Email maidenhead@rcts.org.uk to register.

TUESDAY, MAY 25

RCTS National. 19.30. Zoom meeting: 'World Steam Tour of South Africa, Swaziland and Mozambique': Geoff Plumb. Email national@rcts.org.uk to register.

WEDNESDAY, MAY 26

RCTS Chichester branch. 19.30. Zoom meeting: 'My Life as a Railway Professional': David Maiment. Email chichester@rcts.org.uk to register.



classicmagazines.co.uk/rmarchive

EDITOR'S NOTE

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

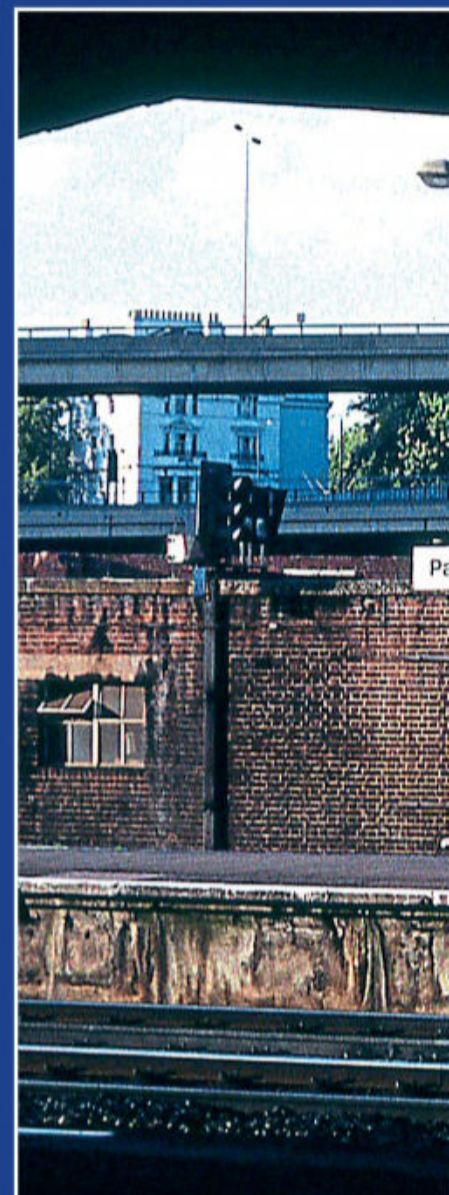


Panorama



A chance conversation with the 'bobby' at Grayrigg resulted in this highly atmospheric pre-breakfast photograph being taken. It shows begrimed 'Britannia' No. 70015 *Ariel*, now devoid of nameplates, working hard on the 4.28am Carlisle-Manchester parcels at Grayrigg on July 22, 1967. JOHN COOPER-SMITH

Time for reflection at Birmingham Central Library as a West Midlands Metro tram is reflected in the water feature outside the library on March 7. This shot has only recently become possible following the removal of equipment used in constructing the adjacent bus stop. ALISTAIR GRIEVE



Porterbrook – delivering a safe, reliable and sustainable railway

Large logo Class 47 No. 47648 and an unidentified classmate avoid the shadows cast by the old Bishop's Bridge at Paddington station on September 19, 1989. The girder bridge was replaced by a wider, modern structure in 2006. STEVE IRELAND



Cornish branch line charm exemplified as the two surviving Beattie 2-4-0WTs, Nos. 30585 and 30587, work China Clay and mixed freight trains at Bodmin Parkway station on October 5, 2007. No. 30585 was visiting the Bodmin & Wenford Railway from its Buckinghamshire Railway Centre home, enabling the two locos to work together for the first time since they left Wadebridge, just a few miles away, in 1963. ROBIN STEWART-SMITH



Panorama



Porterbrook – delivering a safe, reliable and sustainable railway



God's Wonderful Railway: The Great Western Society's recreated Churchward 'Saint' No. 2999 *Lady of Legend* crosses Victoria Bridge over the River Severn with a passenger train from Bridgnorth to Kidderminster during the Severn Valley Railway's Spring Steam Up gala on April 15. This was the 4-6-0's first visit away from Didcot Railway Centre since it was completed in 2019. JACK BOSKETT

FROM THE RAILWAY MAGAZINE ARCHIVES

100 YEARS AGO
 MAY 1921

Line transferred

THE Minister of Transport has confirmed the Cambrian Railways (Tanat Valley Light Railway Transfer) Order 1921, transferring the Tanat Valley Light Railway to the Cambrian Railways Company. The Tanat Valley line is about 15 miles long and runs from the Shropshire border nearly to Bala.

Space for sale

A NEW departure has been made by the Great Northern Railway in regard to the letting of advertising spaces on stations, walls, fences, buildings and other property, which arrangements were for many years in the hands of W H Smith & Son.

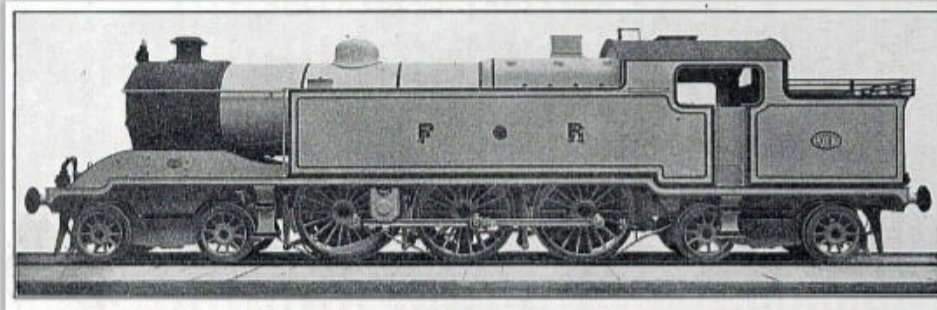
From April 1, these spaces have been controlled and let direct to advertisers by the railway company.

This development is an extension of the scheme adopted some 10 years ago when it was decided to let direct the spaces in the booking halls and waiting rooms, which has proved very successful.

50 YEARS AGO
 MAY 1971

End of the 'Brighton Belle'

BRITAIN'S only all-Pullman EMU trains, the three '5-BEL' sets used on the Brighton Belle service -between Victoria and Brighton, will be withdrawn in May 1972.



100 YEARS AGO: For working heavy traffic, the Furness Railway had built five 4-6-4T engines by Kitson & Co, Leeds, the last of which was delivered in 1921. Initially numbered Nos. 115-119, the locos were non-superheated and had inside valve gear. Under the LMS they became Nos. 11100-4, were classified '3P', but were withdrawn between 1934-40.

The Pullman cars are nearly life-expired and would be too expensive to replace.

Bletchley-Bedford closure is proposed

CLOSURE notices have been published for the line from Bletchley to Bedford St Johns, last truncated remainder of the LNWR Oxford-Bletchley-Cambridge line. If no objections are received to the proposals, passenger trains would cease to operate on and from October 4.

Crewe-Glasgow locomotives ordered

ORDERS have been placed by British Railways Board with British Rail Engineering Limited for 34 AC electric locomotives of Class 87, suitable for a maximum speed of 110 mph and rated at 5,000hp for use on the London Midland

Region electrified lines between London, Crewe, Liverpool and Manchester, and on the Crewe-Glasgow section, following its electrification in 1974.

Delivery of the locomotives is scheduled to begin next year, and the order will be complete by 1974.

20 YEARS AGO
 MAY 2001

Heritage lines feel backlash of foot-and-mouth epidemic

HERITAGE railways are starting to feel the impact of the foot-and-mouth epidemic, with passenger numbers slumping by as much as 50%.

Many heritage lines either start at or run through large sections of countryside, and are also often used by passengers to gain access to footpaths for local or

woodland walks. Since the start of the epidemic in mid-February and its spread around the country, the message being absorbed by the public is that rural tourist attractions are out of bounds, even though that is not the case in many locations.

Stowaways travel to England at 186mph under Eurostar

NINE illegal immigrants were discovered hidden underneath a Eurostar train from Paris after it arrived at Waterloo on March 2. The group - all Romanians - had travelled at speeds of up to 186mph inside cramped equipment boxes between the bogies. They were discovered only after banging was heard by staff and passengers. If they had not been heard, they would have been on their way back to Paris!

Safety report wants ETCS within seven years

THE inquiry into rail safety, jointly chaired by Lord Cullen and Professor John Uff following the Ladbroke Grove crash in October 1999, has recommended that the ETCS (European Train Control System) method of automatically stopping trains passing red lights must be in place by 2008.

While acknowledging that the introduction of TPWS has a number of shortcomings and would not end concerns over catastrophic accidents, the report accepts that fitting it at major junctions must continue.



The RCTS: Then and Now

BY 1966 the sands of time were running out for steam. The Western Region was already fully dieselized and the Southern Region would soon be reduced to Bulleid Pacifics, British Railways Standards and a handful of Ivatt '2MT' 2-6-2Ts.

Each month *The Railway Observer's* lists of withdrawn locomotives seemed to grow but undaunted the RCTS's regional rail tour, committees were still planning mouth-watering specials. The two 'Longmoor' trains run on April 16 and 30 were no exception.

The *RO* for March 1966 announced that the freight-only Bentley to Bordon branch was scheduled for closure on April 4, and that from that date, all rail traffic to and from the Longmoor Military Railway would be routed via Liss.

Acknowledging the significance of this closure the Military Authorities agreed to accommodate a final through special over the LMR, including the Hollywater Loop.

Motive power between Waterloo and Woking on April 16 was 'U' class No. 31639 and 'N' class No. 31411.

British Railways agreed to allow Army Department 'WD' 2-10-0 No. 600 *Gordon* to haul the eight-coach train from Woking to Liss, where 0-6-0ST

No. 195 backed on to the rear allowing the special to set back into Liss (LMR) station. Here *Gordon* ran round and coupled up to No. 195 tender-first for the run to Longmoor Downs station.

0-6-0ST No. 196 worked two trips round the Hollywater Loop and after which *Gordon* came on the rear, with No. 195 at the front in charge to Bordon via Whitehill. At Bordon the passengers alighted as No. 195 was uncoupled, allowing *Gordon* to shunt the stock into Bordon (Southern Region) station. With the passengers on board, No. 600 headed down the closed branch to Bentley and then to Staines via Aldershot and Ascot. Here Standard 3MT No. 77014 was waiting to run to Windsor and Eton where Nos. 31639 and 31411 were to work the last leg to Waterloo.

Despite the snow of the preceding days and the dull and overcast skies, the tour was a resounding success and also oversubscribed, enabling the RCTS's London Branch Rail Tours Committee to arrange a repeat on April 30. Unfortunately 'N' No. 31411 was unavailable and was replaced by 'U' No. 31791.

This time the weather was a glorious early spring day of sunshine. *Gordon* came on at Woking and No.

No. 600 *Gordon* is perhaps the most well-known of the Longmoor survivors, although it has now been in the Engine House at Highley for over 10 years and was photographed there in 2012. Despite its information panel, one wonders how many visitors appreciate its historic significance.

P CHANCELLOR/
 COLOUR-RAIL.COM



195 at Liss. Duties on the Hollywater Loop were shared by 0-6-0ST No. 195 diesel shunter No. 878 *Basra*, each running one circuit. Again *Gordon* worked as far as Staines but as 77014 was stopped for repairs 5MT 4-6-0 No. 73114 *Etarre* was substituted and at Windsor and Eton the two Maunsell Moguls took over for the run into Waterloo.

Today the RCTS cannot run such specials owing to route rationalisation and standardised itineraries. The *RO*, however, still reports on the tours that are run and the photographic coverage

is second-to-none. The society's photographic archive, however, does allow the interested reader to search for pictures of rail tours in the 1950s and 1960.

Unlike the BR motive power used on the tour, three of the four LMR engines survive, though it is hard to imagine any of them ever having a starring role in a railtour in the 21st century - although any such activity would still be reported in *The Railway Observer*.

For information on the society, visit www.rcts.org.uk

TRACKRECORD

The Railway Magazine news digest

Hawksworth 'Modified Hall'
No. 6990 *Witherslack Hall*
departs Loughborough
Central on Easter Sunday,
April 4, with a Great Central
Railway driver refresher
train in readiness for the
line's anticipated return to
public operation on April
17. ROBERT FALCONER



P62 STEAM P68 INDUSTRIAL P72 IRISH P74 NARROW GAUGE P78 NETWORK P81 HS2
P82 METRO P82 MINIATURE P84 FREIGHT P86 RAILTOURS P90 CLASSIC TRACTION P92 WORLD
P96 TRACTION & ROLLING STOCK P100 STOCK UPDATE P103 OPERATIONS

Steam & Heritage Track Record



COMPILED BY
GARY
BOYD-HOPE
Call: 01 507 529589
email: gboyd-hope
@mortons.co.uk

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

Right: No. 6960 *Raveningham Hall* and the 'Chocolate & Cream' set leave Arley behind during the last day of the Spring Steam Up on April 18. This marked the loco's final gala appearance at the SVR before its withdrawal this summer. KENNY FELSTEAD



SAINTS ALIVE!

Lady of Legend steals the show at the Severn Valley's Spring Steam Up

IT WAS the pairing GWR enthusiasts had been demanding for years, and when it came to the crunch, the sight of 'Saint' No. 2999 *Lady of Legend* on the Severn Valley Railway's (SVR) Churchward 'Toplights' did not disappoint.

The SVR's Spring Steam Up on April 15-18 must rank as one of the most eagerly anticipated galas for several years. Not only did it give the Great Western Society's re-created Churchward 4-6-0 the chance to show what it could do with a good load over a long distance for the first time since its completion in 2019, but it also provided the ideal tonic (for enthusiasts and SVR volunteers) to the last year of living with Covid-19 and its many restrictions. In short, this was an event that was both wanted... and needed!

No. 2999 arrived from Didcot Railway Centre on April 4 and during subsequent days underwent load and weight testing ahead of its star turn.

Visitors to the railway from its reopening on April 12 may have been lucky enough to catch sight of the 'Saint', which made several trial runs with a rake of eight 'Chocolate & Cream' coaches, enabling the photographers 'in the know' to secure their first shots of this Great Western dream.

As safe as possible

Obviously, with Covid-19 still a big concern, the SVR planned the gala to keep visitors as safe as possible and minimise risk. A four-train timetable was devised that saw each train make three departures from Kidderminster or Bridgnorth each day, the

first leaving Kidderminster at 08.25 and the last departing Bridgnorth at 19.00.

Pre-booking was essential and, unsurprisingly, most trains were booked solid. Passengers were sat in socially-distanced bubbles in open coaches or in compartments, and all seating was pre-allocated. Hand sanitiser was provided on board trains, and carriage door handles were cleaned at the end of each trip.

Furthermore, numbers were controlled in the shops and food outlets at Kidderminster and Bridgnorth (no intermediate stations were open), and visitors were requested to wear face coverings in and around the stations. A wristband system, rather than tickets, ensured contact between on-train staff and passengers was kept to a minimum.

The timetable saw locomotives change at the end of each single journey, which meant that each departure was hauled by all seven locos during the course of a day. These included 'Modified Hall' No. 6960 *Raveningham Hall*, which looked equally at home on the GWR set as No. 2999, and was making its final SVR gala appearance before its boiler ticket expires in June.

HRH honoured

Also in action were '28XX' 2-8-0 No. 2857, Ivatt '4MT' Mogul No. 43106 and Bulleid 'West County' Pacific No. 34027 *Taw Valley*, several of which carried wreaths to honour HRH The Duke of Edinburgh. A minute's silence was observed at 15.00 on the Sunday.

Arguably the most popular locos after *Lady of Legend*

were the tank engine pairing of Nos. 813 and 7714. The duo worked together throughout the event and put in some of the most memorable performances as they took on the climb of Eardington Bank.



Ivatt Mogul No. 43106 heads away from Sterns Cottage with the 15.25 service from Bridgnorth on April 16. The loco is carrying a wreath in honour of the late Duke of Edinburgh. MARTYN TATTAM



Driver Tom Clarke captured this view of No. 2999 entering Hampton Load station from the footplate of 'Modified Hall' No. 6960 *Raveningham Hall* as the two 4-6-0-hauled trains crossed on April 15. TOM CLARKE

Visiting 'Saint' 4-6-0 No. 2999 *Lady of Legend* makes a fine sight on the Severn Valley Railway's GWR set as it rounds Safari Curve with a service for Kidderminster on April 17. ANDREW BELL



BR '4MT' 4-6-0 No. 75069 was the standby loco for the event and unfortunately had to step in on the Sunday to deputise for the 'Saint' after it was failed during the previous evening with a bent motion pin.

Efforts to repair it in time for Sunday's services were unsuccessful, and as such it played no part in the final day's operations, but instead sat on view in Bridgnorth yard. With No. 75069 covering No. 2999's duties, '15XX' No. 1501 became the standby loco that day.

Extra 'Saint' dates

Thankfully the gala was blessed with bright sunshine, and the mood of the volunteers and the passengers was both buoyant and positive. All in all it was a resounding success and gives the railway a firm foundation for its planned Autumn Steam Gala on September 16-19.

No. 2999, meanwhile, had its stay on the railway extended and, subject to the repairs being completed, was expected to run services on April 23 and May 5-7.



The popular pairing of Nos. 813 and 7714 climb Eardington Bank on April 17 with a seven-coach load from Kidderminster to Bridgnorth. ROBERT FALCONER

SIDELINES

Royal Deeside Railway break-in and theft

SCOTLAND'S Royal Deeside Railway became the latest line to be hit by thieves. On April 18 volunteers discovered that one of the Class 03 diesels, a GUV van, had been broken into. The thieves made off with a Husqvarna rail saw and other tools. The railway is appealing for any dash cam footage from vehicles that may have been passing West Lodge during the previous week, in particular between 22.00 and 06.00. An appeal to help cover the cost of replacing the items and repairing the damage has been set up at www.deeside-railway.co.uk

Slough Estates No. 3 bows out at Middleton

FORMER Slough Trading Estate Hudswell, Clarke 0-6-0ST *Slough Estates No. 3* (1544/1924), reached the end of its boiler ticket at the Middleton Railway on April 18. Although not yet open to the public, the railway marked the occasion by running a series of demonstration freight trains throughout the day. The loco, which is owned by the Slough & Windsor Railway Society, will be replaced in the Middleton fleet by newly overhauled Hawthorn Leslie 0-4-0ST *Swanscombe No. 6*.

Hagley Hall is back on its wheels

THE Severn Valley Railway's flagship 'Hall' No. 4930 *Hagley Hall* has been re-wheeled at the railway's Bridgnorth works. On April 21 the GWR 4-6-0's frames were lifted and the coupled wheelsets rolled into position, the frames then gently lowered until the axleboxes engaged with the hornguides. The re-wheeled bogie is now in position ready for fitting in due course. The loco's slide bars have also been refitted to the frames.

'Austerity' 0-6-0ST to make SVR passenger debut

ROBERT Stephenson & Hawthorns 'Austerity' 0-6-0ST No. 71516 *Welsh Guardsman* (7170/1944) will make its debut on Severn Valley Railway passenger trains this June. The loco will work 'Wanderer' services together with '57XX' 0-6-0PT No. 7714 or '15XX' 0-6-0PT No. 1501 on June 11 and again on the 18th. The 'Austerity' is currently on hire to the Embsay & Bolton Abbey Railway.

PRE-ORDER TODAY!

→ VISIT MRTNS.UK/ PRE-ORDER-RM

Get it before it's even in the shops!



Didcot's pioneer '14XX' re-wheeled ahead of a return in 2021...

A MAJOR milestone in the overhaul of the Great Western Society's Collett '14XX' 0-4-2T, No. 1466, has been reached with the re-wheeling of the auto-tank at Western Steam Engineering.

The £300,000 contract overhaul is the most extensive No. 1466 has received since 1961, seeing the 1936-built machine completely stripped and rebuilt from the wheels up. The wheels have been extensively refurbished by South Devon Railway Engineering at Buckfastleigh, including the fitting of new tyres.

Rolling chassis

Other work completed to date includes the refurbishment of the rear drag box, manufacture of a new steel cab floor, overhaul of the springs and repair of the front sander linkage. The piston rods have been successfully tested and refitted, the inside valve motion overhauled and machined or replaced where necessary, and the front buffer beam has been refitted, complete with the buffers and draw gear at both ends. Above the running plate a new bunker has been made and both side tanks have been



Re-wheeled '14XX' No. 1466 stands in the workshops of Western Steam Engineering as the overhaul turns to focus on the boiler. ED FREEMAN/WSE

extensively rebuilt.

With the loco back on its wheel, the next stage will be to complete the rolling chassis with all its motion, lubrication and pipework. This will enable attention to then focus on the boiler, which requires a new foundation ring, new smokebox, specialist copper welding to the firebox and the replacement of the crown stays.

"As the smokebox was in a very poor condition, a new barrel has been sourced as

well as a new door and various other smokebox fittings which have been manufactured and supplied by South Devon Railway Engineering," explained 1466 project manager Phil Morrell.

New tubeplate

"A replacement front tubeplate and front barrel section have also been sourced and manufactured ready to be fitted, while at the firebox end, about three quarters of



This photo of No. 1466's upturned boiler reveals just how much of the outer firebox wrapper requires renewal. PHIL MORRELL

the backplate will be replaced. About 12in of the outer firebox wrapper on both sides will be replaced along the bottom of the foundation ring and the bottom 12in of throatplate."

No. 1466 is expected to return to steam later this year to help the Great Western Society celebrate the 60th anniversary of the loco's preservation and the formation of the society. Donations towards the overhaul can be made via <https://tinyurl.com/DidcotJubilee>

...AS HAWKSWORTH 'COUNTY' FUNDRAISING PASSES THE £1 MILLION MARK

FUNDRAISING for the Great Western Society's project to recreate a Hawksworth 'County' 4-6-0 passed the £1 million mark in early April.

Progress on No. 1014 *County of Glamorgan* at Didcot Railway Centre, as elsewhere, has been delayed by the coronavirus pandemic, but work is continuing on the principal motion components such as the connecting rods, coupling rods, extension rods,

slide bars, crossheads and pistons.

The various cut steel sheets and angles that will eventually form the tender tank have also been delivered to Didcot ready for assembly.

No. 1014's new high pressure Standard No. 15 boiler is being built by Heritage Boiler Steam Services (HBSS) on Merseyside, where completion is expected in the early part of 2022.

The barrel and ex-Stanier '8F' firebox have been united, and major items yet to be sourced include the superheater header and some backplate fittings.

The smokebox is currently at Didcot having been trial fitted to the saddle, but is expected to be transferred HBSS' workshops soon.

Commenting on the fundraising milestone, project press officer David Bradshaw

said: "When the project was launched in 2005 we had no clear idea as to how much it would cost, but over the years as progress was made, our supporters have managed to keep us ahead of the game to the point where we need around £150,000 to finish the job."

■ For more information, including how to support the project, visit the website www.county1014.org



New-look Calbourne back in IoWSR service

THE Isle of Wight Steam Railway's flagship locomotive – Adams '02' 0-4-4T No. W24 *Calbourne* – is back in traffic on the reopened railway following overhaul.

It was only fitting that No. W24, sporting its newly applied postwar Malachite green with 'Sunshine' lettering, worked the line's reopening trains on April 12 in this, the IoWSR's 50th anniversary year.

It is pictured passing through Rowlands Wood near Havenstreet during a preopening volunteer refresher day on March 31.

IAN PRATT

Further Culture Recovery Fund grants help English lines and loco operators in coronavirus pandemic recovery

MORE heritage railways, railway museums and locomotive operators across the length and breadth of England have benefitted from a second round of financial awards from the Government's Culture Recovery Fund.

The awards will help the railways in question with their reopening preparations, as well as help cover lost revenue caused as a direct result of the pandemic and its subsequent impact on the heritage sector.

Both standard and narrow gauge lines have received the awards; the latter being covered on page 75. The standard gauge organisations are listed in the panel (right).

Below: 'Modified Hall' No. 6990 Witherslack Hall passes Rabbit Bridge at the Great Central Railway (GCR) on April 4 with a driver refresher train. The GCR was a recipient of the latest Culture Recovery Fund awards, receiving more than £515,000.
ROBERT FALCONER

CULTURE RECOVERY FUND - ROUND 2 RECIPIENTS

Recipient:	Award (£):	Recipient:	Award (£):
A1 Steam Locomotive Trust	11,100	Mayflower Locomotive Company	64,300
Avon Valley Railway	97,400	Mid-Hants Railway	496,200
Beamish Museum *	585,000	Mid-Norfolk Railway	401,800
Bluebell Railway	272,400	Middleton Railway *	36,300
Bodmin & Wenford Railway	144,800	Midland Railway Trust	38,548
Bressingham *	43,075	Nene Valley Railway *	479,765
Cambrian Heritage Railways	12,000	Northampton & Lamport Railway	17,600
Chinnor & Princes Risborough Railway	70,000	Peak Rai	114,000
Churnet Valley Railway	283,300	Plym Valley Railway	13,900
Colne Valley Railway	34,000	Riley & Son (E) Ltd	281,900
Dean Forest Railway	115,800	Rocks by Rail *	9,057
Didcot Railway Centre *	114,015	Rushden Transport Museum	12,500
Dinmore Manor Locomotive Ltd	12,800	South Devon Railway	423,700
East Somerset Railway	160,700	Stainmore Railway	16,900
Ecclesbourne Valley Railway	42,300	Swanage Railway	189,200
Embsay & Bolton Abbey Railway	169,400	Tanat Valley Railway	6,000
Epping Ongar Railway	61,900	Tanfield Railway	65,400
Foxfield Railway	24,700	Vintage Trains Charitable Trust	97,400
Gloucestershire Warwickshire Railway	71,800	Wensleydale Railway	45,000
Great Central Railway	515,700	West Somerset Railway Heritage Trust	13,100
Heritage Railway Association	34,900		
Keighley & Worth Valley Railway	346,600		
Kent & East Sussex Railway	250,700		
Kidderminster Railway Museum *	19,025		
Lavender Line	7,900		
London Transport Museum *	875,000		

■ NOTE: Those railways/museums marked with an * received funding from Arts Council England.

At the time of writing no information about funding for railways in Wales or Scotland had been released.

New dates are set for East Lancs' Scotsman celebrity visit

A PLANNED visit to the East Lancashire Railway by the National Railway Museum's celebrity 'A3' No. 60103 *Flying Scotsman* in early April has been rescheduled for this summer.

The Gresley 4-6-2 had been booked to appear between April 2-6 (itself postponed from last year), but the later than hoped easing of Covid-19 restrictions meant the railway could not reopen until May 1.

The new dates for No. 60103's appearances are August 29-30 and September 3-5 inclusive.

Passengers who had booked for the Easter weekend can transfer their tickets to the new dates, which will be valid for one return trip from Bury to Rawtenstall. Existing Bury to Heywood ticket holders will also receive a complimentary upgrade to the higher-priced Bury to Rawtenstall trip.

'Positive'

"We were devastated not once but twice when we had to cancel the return of the *Scotsman* to the ELR because of Covid-19," said ELR chairman Mike Kelly. "While the railway has been through some challenging times recently due to the coronavirus outbreak, it's great to now have some exciting and positive events to look forward to."

For more information about No. 60103's visit, and for ticket information, visit <https://tinyurl.com/ELRScotsman>

 Like us facebook.com/TheRailwayMagazine

 Follow us @railwaymagazine



No more photo charters as Severn Valley ends the use of lineside passes

THE Severn Valley Railway has joined the growing list of preserved railways to end the issuing of lineside passes and permits and the operation of photographic charters.

The railway suspended passes last year owing to the Covid-19 pandemic and no photographic charters took place during the year. Yet, with speculation over potential charters in association with the planned visit of 'Saint' No. 2999 *Lady of Legend* in April, the SVR issued a statement in

March announcing that it will not issue any new lineside passes or accommodate any privately-run photo charters in future.

'Potential risk'

Explaining the decision, general manager Helen Smith said: "The income we receive from lineside passes and privately-run photo charters is insignificant when compared to the potential risk these activities naturally contain. This

means that to continue them makes little financial sense.

"As the landowner, train operating company and infrastructure provider, if SVR Holdings continues to permit such activities we also hold liability for any accidents or injuries the participants have.

"The Office of Road and Rail has ceased its 'light touch' approach to heritage rail and is beginning to apply more rigorous standards to all heritage operations. The SVR

is of particular interest to the ORR because of two fall from height incidents that have happened in less than a year.

Valid until expiry

"Put these factors together and you will see why it would not be in the SVR's interests to allow these high-risk activities to continue. Only a handful of heritage railways do so, and I expect soon there will be none."

Holders of existing SVR lineside passes will be able to

use them until they expire, and the railway has removed the temporary ban that was put in place because of Covid-19.

In the meantime, the railway plans to establish a small group of official volunteer SVR photographers who will have lineside access.

In return they will be asked to give the railway full and free access to their work for its own use, along with publication in the heritage and wider general press.

Llangollen Railway plc assets go under the hammer

ROLLING stock, machine tools, plant and other equipment were the subject of a live online auction at the time this issue of *The RM* went to press, which would see the assets of Llangollen Railway plc disposed of.

The sale was being handled by Lambert Smith Hampton by order of Cowgill Holloway Business Recovery LLP, the administrators of the defunct plc.

Sale catalogues were made available from April 23 and all online bids were to be in by May 12 at 14.00.

Items going under the hammer included 10 Mk1 coaches, a Mk3A function coach, a Class 08/10 hybrid diesel shunter, and a BR type 'GUV' bogie box van.

Plant included a Case/Rexquote Superailer 988-P-SP2 road/rail excavator, a Cowans Sheldon 56-ton rail mounted crane, a Plasser Thurer 12-tonne general purpose rail crane and Lowmac 25-tonne wagon fitted with Atlas Terex hydraulic crane.

Many of the machine tools that had been part of the Llangollen Railway Engineering business were also being sold, together with a selection of vans and other road vehicles.

Details were available at <https://tinyurl.com/LSHAuction>



No. 45231 *The Sherwood Forester* and Class 20 No. 20107 pass over the Shropshire Union Canal at Nantwich with the Locomotive Services Ltd private charter to Carmarthen on April 2. KALLUM BUCKLEY

Wheel flat curtails 'Black Five' Welsh foray

AN EMERGENCY brake application has been cited as the probable cause of tender wheel flat spots that brought a main line run into Wales by 'Black Five' No. 45231 *The Sherwood Forester* to a premature and ignominious end on April 2.

The Crewe-based Stanier 4-6-0 had been working Locomotive Services Ltd's (LSL) 05.58 Crewe to Carmarthen private charter (1Z30), assisted by Class 20 No. D8107 *Jocelyn Fielding 1940-2020*, when the brake application had to be made near the summit of the line at Berthddu Crossing, south of Llanwrtyd on the Heart of Wales line. The reason has not yet been made known, but lineside trespass may have been a factor.

The sudden braking apparently caused the tender wheels to lock,

and the leading pair sustained significant 'flats' owing to them sliding over the rail for some distance before coming to a halt.

Speculation that the flats were actually caused by the tender handbrake being left on after a water stop at Llandovery had not been substantiated at the time of writing.

As a consequence, No. 45231 was declared a failure at Llandeilo, about 20 miles north of Swansea, and the loco, together with the support coach, was shunted into a nearby siding.

The Class 20 then took the heavily delayed train on to Carmarthen alone, arriving some 460 minutes late shortly after midnight.

Recovery was undertaken on April 13 by Railway Support Services (RSS) using LSL Type 3s



The WheelSkate employed to lift the tender wheelset clear of the rail and enable the 'Black Five' to be moved following its failure. ANDREW GOODMAN/RSS

Nos. D6817 and D6851 and a special WheelSkate developed by RSS more commonly used to rescue failed multiple units.

The skate was fitted to the offending tender wheelset to lift it clear of the rail surface and with No. 45231 in light steam for cylinder lubrication purposes, the convoy set off for Port Talbot

via a complex 35-mile route mainly via freight-only lines, at a maximum speed of 20mph.

The 'Black Five' was subsequently conveyed by road from Port Talbot back to Crewe over the weekend of April 17-18, where an investigation into the precise cause of the wheel flats is ongoing.

SIDELINES

'64XX' to reopen Maidenhead canopy

THE Cholsey & Wallingford Railway's restored and rebuilt Wallingford station canopy, formerly at Maidenhead, will be officially opened during a celebratory weekend on June 26-27. The honours will be performed by Collett '64XX' 0-6-0PT No. 6435, which will be visiting courtesy of the Bodmin & Wenford Railway.

Appeal to overhaul Swanage 'T3' tender

THE Swanage Railway Trust has launched the T3nder Club to help restore the tender of LSWR 'T3' 4-4-0 No. 563 to operational condition. The club is seeking 100 supporters to each donate £500 by either £50 or £100 standing orders. The work will be undertaken at the Swanage Railway's Herston Works. For more information, visit www.563locomotivegroup.co.uk

NYMR and NRM announce reopenings from mid-May

THE North Yorkshire Moors Railway (NYMR) and National Railway Museum (NRM) have both announced plans to reopen during May following the Government's easing of lockdown restrictions.

NYMR trains will recommence operation on May 15 with two trains running to Whitby every day from then on, together with an intermediate service between Pickering and Grosmont. The Pickering-

Whitby trains will run on a pre-booked end-to-end basis, while the Pickering-Grosmont services will enable passengers to de-train at Levisham and/or Goathland also. All passengers aged 16+ will, unless exempt, be required to 'Track & Trace', adhere to social distancing and wear a face mask.

The line's popular 'Moorlander' Pullman dining trains will resume from May 20, operating Thursday to Sunday every

week throughout the season, and plans are in place for an Autumn Steam Gala on September 22-26.

The NRM, meanwhile, will open the doors of its York and Shildon (Locomotion) sites once again on May 19.

In order to control numbers within the buildings, all visitors will be required to book a free admission ticket in advance. Face coverings will be required to be worn throughout the

museum, with marked routes being created to maintain social distancing.

Other railways reopening during May include the Bluebell Railway (May 20), Cholsey & Wallingford Railway (May 30), Kent & East Sussex Railway (May 22), Nene Valley Railway (May 22), Somerset & Dorset Railway (May 22), Spa Valley Railway (May 22), South West Railway (May 17) and the West Somerset Railway (May 22).

Didcot's little *Trojan* returns

AVONSIDE 0-4-0ST No. 1340 *Trojan* was expected to return to action at Didcot Railway Centre on May 1 following overhaul at Locomotive Maintenance Services in Loughborough.

The 1897-built former Alexandra Docks Railway locomotive last ran at Didcot in 2011, but departed in 2016 for Loughborough for a contract overhaul.

This ended up being a far larger job than anticipated, and cost more than £200,000. The work undertaken included the fabrication and fitting of a new copper firebox, copper tubeplate, firehole door ring, smokebox

liner, ashpan, firebox stays and a complete re-tube, plus extensive motion refurbishment.

Trojan was to be officially welcomed back into traffic by local MP David Johnston OBE, and was to work both passenger and demonstration goods trains on Didcot's branch line alongside Large Prairie No. 4144.

Additionally a special line-up of the railway centre's four 0-4-0s – No. 1340 Kitson, No. 1338 RSH *Bonnie Prince Charlie* and ex-Wantage Tramway No. 5 *Shannon* – was to take place outside the loco shed during the course of the bank holiday weekend.



No. 1340 *Trojan* stands on Didcot's turntable on March 22, just a few days following its delivery from Locomotive Maintenance Services. HARRY JONES/GWS

Aln Valley Railway launches appeal for Cawledge Viaduct £100k refurbishment

NORTHUMBERLAND'S Aln Valley Railway (AVR) hopes that a new £100,000 public appeal will help raise the funds it needs to refurbish the seven-arch Cawledge Viaduct, the principal engineering structure on the former Alnwick-Alnmouth branch.

Structural repairs to the 171-year-old structure were identified following an Office of Rail and Road inspection of the AVR last July.

These are essential to bring the viaduct up to the required standards and remove a 3mph top speed that was placed on the structure in 2018.

The AVR hopes to carry out the work in stages during

forthcoming closed seasons, with the first stage – focusing on waterproofing the deck – due to commence at the end of this year. The second stage is to repair the brick work, which will begin in 2022.

The arches, believed to consist of five arched courses of brickwork, require repairs from below to three of the courses. This will be funded by a Stage 2 fundraising scheme, to be launched next year.

Interim finance

In order to carry out the first stage waterproofing, the AVR will need to obtain interim finance, which will be paid back via the Cawledge Viaduct

Appeal over a maximum of two years. This will enable the railway to raise the funds over a realistic timescale, while not delaying commencement of essential works on the viaduct.

The appeal has been set up to raise about £100,000 (including Gift Aid) through 225 supporters each donating £15 per month for 24 months, or £360 as a one-off donation.

Donors to the appeal will receive an exclusive Cawledge Viaduct Certificate plus four complimentary return tickets to travel on the AVR.

For more information and for how to get involved in the appeal, visit <https://tinyurl.com/CawledgeAppeal>

Avon Valley line to provide home for parts of Somerset & Dorset Trust's collection

AN Agreement in Principle has been reached between the Avon Valley Railway (AVR) and the Somerset & Dorset Railway Trust (S&DRT) that will see a portion of the rolling stock and museum artefacts currently based at the S&DRT's site at Washford in Somerset to the AVR's Bitton headquarters.

The agreement is the latest development in the wake of the S&DRT's eviction from the West Somerset Railway, and appears to end any hopes that the trust might maintain some form of

presence at Washford. A similar arrangement was previously reached with the Mid-Hants Railway that has seen several items of rolling stock and museum items relating more to the Southern element of the collection transferred to the Hampshire line.

The agreement with the AVR will eventually see a display of S&DRT vehicles – mostly of ex-Midland/LMS origin – created at Bitton, with several adapted to house a range of former Somerset & Dorset items, and

additional historical artefacts from the AVR collection. Together they will tell the story of the Midland lines terminating at Bath's famous Green Park station.

Ian Young, chairman of the S&DRT, said: "We have been looking for new partners to display some of our historic rolling stock and museum objects. The Avon Valley Railway has been looking to create a new museum area. The opportunity to work together comes at a good moment for both organisations."

Bluebell's *Fenchurch* makes a move to Statfold

THE 'bottom end' of the Bluebell Railway's Stroudley 'Terrier' No. 672 *Fenchurch* arrived at Statfold Engineering on April 15 for overhaul as the project to have it back in steam for its 150th anniversary next year moves forward. Work may involve fitting a new cylinder block if the existing one cannot be repaired. The boiler is being worked on

at the Bluebell Railway's Sheffield Park works.

A new flanged and welded firebox has been ordered from Israel Newton & Son, and new boiler components including barrel extension, smokebox tubeplate, outer wrapper, lower backhead and throatplate pressings are already on site.

The diminutive 0-6-0T has not run since 2011.

Fenchurch is seen loaded ready for its road move on April 13. KIERAN OSBORNE



New Severn Valley webcams go live

THE Severn Valley Railway has launched a network of livestream cameras (webcams) offering a round-the-clock feed showing train and rolling stock movements at

key locations along the line. The cameras went live on the SVR's YouTube channel on April 14, and footage can be viewed at youtube.com/SevernValleyRailwayOfficial

'P2' pony truck is delivered as cylinder manufacturers are sought

THE pony truck for under-construction Gresley 'P2' No. 2007 *Prince of Wales* has been delivered to the A1 Steam Locomotive Trust's (A1SLT) Darlington Locomotive Works following its fabrication by North View Engineering Solutions in the town.

The new pony truck is of a modified design to those fitted to the original members of the class, in order to avoid issues that afflicted the 'P2s' in this area. The A1SLT therefore commissioned DeltaRail (now Resonate) to use Vampire software to construct a virtual 'P2' and analyse the performance of the original Gresley swing link suspension design and a modified pony truck using side control springs.

This data, together with an LNER-revised design for the 'V2' 2-6-2 pony truck arrangement, was used to redesign the pony truck for No. 2007 using side control springs and incorporating roller bearings.



The new pony truck frame for No. 2007 *Prince of Wales* at Darlington Locomotive Works. A1SLT

Monoblock

Construction of the truck was carried out at several sites across the UK, but with all parts now in Darlington, a Finite Element Analysis study for approval of the new design will be completed, along with the manufacture of spring gear details, final assembly of the cannonbox onto the wheelset, and the machining of the spring planks, bearer cup and spherical side bearers.

Meanwhile, the A1SLT has approached five engineering companies to manufacture No. 2007's complex monoblock cylinder block, which is to be fabricated rather than cast in the traditional manner. This bold approach has also allowed

the design to be altered to slim the new 'P2' down, thereby improving its route availability.

The cylinders on the original 'P2s' were two inches wider overall than those on the Peppercorn 'A1s', and the trust wanted to ensure that *Prince of Wales* is no wider than No. 60163 *Tornado*. The use of a 250psi boiler on No. 2007 permits reduction in cylinder diameter to 19¾in, thereby reducing the overall width.

Funding for the locomotive continues to come in, with fundraising having now passed with two-thirds point and about £3.4 million spent to date, and over three-quarters (£3.8 million) of the estimated £5 million required now donated.

Industrial Steam Track Record



COMPILED BY
GARY BOYD-HOPE
Call: 01 507 529589
email: gboyd-hope@mortons.co.uk

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

Andrew Barclay 0-6-0ST *Horden* climbs away from East Tanfield with its first train in 49 years during the locomotive's loaded test run on April 11. KYLE ALLSOPP



First trains for Tanfield's *Horden* after half a century

SIDELINES

Kerr, Stuart 'Witch' boiler steams...

THE boiler of Kerr, Stuart 'Witch' class 0-4-0ST No. 4388 was steamed at the Foxfield Railway on April 3, just eight months after the locomotive's acquisition by Jack Dibnah. The 1926-built former Etruria Gasworks machine has not run since 1999, but could feasibly run again this year if current progress is maintained.

...as Hudswell, Clarke No. 1857 follows suit

TWO days after the Kerr, Stuart's steam test at Foxfield, the boiler of Hudswell, Clarke 'PLA' 0-6-0T No. 1857 was lit up for the first time at the workshops of West Somerset Restoration at Williton. The former North Gawber Colliery loco (1952-built) has yet to run in preservation, although Ryan Pope, who is undertaking the work, has already completed the bottom end work.

Former Marstons loco No. 3 nears toward Foxfield comeback

THE extensive restoration of Hawthorn Leslie 0-4-0ST *Marston, Thompson & Evershed* No. 3 (3581/1924) is within sight of the finish line at the Foxfield Railway. The former Burton brewery loco is back in one piece, with the boiler re-tubed and final piping up underway. A return to steam this summer is a strong possibility.

Jessie to cover at Dean Forest Railway

MIKE Pearce's Hunslet '48150' class 0-6-0ST *Jessie* (1873/1937) will be on hire to the Dean Forest Railway until June to share duties with Small Prairie No. 5541. The Pontypool & Blaenavon resident has been drafted in to cover for 'Austerity' 0-6-0ST No. WD152 *Rennes*, which is undergoing repairs.

Barclay No. 1219 returns to Blaenavon

RYAN Pope's Andrew Barclay 0-4-0ST *Caledonia Works* (1219/1910) has returned to the Pontypool & Blaenavon Railway for an extended stay. The West Somerset Railway-based loco, which last visited in 2016, is expected to remain on the South Wales line for the remainder of its current boiler certificate, which expires in 2026. It will be used to support resident Barclay 0-4-0 *St Rosyth* No. 1 on longer trains during busy periods.

ANDREW Barclay 0-6-0ST *Horden* (1015/1904) hauled its first trains in 49 years at the Tanfield Railway on April 11, marking the culmination of the locomotive's eight-year overhaul.

The former *Horden* and *Shotton* Collieries loco emerged from the railway's workshops at Marley Hill last October, although its early testing was limited to movements around the Marley Hill yard.

The subsequent Covid-19 lockdown delayed any further significant testing, but volunteers were able to install the loco's brick arch in December.

Additional steam tests were carried out in February and mid-March, resulting in *Horden* passing its official steam test on April 8. That same day the loco was finally able to venture out onto the railway for the first time.

The success of these light engine moves resulted in the first loaded test runs three days later. The 117-year-old veteran was given four of the line's four-wheeled carriages as its first load in almost half a century, handling the short train from East Tanfield to Andrews

House with apparent ease. Only one run was made that day owing to unseasonably dry conditions, but further trials are expected before *Horden* joins the railway's operating fleet.

Horden's restoration – the most challenging ever undertaken at Marley Hill – has been completed to the highest standards that have come to be expected at the railway, complete with the Tanfield's signature scumbled cab interior.

An observer of the April 11 loaded test described it to *The RM* as a "magnificent sight", and the loco has been shortlisted for the Heritage Railway Association's annual Join Coiley Locomotive Engineering Award. The results were expected to be announced on April 28, the day after this issue went to press.

The Tanfield Railway was expected to reopen post-lockdown on April 17 and, subject to approval, *Horden* will take its place in the steam fleet alongside 'Austerity' 0-6-0ST No. 49, ex-Keighley Gasworks Hawthorn Leslie 0-4-0ST No. 2, and stalwart RSH 0-4-0ST *Sir Cecil A Cochrane*.



Another view of the same train as *Horden* tackles the bank leading out of East Tanfield. DAVE HEWITT

More reopening dates for industrial steam loco operators

BY THE time this issue of *The RM* goes on sale, a number of heritage lines that operate ex-industrial steam locomotives will have run their first trains of 2021, while others will be preparing for their own reopenings in the coming weeks.

Railways already open at the time of going to press included the Appleby Frodingham Railway (Scunthorpe Steelworks brakevan tours), Buckinghamshire Railway Centre, Embsay & Bolton Abbey Railway, Lakeside & Haverthwaite Railway, Plym Valley Railway, Tanfield Railway and Whitwell & Reepham Station.

Meanwhile, both the Avon Valley Railway and Pontypool & Blaenavon Railway were expecting to reopen on May 1 before this issue went on sale.

Other Welsh industrial operators, including the Barry Tourist Railway, Cambrian Heritage Railways (Oswestry) and the Gwili Railway, had yet to announce their plans for reopening.

Lines in Scotland, such as the Bo'ness & Kinneil, Caledonian, Doon Valley, Fife Heritage and Royal Deeside railways, were still awaiting Government confirmation on when they can run trains again.

PROPOSED REOPENING DATES

Aln Valley Railway	June 26
Chasewater Railway	May 22
Colne Valley Railway	May 29
East Anglian Railway Museum	May 22
Foxfield Railway	May 23
Mangapps Railway Museum	May 22
Mid-Suffolk Light Railway	May 30
Middleton Railway	May 23
Rocks by Rail	July 4
Stephenson Steam Railway	May 23

At the time of writing, Beamish Museum, the Bristol Harbour Railway, Chatham Dockyard Railway, Ribble Steam Railway, Telford Steam Railway and

Yeovil Railway Centre had not confirmed when they would be running trains again, following the gradual easing of Covid-19 lockdown restrictions.

Hattons

• MODEL RAILWAYS •

SELL YOUR PRE-OWNED LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hattons for payment within 1 or 2 days of your items arriving with us! •

GET A FREE
VALUATION
ON YOUR
COLLECTION

HORNBY®

BACHMANN
EUROPE PIC

dapol



PECO

HELJAN

**GRAHAM
FARISH
by BACHMANN**

KATO
PRECISION RAILROAD MODELS

Lima®

**MAINLINE
RAILWAYS**



**Vitrains
models**

Get cash for your items in just four easy steps...



1. List

Prepare & submit a list of your items at www.HattonsModelMoney.com or send spreadsheets, documents or photographs via www.HattonsModelMoney.com/upload



2. Offer

Our expert staff will review your list and create your bespoke valuation.



3. Send

Once the offer is accepted, send your items to us.



4. Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal.**

Find out more at www.hattonsmodelmoney.com

Call us on **0151 305 1755** or email preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ
Phone opening times: Mon to Sun 9:30am - 5:30pm.

Steam Portfolio Track Record



'94XX' 0-6-0PT No. 9466 and BR '4MT' 2-6-4T No. 80080 depart from Duffield for Wirksworth with an Ecclesbourne Valley Railway special, marking the 10th anniversary of the reopening to Duffield on April 13, 2021. ROBERT FALCONER

On-hire Robert Stephenson & Hawthorns 'Austerity' 0-6-0ST *Welsh Guardsman* heads the Embsay & Bolton Abbey Railway's first vintage train of the season on April 17 during the line's reopening weekend. These carriages were Great North of Scotland Railway No. 34 (with a temporary 'camping coach' livery on one side), and Great Eastern Railway Nos. 14 and 37 from Stephen Middleton's Stately Train's collection. MIKE HEATH





The 'Jacobite' season got underway on April 26 with a twice-daily service between Fort William and Mallaig. The honour of hauling the first train fell to 'K1' 2-6-0 No. 62005, seen here crossing Glenfinnan Viaduct with the first train of the day for Mallaig.
PHOENIX IMAGES

Former Preston Docks Bagnall 0-6-0ST *Princess* approaches Newby Bridge on the Lakeside & Haverthwaite Railway with the 10.45 Haverthwaite to Lakeside service on April 15.
STEVE SIENKIEWICZ



COMPILED BY
GARY
BOYD-HOPE
Call: 01 507 529589
email: gboyd-hope
@mortons.co.uk

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

All-Ireland Strategic Rail Review launched

IMPROVED sustainable inter-city connectivity and enhanced regional accessibility are just two of the main aims of a new all-Ireland Strategic Rail Review announced by ministers on both sides of the border.

Northern Ireland Assembly Infrastructure Minister Nichola Mallon and the Republic's Minister for Transport, Eamon Ryan TD, launched the official procurement process on April 7, seeking industry experts and consultants to carry out the review.

The review will also seek ways to improve access to the regions and aid local development, consider the feasibility of higher speeds, and examine ways of encouraging more freight to move from road to rail in line with climate change objectives.



With freight on the agenda of the Strategic Rail Review, 071 Class No. 077 heads the 09.15 Navan/Alexandra Road (Boliden Terminal) to Dublin Port Tara Mines train on the approach to the Malahide estuary on March 2. The loco had only recently returned to traffic after more than a year at Inchicore works for overhaul. JAY MONAGHAN

SIDELINES

IE makes pre-booking mandatory on InterCity routes

IARNRÓD Éireann-Irish Rail has introduced mandatory pre-booking for travel on all InterCity rail services until further notice. The rule came into force on April 13, with IE saying it is necessary to ensure the available capacity is effectively managed. At present, InterCity trains are running at just 25% capacity to provide passengers with a socially-distanced travelling environment.

Burning car left on Bellarena level crossing

NORTHERN Ireland Railways' 19.10 Belfast to Derry/Londonderry train was forced to make an emergency stop at a level crossing on the Limestone Road in Bellarena, Co. Londonderry, on the night of April 12 after a burning car was left on the track. Police said the car was set on fire and abandoned on the track during the recent bouts of civil unrest in the province.

DART+ Coastal design team appointed

IARNRÓD Éireann has appointed Arup as the design consultants for its DART+ Coastal route, which will see the existing electrified DART line extended from Malahide to Drogheda, and improvements made between Malahide, Howth and Greystones. The work will form part of the DART+ Programme, funded by the National Transport Authority under Project Ireland 2040.

North West

Of particular note is the inclusion of the North West of Ireland in the review's bid to improve regional accessibility, the region having lost its railway network more than 60 years ago and leaving a rail-free void between Sligo and Derry/Londonderry.

According to the Department for Infrastructure's announcement, the review

will "consider the potential scope for improved rail services along the various existing or future potential corridors of the network, and will include consideration of high-level design and operational proposals for identified corridors as appropriate."

Potential

"I'm a firm believer in the potential of rail in supporting social and economic

development and the environmental sustainability of our transport system," said Mr Ryan. "I'm delighted to launch this strategic review and I'm particularly pleased that we will undertake this review on an all-Ireland basis.

"The review will look at how rail can help better connect cities and regions, and will complement the investment we already plan in our commuter rail networks."

A Request for Tender will be published in the Official Journal for European Union, seeking expressions of interest to conduct the Strategic Rail Review.

It is expected that a contract will be awarded by early summer.

The timeline for the study will be determined by the work programme submitted by tenderers, but should not take more than a year to complete.

'Life-saving' lottery boost for RPSI aids Covid recovery

THE Railway Preservation Society of Ireland (RPSI) has benefited from a £167,300 award from the National Lottery Heritage Fund's Heritage Recovery Fund.

The grant will help cover staff wages, insurance costs, crew training and digital outputs, and generally soften the blow caused by the pandemic.

The society, based in Whitehead, has an annual

turnover of £1 million, but has sizeable fixed costs, such as insurance and salaries to cover each year.

In the wake of the Covid-19 pandemic and its impact on the usual income streams, the RPSI had to furlough staff, fall back on its financial reserves and seek assistance from various funding bodies, as well as support from its 1,200 members. "This grant is a real

life-saver as far as the society is concerned," said RPSI chairman John McKegney.

"The RPSI hit the buffers when the pandemic struck last March.

"At a stroke we lost our two main income streams – our main line steam trains and Whitehead Railway Museum.

"Although the museum was able to reopen for three months during the summer, we have not so far been able to resume

our popular trains such as the 'Steam & Jazz' and 'Portrush Flyer'.

"This funding will enable us to accelerate our plans to get up and running again, once we get the green light from the Executive."

The RPSI hopes to reopen Whitehead Railway Museum during the late spring, with a planned return to main line running later in the year.

New research tells the story of RPSI's ex-Midland Railway Blitz coach

THE fascinating history of a 99-year-old former Midland Railway corridor composite coach with close connections to the Belfast Blitz has been brought to life in an audio story by the RPSI.

Derby-built No. 68 was one of 20 carriages re-gauged and shipped over from England by the LMS in 1941 to replace rolling stock destroyed in Luftwaffe bombings of the Northern Counties Committee's York Road station in April and May that year. A total of 20 carriages and 250 wagons were destroyed in the May attack alone. The three-minute audio short story, entitled '68 Can't Be Late', was

written by the RPSI's Robin Morton as part of Ulster University's Northword NI initiative, which features a selection of writings by local authors.

It tells No. 68's story from the coach's perspective, and has been made available online at www.steamtrainsireland.com/news/108/68-cant-be-late

No. 68 remained in traffic until 1978 when it was acquired by the RPSI, and was part of the heritage main line set until 2003.

Since then it has been in regular use at Whitehead, where it has recently been refurbished ready for when the museum reopens.



LMS-NCC corridor composite carriage No. 68 is seen in use at Whitehead with GSWR 'J15' 0-6-0 No. 186 and GNR(I) 20-ton brakevan No. 81. GARY BOYD-HOPE

**MARKET LEADER IN LARGE
SCALE, READY-TO-RUN,
LIVE STEAM**

The 3F "Jinty" Class

Some 425 of these locomotives were manufactured between 1924 and 1931. Mainly allocated to shunting and station pilot duties they also undertook occasional branch line work. The "Jinties" were frequently used for banking duties with up to three at a time seen assisting express passenger trains up the Lickey Incline on the Bristol-Birmingham line near Bromsgrove. They were frequently seen banking trains out of London Euston up to Camden - a particularly demanding task!

Designed by Sir Henry Fowler for the London, Midland and Scottish Railway they were based on earlier designs by S&W. Johnson.

Some of the locomotives were loaned to the War Department in WWII, providing welcome logistical support to the allied war effort.

A majority of locomotives enjoyed long service with the final "Jinty" withdrawn in 1967, right at the end of the steam era. The locomotives were always painted in un-lined black livery. Before nationalisation in 1948 LMS initials were carried on the tank sides. In BR service either lion crest was carried according to period.

Summary Specification



Approx length 33"

- Stainless steel motion
- Boiler feed by cross head pump, injector, hand pump
- Etched brass body with rivet detail
- Two safety valves
- Choice of emblems
- Painted and ready-to-run
- Coal-fired live steam
- 5" gauge
- 2 inside cylinders
- Slide valves
- Stephenson valve gear
- Drain cocks
- Mechanical Lubricator
- Silver soldered copper boiler
- Multi-element Superheater
- Reverser
- Approx Dimensions:
Length: 33"
Width: 9.5"
Height: 14"
Weight: 44kg

Request your free brochure today

Request your free brochure today by e-mail, telephone, or by returning the coupon opposite.

Telephone: **01327 705 259**

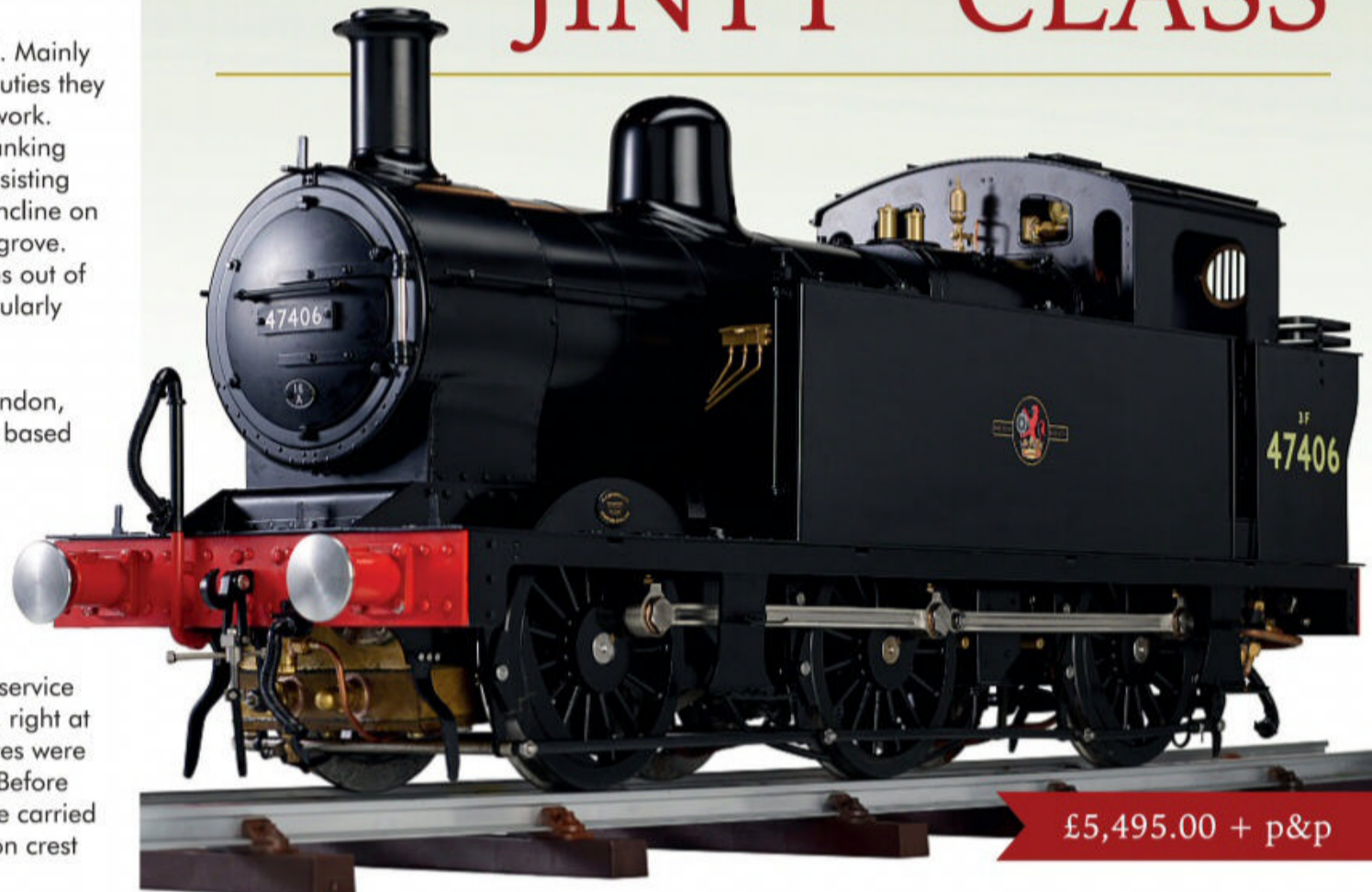
E-mail: **info@silvercrestmodels.co.uk**

Find more information at

www.silvercrestmodels.co.uk

**WE ARE PROUD TO OFFER THIS
COMPACT YET POWERFUL 0-6-0**

5" GAUGE 3F "JINTY" CLASS



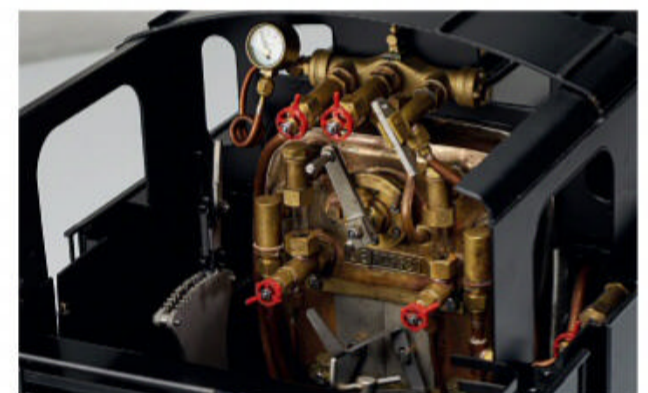
The 5" Gauge Model

We have introduced the "Jinty" to our growing range of models due to requests received from a number of customers who are keen to own one. At just £5,495.00 + shipping this 5" gauge model offers unbeatable value-for-money. The model is coal-fired and its 0-6-0 wheel arrangement provides a powerful locomotive capable of pulling a number of adults. Its ability to negotiate tight curves makes it a perfect candidate for your garden railway. The model is delivered ready-to-run and painted with your choice of LMS lettering, or BR crest.

Each is complete with a silver soldered copper boiler, hydraulically tested to twice working pressure. All boilers comply with the latest regulations and are appropriately marked and certificated. The locomotive's compact size makes this an ideal model to display, transport and drive. As testament to our confidence in the high quality of this model we are pleased to offer a full 2 years warranty. Our customer service is considered to be second-to-none.

The "Jinty" is a powerful locomotive for its size and can negotiate tight curves, making it ideal for a garden railway. It incorporates our latest technical improvements including mechanically operated drain cocks. As an award winning professional model maker I am delighted to have been involved in the development of this first class live steam locomotive"

Mike Pavie



Delivery and Payment

Save £195.00. Free p&p for any order received within 28 days.

The order book is now open and we are happy to accept your order reservation for a deposit of just £995.00.

We will request an interim payment of £2,000.00 in August 2021 as the build of your model progresses, a further stage payment of £2,000.00 in November and a final payment of £500.00 in January 2022 in advance of delivery



Please send, without obligation, my free 5" gauge "Jinty" brochure.

Name: _____

Address: _____

Post Code: _____

Please send to: Silver Crest Models Limited,
18 Cottesbrooke Park, Heartlands Business Park,
Daventry, Northamptonshire NN11 8YL

**FREE
BROCHURE
REQUEST FORM**

RM

Company registered number 7425348



COMPILED BY
CLIFF
THOMAS
Call: 01 507 529589
email: railway@
mortons.co.uk

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

SINGLE LINES

■ ALAN Keef Ltd plans to hold an open day at its Ross-on-Wye works in late summer/early autumn 2022 to mark the firm's 50th anniversary. A centrepiece will be new-build 0-4-2ST 'Falcon' No. 10, constructed for the Corris Railway, complete and ready to move to Corris with a view to entering service by the end of 2022. This agreed target depends on Corris Railway Society raising the £100,000 required to finish the loco.

■ JEREMY Martin has advertised 2ft gauge 0-4-0VBT *Leary* for sale. Constructed by Ffestiniog Railway volunteers some years ago in the style of a De Winton loco (albeit smaller), *Leary* arrived at Jeremy Martin's private Richmond Light Railway in 2017. It subsequently received a significant rebuild, has a new 10-year boiler certificate, and is apparently capable of being re-gauged to 15in.

■ GARRATT 'NG/G16' No. 130 undertook its first loaded train trials on March 25. Three trips were successfully worked over the Welsh Highland Railway between Caernarfon and Waunfawr, with owner Peter Best reporting the engine to be running well. Steam was raised in No. 130 for the first time in January (*RM*, March) following overhaul by Ffestiniog & Welsh Highland Railways. These were the first trains hauled by No. 130 since 1985, when it ceased working in South Africa.

■ WELSHPOOL & Llanfair Light Railway's 1979-built ex-Taiwan Sugar Corporation Diema diesel No. 17 returned from Riley & Son (E) Ltd in Heywood, Lancashire, at the end of March. It went to Riley's in December (*RM*, February) for work on the wheelsets and axleboxes, which required considerable dismantling.

■ RAVENGLASS & Eskdale Railway Society's Clarkson 2-8-2 *River Mite*, withdrawn late last year, returned to Ravenglass on Tuesday, March 9 following overhaul at John Fowler Engineering, of Old Hall Farm in Bouth, Cumbria. It joined a new tender constructed for *River Mite* (replacing the original 1966-built tender), which was delivered on March 2.

■ LOCOMOTIVES have been moved into the new storage shed constructed at the Apedale Valley Light Railway. The building features 2ft, 2ft 6in, and 3ft gauge tracks.

■ LINCOLNSHIRE Coast Light Railway has completed construction of a wooden building forming a new booking office at Walls Lane station.

More narrow gauge lines announce reopening plans

THE Ffestiniog & Welsh Highland Railways were expected to recommence train operation on April 27 with a basic initial service, and operations expanding as lockdown restrictions ease.

The Ffestiniog Railway's initial services will be similar to last year, using heritage carriages between Porthmadog Harbour and Tan-y-Bwlch ('Woodland Wanderer').

An extended version (the 'Mountain Prince') is planned, which will continue to the spiral at Dduallt as far as Barn Cutting, featuring a heritage diesel on the tail, before returning to Tan-y-Bwlch.

Welsh Highland Railway services between Caernarfon and Beddgelert ('Gelert Explorer') will run on four days a week and be full days out, with time to explore the village.

When conditions allow, Welsh Highland trains will be added between Porthmadog and Beddgelert (the 'Glaslyn Venturer').

Welsh reopenings

The Welshpool & Llanfair Light Railway reopened steam operations on May 1 with one-hour trips from Llanfair Caereinion to Castle Caereinion.

Two-hour trips through to Welshpool Raven Square were added from May 4.

Trains run on selected days (check with the railway's website for details and bookings). U-class 0-6-2T No. 2 *Zillertal*, on hire from Austria's Zillertalbahn, will provide steam haulage and every train will include the option of travelling (for a supplementary fare) in a former Sierra Leone



U-class 0-6-2T No. 2 *Zillertal* pictured hauling a Welshpool & Llanfair Light Railway pre-reopening test train back towards Llanfair on April 2. JOHN TRAVIS/W&LLR

Railway first class carriage, equipped with white leather armchairs.

Other Welsh lines expecting to recommence operations around the time *The RM* went to press included the Fairbourne Railway on April 27, together with the Talyllyn Railway and Rhyl Miniature Railway on May 1.

English updates

Supplementing projected reopening dates for English

narrow gauge lines published in April's *The RM*, further anticipated dates included: Hayling Seaside Railway (April 12); Apedale Valley Light Railway and Kirklees Light Railway (April 17); Bure Valley Railway (May 1); Sittingbourne & Kemsley Light Railway (May 2); Leighton Buzzard Railway and Devon Railway Centre (May 22); Volks Electric Railway (May 29); Threlkeld (May – unconfirmed); South Tynedale Railway (July 3); and North Ings

Farm Museum & Railway (early July). Isle of Man's Groudle Glen Railway (GGR) had expected to open at Easter, to which end volunteers took a week's leave from their day jobs to complete 'Lhen Coan 125' track work (*RM*, February) delayed by the island's January lockdown.

Unfortunately, the Isle of Man's coronavirus situation did not allow for Easter opening. GGR expects its 125th anniversary event to go ahead as planned on May 23.

Prince set to visit Statfold

FFESTINIOG Railway's (FR) 1863-built George England 0-4-0STT *Prince* will visit Statfold Barn Railway's June 12/13 Trangkil-50 Enthusiast event, celebrating the 50th anniversary of Hunslet 0-4-2ST *Trangkil* No. 4.

Built in 1971 to a Kerr, Stuart 'Brazil' class design, *Trangkil* No. 4 was the last locomotive to be constructed by the old Hunslet company, and appeared to be the last commercial steam

locomotive built in Britain. Subsequently the preservation era has seen construction of a number of new-build steam locomotives, including Hunslets, under Statfold ownership.

The FR's *Prince* was one of the first 2ft gauge steam locos to be built and the oldest to remain operational, although it is pre-dated by 1848-built 4ft gauge Horlock 0-4-0 *Fire Queen*, preserved at Penrhyn Castle.

More locos for Steeple Grange Light Railway

TWO additional Clayton battery-electric locomotives have arrived at the 18in gauge Steeple Grange Light Railway (SGLR).

Purchased from Specialist Plant Associates Ltd of Hinwick, Northamptonshire, neither have batteries but came with a quantity of spare parts.

One of the locos is already 18in gauge, while the other is an 18in

24in gauge 'convertible' machine which arrived set to 24in gauge.

Two wheels were quickly reset but difficulty was encountered in moving the other two, necessitating further work when lockdown restrictions end.

Both locos were purchased by the SGLR company, but the 18in gauge loco has been sold on to SGLR director John Finch.

Casserley negative collection bought by 'La'al Ratty' museum

RAVENGLASS Railway Museum has acquired a collection of 44 negatives of pictures taken by Henry Cyril Casserley.

The lot, secured at an auction,

comprises photographs taken by the famed photographer during a visit on September 14, 1950, to Ravenglass & Eskdale Railway. The pictures were taken during a period when

money and materials were scarce and the railway faced an uncertain future, providing a view of the task facing the then fledgling preservation society.

Casserley was accompanied during the visit by fellow photographer Alfred Croughton, whose pictures are already held in Ravenglass Railway Museum's archive.

Further Covid recovery awards made for English narrow gauge lines

A SECOND round of awards from the UK Government's Culture Recovery Fund have been announced.

The extensive listing of successful applicants covering cultural and heritage organisations in England includes awards to: Bure Valley Railway (£188,000); Leighton Buzzard Narrow Gauge Railway Museum (£37,832); Romney, Hythe & Dymchurch Railway (£210,400); South Tynedale Railway (£33,100); and West Lancashire Light Railway (£18,900). Threlkeld Quarry Museum, which includes a 2ft gauge railway at the site, received an award of £9,200.

The awards are primarily aimed at helping railways prepare to open for the 2021 season amid continued restrictions due to the coronavirus pandemic, and assist their continued operation.

At the time of publication, no information had been received concerning the second round of awards to Welsh, Scottish or Northern Irish lines by their respective governments.

Lincolnshire Coast Light Railway has received additional help through a £5,000 grant from Lincolnshire County Council's Business Recovery Fund.



No. 6 Blickling Hall emerges from North Bay Railway Engineering Services on March 30 to return to the Bure Valley Railway following fitting of a new boiler. The loco is being loaded onto the novel transporter developed by NBRES last year (RM, November 2020). The vehicle is available for hire to heritage lines for movement of comparatively small locomotives. NORTH BAY RAILWAY ENGINEERING SERVICES

Bure Valley boiler order expanded to three

AN order last year for North Bay Railway Engineering Services (NBRES) to construct a new 'spare' boiler for the Bure Valley Railway's (BVR) 'ZB' type locomotives has become an order for three new boilers to keep BVR's Winson-built 'ZB' 2-6-2s No. 6 *Blickling Hall*, No. 7 *Spitfire* and Winson/Keef 2-6-4T No. 10 *Mark Timothy* (which has the same type of boiler as the 'ZB' pair) operational.

Following extensive boiler work on No. 7 *Spitfire* last year, testing of weld repairs around stays cleared the work undertaken but revealed hairline cracks radiating from the bottom two rows of stays.

During a hydraulic test, a stay broke and the insurance assessor deemed that all stays and the inner firebox had to be replaced.

Despite the money and work already expended on the boiler, BVR decided the further work required meant the boiler was beyond economic repair.

Meanwhile, in mid-December, cracks were found in the firebox

of No. 6 *Blickling Hall*. The problem was similar to that encountered with No. 7 and, with the need to replace the inner firebox wrapper and stays, this boiler was also condemned.

No. 6 *Blickling Hall* was taken to NBRES's works in Darlington at the beginning of this year for the first new boiler ordered to be fitted.

The completed loco was dispatched back to BVR on March 30, the truck returning to Darlington with No. 7 *Spitfire* for the second boiler constructed by NBRES to be fitted.

It was hoped both Nos. 6 and 7 would be ready for the commencement of this year's BVR services.

The third boiler, now under construction at NBRES, will be used in No. 10 *Mark Timothy*, withdrawn in February for 10-year overhaul.

Faced with additional expenditure on two new boilers, BVR launched a £25,000 Go Fund Me appeal. In mid-April this had raised more than £14,400.



The completed body of the Leighton Buzzard Railway's (LBR) new carriage No. 14 (RM, March) was mounted on its bogies and moved from Stonehenge Works to Page's Park on April 4. As part of the move, it was taken to the loop at the end of the LBR's yet-to-be-opened Munday's Hill extension, where it is pictured accompanied by three Motor Rail Simplex 4wDMs. At Page's Park, the roof covering of the carriage will be completed and brake pipes fitted preparatory to entering service later this year. JOHN WALLIS/LBR



The Talylln Railway (TR) re-enacted the 70th anniversary of the arrival of Corris Railway locomotives Nos. 3 and 4 on March 17. Pictured at Wharf station are (right to left) TR's original Fletcher, Jennings 0-4-0WT No. 2 *Dolgoch*, which hauled ex-Corris Kerr, Stuart 0-4-2ST No. 4 *Edward Thomas* and Hughes 0-4-2ST *Sir Haydn* to Pendre loco shed, as occurred 70 years ago to the day, when the Corris pair were delivered to Tywyn Wharf via the standard gauge main line from Machynlleth. See feature on p48. BARBARA FULLER

SINGLE LINES

■ THE landslip which deposited some 100 tons of soil on a section of Heatherslaw Light Railway track during heavy rain and consequent flooding at the beginning of February (RM, April) has been cleared, and reconstruction of the bank beside the railway undertaken by contractors. Having dug a base channel below the newly landscaped embankment, stone-filled gabions were installed at the beginning of April. The 15in gauge line hoped work would be completed to enable reopening at the beginning of May.

■ RUSTON 11/13hp 4wDM *Alistair* (201970/1940) and four ex-RAF Chilmark wagons arrived at Statfold Barn Railway on March 11. The loco is owned by a member of Statfold staff. It originally entered preservation at the Ffestiniog Railway, later went to Gartell Light Railway, and was relocated to the Hayling Seaside Railway, where its current owner is a volunteer, in 2005. It may return to Hayling Island in the future. The wagons, also privately owned, are expected to feature as a freight train during Statfold Open Days.

■ CONTRACTORS removed the life-expired Welsh Highland Railway bridge at Plas y Nant (RM, January) on March 2 and lifted the newly constructed span into position on March 8. With installation complete, the new bridge was handed over to the railway on March 11. Track was reinstated at the end of March and test trains run over it.

■ SITTINGBOURNE & Kemsley Light Railway has completed its 'Project Sittingbourne' programme of improvements to Sittingbourne Viaduct station. Aided by a £26,500 Culture Recovery Fund for Heritage grant (RM, February), a new toilet block has been delivered, plumbed in and wired, and a new step-free access ramp has been cleared and secured behind new fencing.

■ HAVING made 32 staff redundant at the end of 2020 as Ffestiniog & Welsh Highland Railways (F&WHR) faced the financial consequences of Covid-19, it has now advertised 16 new posts. These primarily relate to catering operations at Porthmadog Harbour, Caernarfon and Tan-y-Bwlch stations.

■ THE right-hand cylinder casting for replica Ffestiniog Railway George England 0-4-0TT *Mountaineer*, being built for 1863 *Mountaineer Locomotive Ltd* by North Bay Railway Engineering Services (NBRES), has been delivered and is ready to be machined when finance is available. Some £9000 is needed to undertake the machining, of which £1,400 has been raised. The boiler is complete at NBRES and the wheels were being produced in late March. Drawings for the chassis are in preparation.

■ WITH the steel frame for the Lappa Valley Railway's new shop and indoor play area fitted with roofing and side cladding, the concrete floor was poured in March.

Subscribe and Save

- Save 24% off the cover price • Never miss an issue of *The Railway Magazine*
- Get every issue delivered to your door

Print only

12 issues £42

Direct debit

*Just £3.50
per issue!*

12 issues £45

Credit/debit card

24 issues £86

Credit/debit card



Digital only

6 issues £15.99

Credit/debit card

*Just £2.66
per issue!*

12 issues £28.99

Credit/debit card



Call 01507 529529 (Quote TRMDPS)

Lines are open from 8.30am-5pm Monday to Friday



Visit classicmagazines.co.uk/trmdps

For overseas rates: classicmagazines.co.uk/trm-overseas

TERMS & CONDITIONS: Rates are based on UK orders only – for overseas please visit www.classicmagazines.co.uk/trm-overseas. Subscriptions will start with the next available issue. Offer closes 09/06/21. Direct debit payments will continue at the price you paid (on this offer) every 12 months thereafter unless you tell us otherwise. Full terms and conditions can be found at www.classicmagazines.co.uk/terms. Quoted savings are based on a 12-issue direct debit subscription.



**Save
24%**

when you subscribe to
The Railway Magazine

Class 40 No. 40145 cuts through the centre of Bath with a private LSL charter bound for London Euston on April 7. JACK BOSKETT



COMPILED BY
BEN JONES
Call: 01 507 529589
email: railway@mortons.co.uk

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

Welsh Government presses ahead with Onllwyn test facility

THE Welsh Government has submitted detailed proposals for its planned Global Centre of Rail Excellence (GCRE) on the site of the Nant Helen opencast mine and Onllwyn Coal Washery, near Neath.

If approved, GCRE will comprise two 25kV AC overhead electrified test loops, a 6.9km rolling stock test track with a maximum speed of 110mph and a low-speed, high-axleload infrastructure test track of 4.5km, a dual platform station test environment, operations and control offices.

It will also have staff accommodation, two shunters' cabins, research, development, education and training facilities, rolling stock storage, sidings, and maintenance/cleaning/decommissioning facilities, plus

associated new access roads, power supplies and ancillary equipment.

Open to the entire rail industry, the ambitious scheme aims not only to provide world-class test facilities, but to act as a catalyst for the development of a rail technology hub in South Wales, creating high-quality jobs and education in a region suffering the long-term effects of industrial decline.

2023 opening

If the proposal is granted, the first phase is expected to open in 2023, comprising the 4.5km test loop, two 230m-long platforms, 12 full-length stabling roads and temporary staff facilities.

The high-speed test loop will open a year later, along

with the two-storey control and staff buildings, a carriage wash plant, a four-road rolling stock maintenance shed with inspection pit road, high-level access gantries, lifting jacks and wheel/bogie drop and the infrastructure R&D test facility.

By 2025, there will be a further 10 through sidings, stationary test facilities and laboratories, rolling stock R&D and education buildings. Uncovered siding space for the storage of up to 400 vehicles is also planned, and provision will be made for the decommissioning of old rolling stock, including a dedicated building for the removal of contaminants such as asbestos.

If required, third and fourth-rail electrification could be added to the test tracks at a later date.

The centre will be connected to

the national rail network via the existing freight-only branch from Jersey Marine Junction on the Swansea District Line, Swansea Burrows Sidings and Neath & Brecon Junction.

A UK first

GCRE would be the UK's first comprehensive R&D facility for testing rolling stock, infrastructure and technology.

Some testing is currently undertaken at Network Rail's Rail Innovation Development Centre (RIDC) near Melton Mowbray, although this has limited capacity and offers only end-to-end running.

As a result, many new British trains have been tested at Siemens' Wildenrath facility, as well as the Velim test track in Czechia, in recent years.

SIDELINES

Reading Biscuit bridge replaced

NETWORK Rail replaced a historic railway bridge in Reading on March 20, allowing the removal of a speed restriction on the South Western Railway route into the city. The Huntley & Palmers bridge runs across a railway tunnel once used by the famous biscuit maker's internal trains to transport van loads of products out of the factory. Although the factory closed more than 40 years ago, the tunnel is open today to pedestrians and cyclists.

Cottingham £880k footbridge revamp

AN £880,000 project to restore and modernise a 170-year-old footbridge has been completed at Cottingham station, near Hull. The Grade-II listed North Eastern Railway bridge was stripped back to the bare metal, inspected and repaired before being repainted and the installation of new timber decking and safety features.

Tarka Line track work

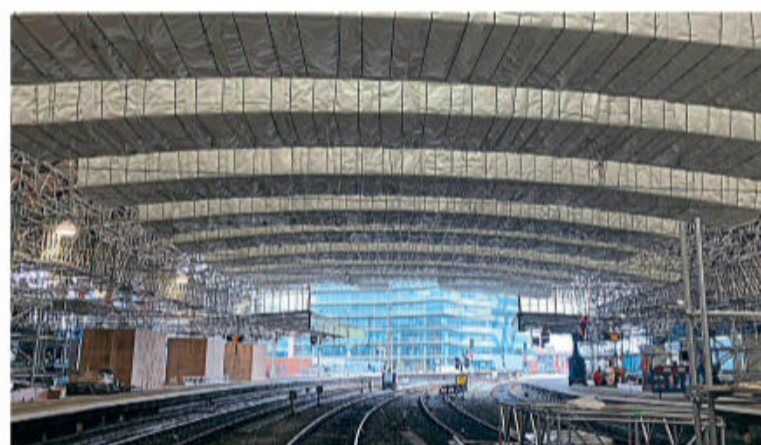
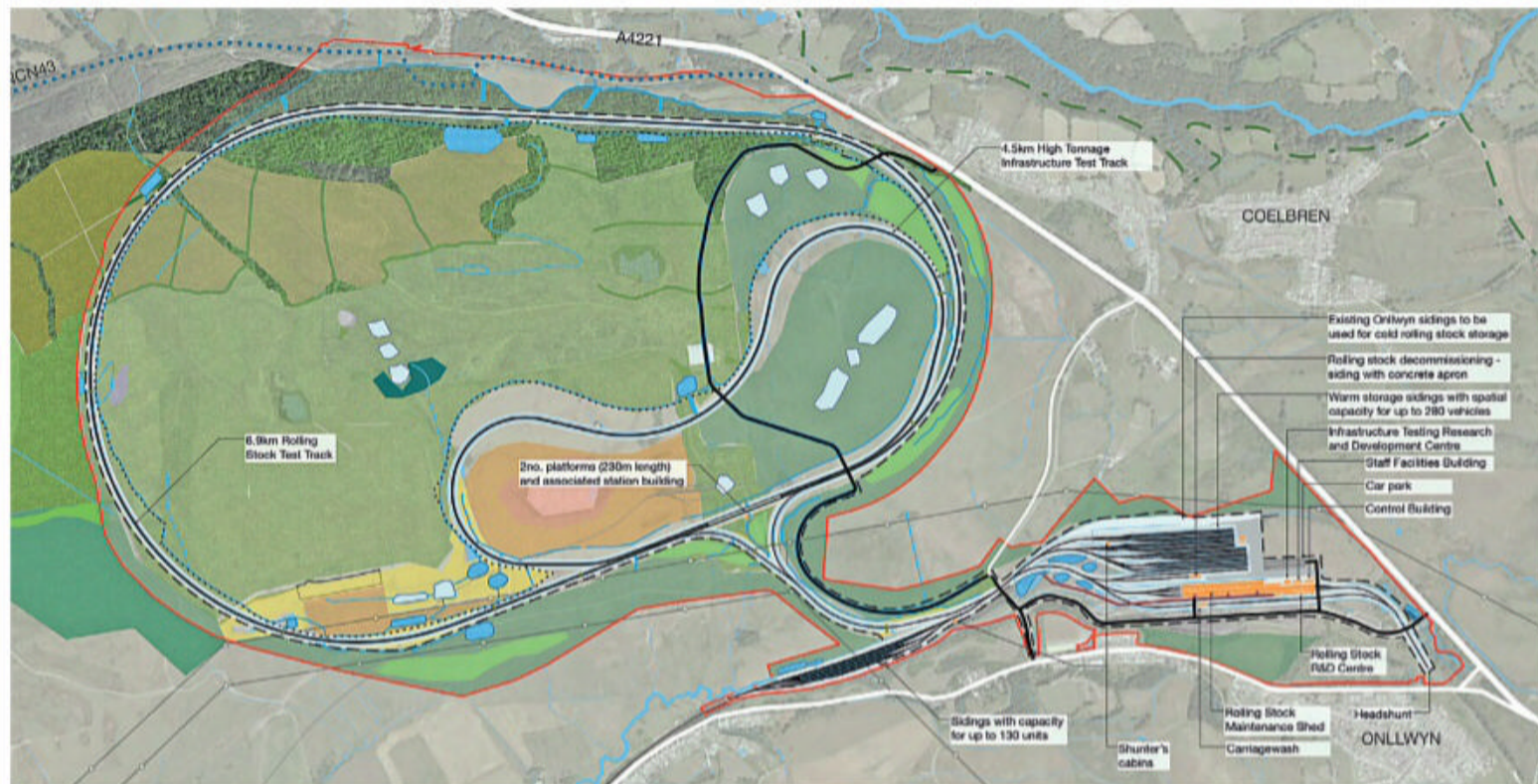
TRAINS were suspended between Barnstaple and Crediton for nine days on April 10-18 as Network Rail undertook track repairs at Lapford and King's Nympton and platform extension work at Eggesford. Bridges were also repaired at Penstone, Coleford and Yeoford.

Cat on a hot train roof

A CAT had a lucky escape at London Euston after it was spotted on the roof of an Avanti West Coast 'Pendolino' about to depart for Manchester on March 2. It took more than two hours to coax the animal down from the roof and away from the 25kV cables. Avanti swapped sets to ensure the 21.00 service ran with only a 15-minute delay.

Oxford flood defences working

DESPITE more than 35 severe weather warnings and widespread flooding in the area in recent weeks, the Didcot-Oxford line has remained open throughout thanks to a £21 million project delivered in 2016. The Hinksey Flood Alleviation scheme raised the level of the track by 40cm over a 400-metre section of line, eliminating a problem that caused the line to be closed by flooding 11 times in the preceding 14 years.



New look is unveiled for Bristol Temple Meads

LATE March saw the inside of Bristol Temple Meads' Grade-I listed train shed transformed by the construction of 50 scaffolding towers and fifteen 36m beams supporting an enormous safety screen. The temporary structure will give contractors access to the roof

during work to repair, repaint and re-glaze the roof without disrupting train services. Once complete in 2023, the Victorian roof will be returned to its former glory with new laminated glass panels creating a lighter and brighter interior. NETWORK RAIL

Siemens set to complete Victoria resignalling treble

THE third phase of the Victoria resignalling programme will be carried out by Siemens Mobility.

Having already carried out phases one and two, Siemens is scheduled to deliver the final phase three commissioning during a nine-day blockade over Christmas and New Year 2022.

Life-expired signalling and telecoms equipment, power supplies for traction, and signals will be replaced by network-based digital signalling, traffic

management systems, and train control equipment designed to provide increased capacity and lower operating costs.

Covering the area between London Victoria and Streatham Hill, as well as the West London Line from Clapham Junction towards Shepherd's Bush, the work is part of NR's £750 million Sussex Railway Upgrade Plan.

Control of the area will switch to Three Bridges Rail Operating Centre.

Southend wash plant is open

GREATER Anglia's latest new train washing plant is now in service at Southend Victoria depot.

The £1.5 million facility was installed in March and can wash up to 70 vehicles per

hour. Wash plants at Clacton, Colchester, Ilford and Orient Way in east London are also being refurbished as part of a £4m project to improve train cleaning ready for the new Class 720/745/755 train fleets.

Great North of Scotland revival campaign gathers momentum

A CAMPAIGN to bring more rail services back to the north-eastern corner of Scotland is gathering pace, despite a recent report suggesting that schemes offer poor value for money.

The Campaign for North East Rail has launched a petition as part of its campaign to address the region's poor rail connections.

A recent study by NESTRANS concluded that the reopening of the Buchan line offers poor value for money, and does not recommend reopening any lines in Aberdeenshire before 2040.

CNER argues that these conclusions are based on studies undertaken in 2017 and points to the success of the reopened Borders Railway in outperforming predictions on passenger demand.

CNER is campaigning to secure a feasibility study into rail proposals linking Peterhead and Fraserburgh with the existing Aberdeen-Inverness line, including realigning the trackbed north of Ellon to reduce journey times and reopening the former Aberdeen-Ballater line as far as Banchory.

These would be integrated with existing ScotRail, LNER and Caledonian Sleeper services, and an enhanced regional bus network.

Over the last two years Network Rail Scotland has spent about £100 million upgrading the Aberdeen-Inverness line, including redoubling the Aberdeen-Inverurie section to create capacity for more frequent services.



Pressure is growing for the reinstatement of train services to Peterhead and Fraserburgh in north-east Scotland. On August 31, 1964, a Cravens DMU stands under the roof at Fraserburgh with a train for St Combs. Services ceased the following year. FERNDAL MEDIA



Weymouth Quay track vanishes into history

THE last of the harbour tramway rails that once linked Weymouth Quay to the main line network were removed in March. Using funding from the Department for Transport, lifting of the

rails began on October 5, 2020. The final special trains over the branch ran in May 1999, although it had not been used for scheduled boat trains since 1987. RICHARD GRAFTON

Clacton-on-Sea resignalling completed in 23 days

AN INTENSIVE 23-day period of engineering works in and around Clacton-on-Sea saw Network Rail complete its area resignalling programme on March 14, reports Richard Horner.

The £37 million scheme included laying 500m of new track, installing 12 modern LED signals, two separate power systems, 12 new points and point motors, 13 overhead line equipment structures and more than 6000m of new cables.

Signalling control has passed to Network Rail's Colchester Area Signalling Centre, marking the end of an era for two elements of traditional railway signalling.

Clacton-on-Sea station was home to the last searchlight signals on Network Rail, dating from 1958. These single-aspect

colour light signals with their long metal hoods and round housings gained their nickname from their resemblance to wartime searchlights used to track enemy aircraft at night. They were once commonplace across British Railways' Eastern Region.

Regrettably, the unlisted Great Eastern Railway Type 7 signal box at the end of the station platform is scheduled for demolition at the end of April 2021.

The box was built in 1891 with a 69-lever frame. This was subsequently reduced to 57 levers, 44 of which were in use to the end.

The wooden box was protected from the sea elements by uPVC cladding and was in excellent condition.



The 57-lever GER Type 7 Clacton-on-Sea signal box, dating from 1891. It is seen here on February 21, 2017. RICHARD HORNER

Government scales back of Blyth & Tyne scheme

PLANS to reinstate passenger services over the Blyth & Tyne route is to be scaled back before work has even begun.

As part of a Department for Transport (DfT) review of new rail projects aimed at reducing costs and accelerating delivery (Project SPEED), local authorities promoting the Northumberland scheme were instructed to find savings.

According to local media, the options offered by DfT officials were to either halve the planned frequency from half-hourly to hourly or axe the proposed station at Blyth Bebside. Officials reluctantly chose the latter.

£4m allocation

The move comes just three months after the project's backers celebrated the Government's decision to allocate £4 million towards developing detailed designs, acquiring land and preparatory work towards the reinstatement of trains between Newcastle and Ashington, via new stations at Seaton Delaval, Newsham, Blyth Bebside and Bedlington, plus a new Metro interchange at Northumberland Park.

As the land for the axed station has already been acquired by Northumberland County Council, it is expected that planning permission will still be sought in anticipation of opening at a later date. Trains could start operating in 2024.

Heathrow's £90m Western Rail Link scheme 'paused' by pandemic

A £900 MILLION project to provide rail access to Heathrow Airport from the west has been put on hold due to the Covid-19 pandemic and its impact on the aviation industry.

Construction was expected to start in 2021 but supporters of the 6.5km link from the Great Western Main Line near Iwer now fear it may never be built. The decision was confirmed in a Network Rail

board meeting as far back as January, but an "indefinite delay" has now been publicly confirmed.

Network Rail Western Route Director Mike Gallop told the NR board that the scheme

could be "picked up again at some future point" as the DfT will periodically update its business case to reflect any changes to both the aviation and rail sectors after pandemic.

SIDELINES

Community Rail flourishing

DESPITE the pandemic, the Community Rail Network continues to grow and flourish, with 74 partnerships, 8,500 volunteers and 1,000 station 'friends' groups helping promote rail travel, economic development and tourism across the country.

Community rail groups engage people with their local railways and stations, working with train operators, local authorities, and other partners to bring people together.

Activities range from maintaining station gardens and providing face coverings for key workers to donating to food banks and promoting rail travel, heritage and tourism.

Upgrades for Fenland stations

CONSTRUCTION of a new 112-space car park is underway at Manea in Cambridgeshire. The work will be followed in the summer by a redesign of the Platform 1 buildings at March.

Both projects are part of a £9.5 million series of regeneration schemes for Fenland stations funded by the Cambridgeshire & Peterborough Combined Authority (CPCA) and Greater Anglia.

New platform waiting shelters have already been installed at Manea and Whittlesea, along with an improved passenger footpath and lighting at Whittlesea.

175 years of Goring-by-Sea

DUE to Covid-19 restrictions there was a commemoration rather than a celebration at Goring-by-Sea in West Sussex on March 16, writes John Vaughan.

The event marked the 175th anniversary of the opening of the station and the Worthing-Lymminster line. The Coastway West line, as it is known today, was later extended to Chichester and to Portsmouth in 1847.

Oakham footbridge revamp

MARCH 31 saw the station footbridge at Oakham in Rutland reopen following an £856,000 upgrade.

The bridge had been closed since October 2020, during which time it was stripped back to bare metal, strengthened, repaired and repainted. A new parapet and non-slip floor have also been installed.

New bike hub for Didcot

GWR has opened a new bicycle hub at Didcot Parkway, capable of housing 600 bikes. The £1 million facility increases parking for bikes from 182 to 600. Features include CCTV for added security, environmentally friendly motion sensor LED lighting, and a bike repair stand.

Easter engineering focuses on WCML repairs

MORE than a third of the £80 million spent on engineering work over the April 2-6 Easter weekend was focused on repairs and upgrades to the West Coast Main Line.

A total of £31 million was invested across the North West and Central region, including the ongoing resignalling programme at Birmingham New Street, the installation of two new bridges at Warrington Bank Quay, and the closure of the Chiltern Main Line to allow a replacement bridge to be slid into place in Bicester.

Track renewals also took place at locations between Euston and Milton Keynes, Rugby-Birmingham, Crewe-Wigan and Preston-Penrith. Signals were replaced in Greater Manchester, Preston and Warrington, and work continued to demolish and replace Bletchley flyover work as part of the East West Rail project.

Work to prepare the approaches to London Euston for HS2 construction work also continued, while in late March, three years' worth of repairs to drainage, track and signalling

over a seven-mile section of the WCML was completed in just 11 days. Although the line remained open, two of the four main lines through north London were closed.

Completed on March 31, the rapid renewal programme, made possible by the reduction in passenger traffic during lockdown, included drainage improvements in Kensal Green Tunnel to reduce delays caused by flooding, track renewals between Primrose Hill and Willesden Junction, the installation of new signals and the removal of graffiti and scrap metal from the railway.

Further north, a year's worth of overnight closures was condensed into a five-day blockade to repair Crick Tunnel, near Northampton, and improve drainage to eliminate a flooding problem that caused 15,000 minutes of delays between 2012 and 2020. NR estimates that concentrating the work into a short blockade saved £7.5 million.

WCML trains were diverted via the Northampton loop for five



Although much of the engineering work undertaken over the Easter holiday was focused on the West Coast Main Line, the Chiltern Main Line was also closed at Bicester to allow a new underbridge to be slid into place. NETWORK RAIL

days, which also allowed other essential repairs such as track replacement, removal of scrap and drainage upgrades to take place on the 13-mile section of main line.

An unstable embankment at Hopsford Hall in Warwickshire has also been strengthened at a cost of £3.5 million. Situated on the WCML between Nuneaton and Rugby, the earthworks have been rebuilt to increase the resilience of the line, gaining new drainage, a new retaining wall and the complete replacement of a 300-metre

section of embankment.

Elsewhere on the network, engineering work closed all lines into Guildford, where a long-term programme of work was completed with the replacement of four sets of switches and crossings, the replacement of 365 metres of track and 500 metres of conductor rail and the replacement of 12 signals.

A major track upgrade also took place on the northern approaches to Sheffield station, where pointwork was repaired and replaced.

New Leicester-Rugby route?

A PROPOSAL to reconnect Leicester with Rugby by rail has emerged and is to be progressed under the DfT's 'Restoring Your Railways' scheme.

Backed by South Leicestershire MP Alberto Costa, the proposed line would use part of the extant Midland route from Rugby for around three miles before crossing the M6 and A5 roads and heading north-east using a new alignment to join with the former Great Central Railway London Extension trackbed, just south of Lutterworth.

It would continue on the GC formation to just beyond Whetstone, where another triangular junction would connect it to the Leicester Birmingham line. Stations are planned at Lutterworth and one to serve Cosby and Whetstone.

On the section between Rugby and Lutterworth a freight branch with a triangular junction would serve the huge Magna Park

warehousing complex, which is currently being expanded to almost double its present size. Used by the likes of Asda, Toyota, Nissan, Wayfair and Lidl, inbound goods by rail currently use the DIRFT site a few miles down the A5 or other nearby terminals.

At present, passenger journeys from Nottingham, Derby or Leicester to Northampton and Milton Keynes have to be undertaken by road as there is no realistic rail option. This new line would open up many new journey opportunities as part of Government decarbonisation aims.

In addition, 3,000 new homes are planned for Lutterworth to tie in with the increased warehousing under construction, greatly expanding its 9,800 population.

While it is early days, there is opposition from Lutterworth residents who have houses on the former GC trackbed.

Brent Cross blockade prepares for new MML station

OVER the Easter weekend, Network Rail engineers closed the Midland Main Line near Cricklewood to allow remodelling of the track in preparation for a new station at Brent Cross West.

The MML was closed between West Hampstead and Mill Hill Broadway as part of future plans to allow Thameslink trains to serve the £40 million station.

Track and signalling work will continue over the May Bank Holiday weekends, when one of the new platforms will also be constructed.

Brent Cross West is a key element of the huge Brent Cross/Cricklewood regeneration programme, which will include a new town centre, new homes and commercial, retail and leisure space.

CrossCountry moves medical supplies

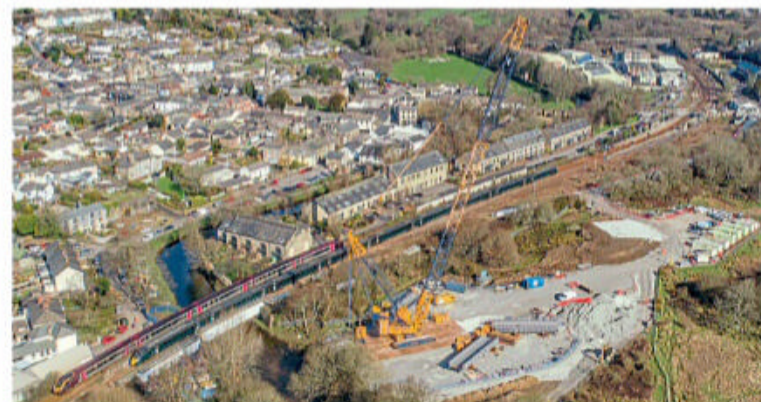
TRAIN operator CrossCountry and InterCity Railfreight have teamed up to provide a key service transporting medical supplies across the country.

As part of an initial trial, InterCity Railfreight, which has been moving parcel-sized freight in passenger trains since 2010, will be using non-public areas on some CrossCountry trains

between Scotland, the Midlands and South West England to facilitate a more sustainable way of distributing supplies.

Sending time-critical consignments by rail will speed up the transportation of essential medical supplies, improving patient care and helping to reduce the burden on the NHS.

Cornish bridge repairs complete



Train services resumed on the Cornish main line on March 29 after the completion of repairs to the River Fowey bridge and track replacement in Lostwithiel. Work included the replacement of eight bridge decks, brickwork repairs, grit blasting and repainting of the steel structure. NETWORK RAIL

Acton Main Line now step-free

CROSSRAIL upgrade work has been completed at Acton Main Line in west London. A new ticket hall and covered footbridge with lift access, automatic gate lines, and

information screens have been added in preparation for the intensive new service. New ticket halls and lifts at nearby West Ealing and Ealing Broadway are expected to be ready shortly.

First contract is signed for Phase 2a

HUGE new woodlands and wetland areas will be created along the route of HS2 Phase 2a as part of the first contract awarded for the 36-mile line between the West Midlands and Crewe.

Balfour Beatty has won a £52 million deal for environmental works at 82 sites running north from Fradley, Staffordshire. Work will include tree planting at more than 40 sites covering an area the size of 86 football pitches, establishing more than 18 miles of new hedgerows, creating 220 ponds, and forming enough new grassland meadows to cover 140 football pitches to encourage wildflowers and insects to flourish.

Having gained Royal Assent in February, construction of Phase 2a will proceed in parallel with Phase 1, with both sections of railway expected to open at the same time.

Scrap turbine blades use a world first?

IN WHAT is believed to be a world first, HS2 is piloting the use of recycled wind turbine blades to reinforce concrete.

The project swaps steel reinforcing bars – traditionally used to strengthen concrete – with sections of glass fibre reinforced polymer turbine blades that have reached the end of their operational lives.

By 2023, about 15,000 turbine blades are expected to have been decommissioned across the UK and EU, with most either ground down for building materials or incinerated. The process is claimed to cut carbon production by 90%.

In the testing phase, reuse will focus on swapping steel for turbine blades in low-stress structures, such as temporary access roads, top sections of concrete walls, and ground bearing plinths for portable buildings.

HS2 traffic boosts rail freight operators

RECENT statistics from the Office of Rail and Road (ORR) highlight how HS2 construction traffic is helping rail freight operators bounce back from the Covid-19 pandemic.

April 1 saw the 100th train of aggregates unloaded at HS2's main construction compound at Calvert, Buckinghamshire – the equivalent of 7,500 HGVs.

DB Cargo UK and Hanson have now delivered well over 150,000 tonnes of aggregate to Calvert for the main Phase 1 works contractor EKFB.

The temporary 26,000 square metre railhead is located next to the point where HS2 crosses the route of East West Rail, and will be the main construction and logistics hub for the 80km central section of Phase 1.

HS2 Ltd will build three bridges and 3km of earthworks along the southern edge of the Calvert site on behalf of EWR.

Temporary access roads will be used to move people and materials from the railhead, helping take construction traffic off local roads. Once construction is complete, the railhead and temporary access roads will be removed and the site landscaped, leaving a small infrastructure maintenance depot.

At the peak of construction, more than 650 people will be based at Calvert to build the railway between the Chilterns and south Warwickshire, including 17 viaducts, 81 bridges and three 'green tunnels'.



Construction work is underway on the bridge that will carry East West Rail over HS2 at Calvert in Buckinghamshire. HS2 contractors are building three bridges and around 3km of earthworks on behalf of EWR. PHIL MARSH

High voltage systems suppliers are put on contract shortlist

FOUR bidders have been shortlisted for a £523 million contract to deliver high voltage (HV) power supply systems for Phases 1 and 2a of HS2.

Colas/Eiffage, Siemens/Costain, SSE/Linxon/Arcadis, and UK Power Networks Services are bidding for the design, manufacture, supply, installation, testing, commission and maintenance contract, covering 174 miles (280km) of new railway

between London and Crewe.

This includes 50 traction sub-stations drawing power from the National Grid and a separate HV network providing power to stations, tunnel shafts, portals, depots and railway systems.

The traction power sub-stations will be located at multidisciplinary 'Railway Systems Compounds' situated on open sections of the line.

Contracts are expected to be awarded in 2022.

Appeal is lodged against lorry application rejection

BUCKINGHAMSHIRE Council has cited "a lack of relevant information" and concerns about heavy construction lorries causing noise and congestion on roads around Brackley as reasons for not considering a lorry route application from HS2 Ltd.

Ian Thompson, corporate director for planning, growth and sustainability at the council, said: "We have consistently opposed the building of HS2."

"The use of the A422 for almost 1,200 heavy lorry movements a day for several years is a massive

issue for Buckinghamshire. Before considering lorry route applications, the council has to ensure that the impact of the additional HS2 HGVs on the A422 will not bring Buckinghamshire to a standstill. "HS2 has not provided us with the information we require to give us any reassurance on this issue."

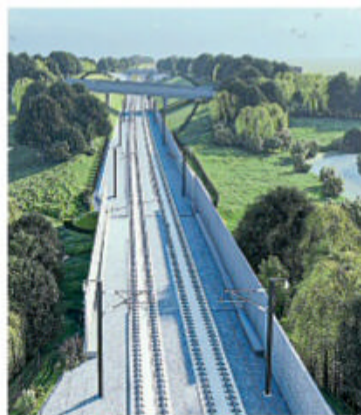
HS2 Ltd has appealed against the council's decision to not allow the application, and it will now be considered by the Planning Inspectorate.

Updated plan will reduce river diversion

DESIGN changes to a section of HS2 near Kenilworth, Warwickshire, will reduce environmental impact and avoid a major realignment of a local river.

The previous design envisaged the diversion of a 700m section of Canley Brook, but this has been reduced to just 80m, eliminating the need to excavate 600,000 cubic metres of material and insert 28,000 cubic metres of concrete.

The line will now travel through a longer but slightly



shallower cutting and a viaduct over Canley Brook, reducing the impact on wildlife.

More than a mile of retaining walls will be replaced by landscaped cutting slopes, which will encourage new habitats and grasslands.



OLD AND NEW IN WARWICKSHIRE: Looking south at Burton Green in Warwickshire, on April 7. Curving around to the right is the newly cleared trackbed of the ex-LNWR Berkswell-Kenilworth Jct line, while going off into the left distance are the preliminary earthworks for the all-new section of HS2 to Calvert, Buckinghamshire. The disused line was formerly part of the Kenilworth Greenway cycle/footpath, which now terminates beyond the tree in the right distance. The boarded-up house is expected to be demolished to create the extra width required by the reopened line. NICK PIGOTT

Oxford Canal viaduct design revealed

HS2 Ltd has revealed its proposed design for a three-span concrete viaduct to carry the new railway over the Oxford Canal near the village of Wormleighton, Warwickshire.

The 62.5m-long structure will also cross the towpath and a lane, and has been designed to be as open as possible to maintain views for walkers and boaters. HS2 LTD



Like us facebook.com/TheRailwayMagazine

Follow us @railwaymagazine

Metro Track Record



COMPILED BY
**PAUL
BICKERDYKE**
Call: 01 507 529589
email: railway@
mortons.co.uk

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

No Night Tube until 2022

LONDON'S Transport Commissioner Andy Byford has ruled out the Night Tube service returning this year, even though nightclubs and other businesses that benefit from through-the-night trains could reopen from June 21.

One reason stated for not reintroducing it is that all drivers are needed to run as many day services as possible, when demand is higher. "We need the personnel to keep the day services going and frankly there isn't the demand for it," said Byford. "Securing the whole network is more important than keeping the Night Tube going."



BLACKPOOL'S DIESEL TRAM: Engineering car No. 754 was spotted in action on the Blackpool Tramway on March 30, slotting in between the service of 'Flexity' trams. No. 754 has been based in the Lancashire town since 1992, replacing the earlier fire-damaged No. 753. It features a roof-level inspection gantry and has a diesel bus engine, allowing it to run when the overhead power is turned off. It is pictured at Waterloo Road. **KEITH FENDER**

Milestone for Birmingham extension

THE final piece of track on the West Midlands Metro's Birmingham Westside Metro extension has been welded into place.

This marks the end of track laying on the project, paving the way for services to begin later this year to the terminus on Hagley Road.

Construction work, which is being done by the Midland Metro Alliance on behalf of Transport for West Midlands (TfWM), will now concentrate on completing the new tram stops at Brindleyplace, Five Ways and Hagley Road ahead of testing and commissioning.



Further backing given for tram operators

THE Government is providing a further £33 million to six metro systems in England to keep them running through the coronavirus pandemic, taking the total provided since March 2020 to more than £190 million. The money is being provided to the tram

networks in Birmingham, Nottingham, Sheffield, Manchester and Blackpool, plus the Tyne and Wear Metro, to cover the 11-week period from late March to June.

It will support operators as they continue to face reduced

incomes caused by lower-than-normal passenger numbers and therefore reductions in revenue.

The light rail networks in London and Scotland are covered by separate financial agreements.

Miniature Track Record



COMPILED BY
**PETER
NICHOLSON**
Call: 01 507 529589
email: classic.traction
@btopenworld.com

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

Hastings Railway reopens with a historic 4-4-2 visitor

THE 10¼in gauge Hastings Miniature Railway reopened on April 12.

Visiting until at least May 12 is No. 1908 *Ernest Henry Upton* from the Eastleigh Lakeside Steam Railway

(ELSR). This 4-4-2 has made a welcome return to the East Sussex line, arriving on March 27.

The ELSR also reopened on April 12 and is running daily through to September.



Eastleigh Lakeside Railway 4-4-2 No. 1908 Ernest Henry Upton (G&S Engineering, 1937) is seen at Rock-a-Nore station on the Hastings Miniature Railway's reopening day, April 12. **KEVIN BOORMAN**



The restored Exmouth Express. The 4wDM was built by Geoffrey Kichenside in 1978 using one end of Shepperton Metal Products 2-4w-2DM Meteor III of 1969. This followed accident damage to the original loco. The other end now forms part of Midget, which was at Hatfield House Farm Railway, Hertfordshire, until closure in 2018. PICTURE COURTESY EXMOUTH MINIATURE RAILWAY

Exmouth Express back in town

THE 10¼in gauge Exmouth Miniature Railway is making a very welcome comeback to the seafront in the Devon town this season.

The original railway, dating back to 1949, was a 150-yard circuit around a boating lake but closed with the amusement park on August 31, 2017.

The site was cleared upon the expiry of the lease, and the land said to be required by the local council for redevelopment.

The loco, *Exmouth Express*, and carriages were stored at the Lappa Valley Railway, Cornwall. Henry Mock and Romy Langley acquired the stock in March 2020 and have been working during the lockdown to restore these items and create a portable track.

The 4DM has received replacement wheels, new running gear and a replacement engine. The cab has been refitted

and the bodywork refurbished and finished in green livery with the original nameplates fitted. The 1950s carriages have been repainted cream and brown.

The district council has confirmed three attractions will operate on the undeveloped Queen's Drive event space from May 1 until October 31, subject to Covid-19 restrictions.

Trains will run on a straight there-and-back line on bank holidays and weekends from May to July, and the summer holidays until October. The railway will be 'playing away' on three occasions, if able, at the Mid Devon Show on July 24, Newton Abbot Country Show on August 7, and Uffculme Show on September 5.

Sadly, Henry's father Tim, who was much involved with the acquisition of the railway and its restoration in his workshop, passed away on April 10.

South Downs Light Railway secures new five-year lease

THE 10¼in gauge South Downs Light Railway at Pulborough Garden Centre, West Sussex, has a new five-year lease following a change of ownership of the garden centre.

The railway reopened on April 18 and is planned to run on as many Saturdays and Sundays as possible, along with bank holidays.

■ For more information, visit the website www.south-downs-railway.com

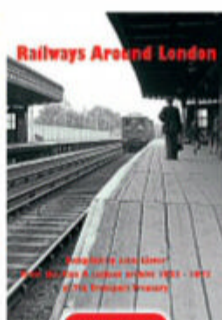
SPECIAL OFFER

Order any 5 or more books
the Lowest priced book will be FREE

GO AHEAD AND TREAT YOURSELF

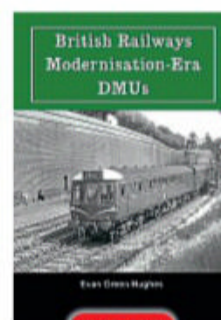
ORDER HOTLINE
01234 328792

RAILWAYS AROUND LONDON
112 Pages
B&W Photographs
SOFTBACK
£14.50



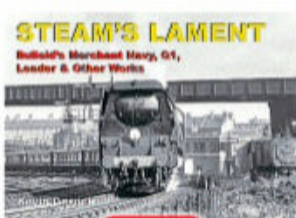
NEW

BRITISH RAILWAYS MODERNISATION - Era DMUs
112 Pages
B&W Photographs
SOFTBACK
£14.50



NEW

STEAM'S LAMENT
Bulleid's Merchant Navy, Q1, Leader & other works
208 Pages
B&W Photographs
HARDBACK
£35.95



NEW

STEAM'S LAMENT
Bulleid's Light Pacifics
208 Pages
B&W Photographs
HARDBACK
£34.95

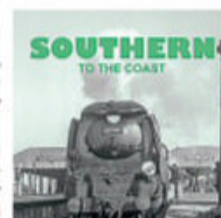


NEW

STEAM'S LAMENT
British Railways Standard Pacifics
128 Pages
B&W Photographs
HARDBACK
£25.95



SOUTHERN to the Coast
112 Pages B/W Photographs
SOFTBACK
£14.50

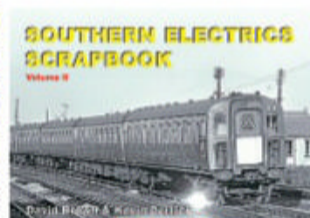


NEW

SOUTHERN ELECTRIC SCRAPBOOK
Volume 1
176 Pages
Black & White Photographs
HARDBACK
£34.95

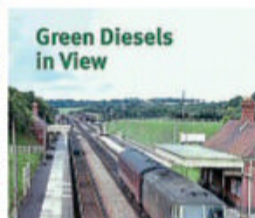


SOUTHERN ELECTRIC SCRAPBOOK
Volume II
176 pages
Black & White Photographs
£34.95



NEW

GREEN DIESELS IN VIEW
112 Pages
HARDBACK
£21.95

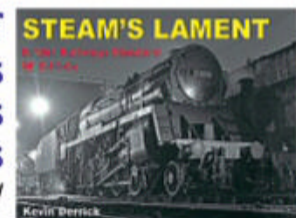


Last Years of the Class 50s
1980 - 1994
96 Pages
Colour Photographs
HARDBACK
£22.95

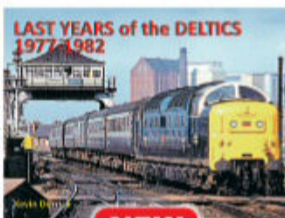


NEW

STEAM'S LAMENT
British Railways Standard Class 9F 2-10-0s
128 Pages B/W Photographs
HARDBACK
£25.95



Last Years of the DELTICS
1977-1982
96 Pages
Colour Photographs
HARDBACK
£22.95



NEW

SOUTHERN ELECTRICS in Colour
1955-1972
96 Pages
Colour Photographs
HARDBACK
£22.95

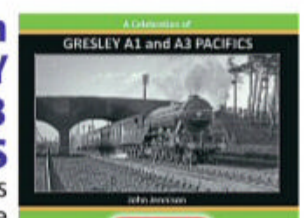


BLUE DIESELS IN VIEW
112 Pages
HARDBACK
£19.95



NEW

A Celebration of GRESLEY A1 & A3 PACIFICS
128 Pages
Black & White Photographs
HARDBACK
£25.95



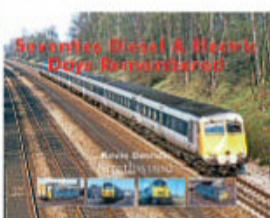
NEW

Cornwall Transition from Steam
112 Pages B/W Photographs
SOFTBACK
£14.50

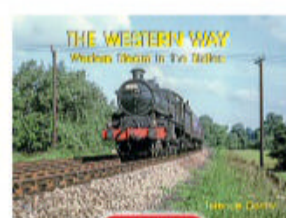


NEW

SEVENTIES DIESEL & ELECTRIC DAYS REMEMBERED
160 pages
Colour Photographs
HARDBACK
£34.95



THE WESTERN WAY
Western Steam In The Sixties
128 Pages
Colour Photographs
HARDBACK
£25.95



NEW

UK Only Post & Packing £2.95 per order

Strathwood Publishing, Unit 4 Shuttleworth Road, Elm Farm Industrial Estate, Bedford, MK41 0EP or go online to

www.strathwood.co.uk



COMPILED BY
BEN JONES
Call: 01 507 529589
email: railway@mortons.co.uk

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

Timber revival for the West Highland Line?

UP TO 50,000 tonnes of timber a year could be moved by rail over the West Highland Line if a joint venture between the Scottish Government and private sector partners comes to fruition.

A Memorandum of Understanding has been signed by the Scottish Government, Scottish Forestry, timber companies and landowners for the development of a log stacking and rail loading siding near Rannoch, on the Crianlarich-Fort William line. Promoters plan to harvest about 500,000 tonnes of timber from Rannoch Forest over the next decade. Shipping it out by rail is expected to avoid up to 4,000 lorry movements a year.

Work to finalise the commercial side and the loading siding design is in progress, to be followed by planning applications and a tender for construction of the facility.

Ilkeston distribution terminal gathers pace

PLANNING permission is being sought for a rail-connected distribution hub in Ilkeston, between Derby and Nottingham.

Built on the former Stanton & Staveley steelworks next to the M1's Junction 25, the 200-acre brownfield development will revive a currently disused rail connection to the Erewash Valley line.

If approved, New Stanton Park would become a strategic distribution hub for the area, creating thousands of jobs. Initial proposals for the terminal envisage 935m-long sidings on a 16.7-acre site.

Construction could start in early 2022.

GBRf extends contracts with Celsa and Hanson

GB RAILFREIGHT has recently extended two important contracts with major customers in the steel and construction industries.

A new 12-year deal has been signed with Celsa Steel UK in South Wales to provide internal shunting services, remotely controlled Class 08 shunting locomotives, train crews, wagon and track maintenance until 2033. A dedicated team of crews is also now provided to manage internal rail movements and ensure continuity.

GBRf has been working with Celsa since 2011 but as part of the new contract it will take responsibility for all internal rail movements, including inbound scrap metal, hot billets for processing, and outbound movements of finished products.

Formerly known as Cardiff Rod Mill, Celsa's Cardiff plant is the UK's largest producer of steel reinforcing and a major supplier long steel products.

GBRf has also won a new two-year contract from construction materials company Hanson to



Remote control Class 08 No. 08924 in GB Railfreight livery at the Celsa steel works, Cardiff, carries the number '2' and has been supplied by the Harry Needle Railroad Co. GBRF

haul stone from Shap Quarry to Tuebrook in Liverpool.

Following a successful trial in March, an average of two 1,800 tonne trains per week are now running to a newly-developed terminal on previously under-utilised railway land near Edge Hill. The deal builds on the existing contract for the movement of aggregates from Shap to Hanson's site at Ashton-in-Makerfield near Wigan.

Intermodal business also continues to grow for GBRf, with its 21st route added in early March. A new pair of trains for Maritime Transport now links Felixstowe with Wakefield Europort. Running five days a week, the train marks GBRf's debut at the Yorkshire facility, and has taken over the path of a train that previously served Doncaster Railport. The northbound 4E21 11.20

Felixstowe-Wakefield and 4L21 22.02 Wakefield-Felixstowe return is formed of a mixed rake of platform wagons, including two 'Eco Triples', two 'Q8s' and 11 IKA twin flats, offering the flexibility to carry a wide range of containers and make the best use of train capacity. The 4E13/4L13 Felixstowe-Doncaster Railport train pair now runs in a later path, departing Felixstowe at 12.04 and returning at 23.35.

Construction traffic boosts recovering freight figures

LATEST statistics from the Office of Rail and Road (ORR) suggest freight traffic is starting to recover from the disruption caused by the Covid-19 pandemic.

Total freight moved in the third quarter (Q3) of 2020/21 was up by 2.1% compared with the same period 2019/20, to 4.07 billion tonne-km (ntkm), while total freight lifted increased by 12% to 17.8m tonnes. Although freight train kilometres fell by 1.4% in the same period, this is thought to be a result of operators running longer and heavier trains during lockdown, requiring fewer trains to move the same tonnage.

The construction sector saw a significant increase, partly attributable to the traffic now being generated by HS2 civil engineering projects. Compared with the same period in 2019/20, construction volumes rose by

0.07bn ntkm with the sector maintaining second place overall, with a 28% share of the market.

Intermodal traffic remains the largest sector, with 42% of the overall total in Q3 2020/21, seeing a 2.3% increase in Q3. Metals traffic saw a 12.3% increase in the same period, possibly as a result of longer steel trains being operated.

With a reduced passenger timetable operating during the pandemic, delays to freight trains were cut by 24%, to 9.85 minutes per 100km and 94.7% of freight trains arrived within 15 minutes of their scheduled time – the best performance since records began in 2007/08.

Coal traffic dropped by 36.6% compared to Q3 2019/20 and now represents just 1% of total traffic as the UK continues its move towards greener fuels for power generation. Oil/petroleum volumes fell by 17.6% due to



GB Railfreight marked the start of its new contract to haul BP aviation fuel from Grain in Kent to Colnbrook in some style on April 7. Freshly imported from Germany and repainted in Railfreight Construction grey, No. 66793 partnered heritage BR green No. 66779 *Evening Star* on 6V04 Grain BP-Colnbrook. The unusual pairing is seen shortly after departure near Grain Road on the branch from Hoo Junction, near Gravesend. This flow of fuel destined for Heathrow Airport was previously handled by Freightliner. HOWARD LEWSEY

the reduction in air travel and lower demand for aviation fuel while international freight via the Channel Tunnel also suffered

a drop of 16.1% due to the pandemic, which led to a border closure in December 2020 and delays caused by Covid testing.

Multi-million Grangemouth rail expansion complete

A £3 MILLION expansion of rail facilities at the Port of Grangemouth opened for business on March 11.

The new rail freight hub at Scotland's largest port has two 775m-long sidings, able to handle the longest freight

trains currently operating on the UK network. Capacity was previously limited as the sidings were just 200m long.

Grangemouth's location in the central belt between Edinburgh and Glasgow and close to major roads makes it

ideal as a railhead for transport for customers and nearby supermarket distribution centres. It is also used by Scottish food and drink producers shipping goods to customers in England and further afield. Forth Ports has

invested over £30 million in infrastructure and equipment at Grangemouth over the last five years. DRS operated trains link Grangemouth with Aberdeen and Tilbury in Essex via Daventry International Rail Freight Terminal (DIRFT).

PLATFORM
5

PLATFORM 5 MAIL ORDER

www.platform5.com

24-hour Order Line: 0114 255 8000 Fax: 0114 255 2471

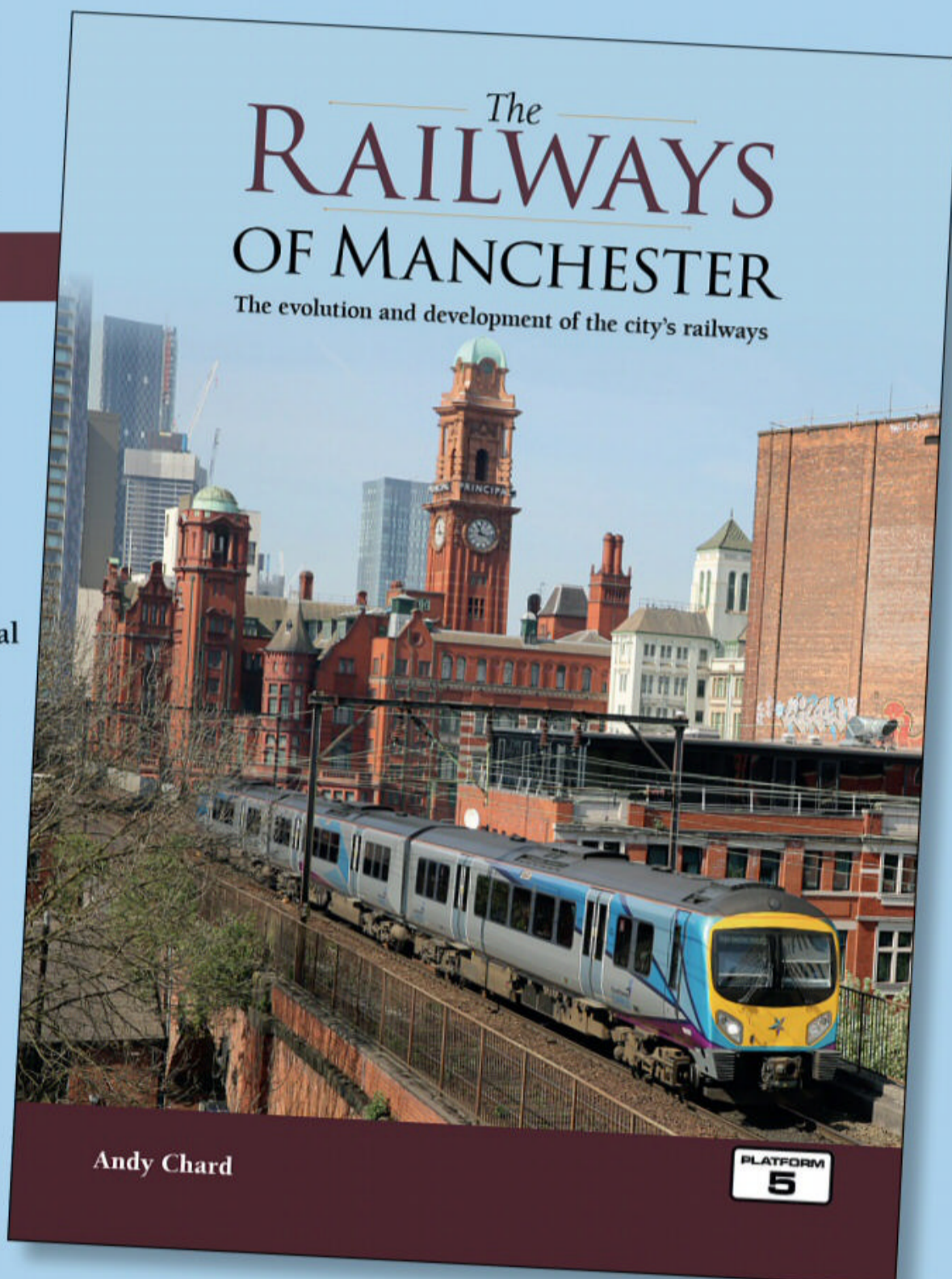
The RAILWAYS OF MANCHESTER

PUBLISHED 24TH MAY

A new history of the railway network that has grown up to serve the great industrial city of Manchester. This comprehensive volume begins with the earliest railways, tracing the development of every 19th century railway company that served the city and describing the evolution that gave rise to today's modern railway network.

The book examines the innovation and upheaval of the Victorian era, describing how different railway companies fought to gain a foothold in the city. It looks at the Grouping years, when the LMS and LNER both retained a presence in the city, and goes on to describe post-war austerity and subsequent closures, many of which proved to be sadly misguided. Finally, the book turns to the railway of the 21st century, with its privatised operators, modern urban trams and heritage railways.

The Railways of Manchester looks at the railways, trains, tramways, stations, depots and railway builders of the region. Two centuries of rail transport, which have included many world firsts, are brought



**MAIL ORDER
PRICE £35.00**

Copies of *The Railways of Manchester* ordered directly from the **Platform 5 Mail Order Department** will be supplied at the mail order price of **£35.00 plus P&P**.

together to give a fascinating insight into how the railways have helped to shape this great city.

The information is brought to life by more than 350 photographs, diagrams, maps and other illustrations. Many of the subjects illustrated have long since disappeared as the photographs depict scenes from as early as 1850; others show just how much, or how little, has changed over the years. **272 pages. Hardback. £40.00**

Mail order prices shown are only available from www.platform5.com or the Platform 5 Mail Order Department.

ORDER BY POST, TELEPHONE OR AT www.platform5.com



POSTAGE & PACKING: Please add 10% UK (maximum £8.50); 20% Europe; 30% Rest of World. Telephone your order and credit/debit card details to our 24-hour sales orderline:

24-hour Order Line: 0114 255 8000 or Fax: 0114 255 2471

Or send your credit/debit card details, sterling cheque or British Postal order payable to Platform 5 Publishing Ltd. to:

Mail Order Department (RM), Platform 5 Publishing Ltd, 52 Broadfield Road, SHEFFIELD, S8 0XJ, ENGLAND



COMPILED BY
**GARY
BOYD-HOPE**
Call: 01 507 529589
email: gboyd-hope
@mortons.co.uk

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

Vintage Trains to return for summer season with 'Edgcumbe' and 'Clun'

THE third national lockdown has resulted in Tyseley-based Vintage Trains (VT) having to delay its much-anticipated return to main line operation, which will now commence with a string of 'Shakespeare Express' runs before the big railtours begin in August.

The ever-popular 'Shakespeare Express' resumes on July 17 between Birmingham Snow Hill and Stratford upon Avon, with all trains expected to be hauled by Tyseley's flagship double-chimney 'Castle' No. 7029 *Clun Castle*, or sister engine No. 5043 *Earl of Mount Edgcumbe*; the latter making a welcome return to the main line following overhaul at Tyseley Locomotive Works.

Further 'Shakespeare' dates for this summer are: July 18; July 24-25; August 1; August 8; August 14-15; August 21-22; August 29; September 5; and September 12. Two round trips will be made each day, with each train including Pullman, Club and Tourist accommodation.

Additionally, four Saturday trains will operate to a different schedule, out and back on the North Warwickshire Line via Henley in Arden.

On selected evenings, the theme will be 'Murder on the Shakespeare Express', including a dining option, while an afternoon 'Mad Hatters Tea Party' will also run for children.

Unusually for Vintage Trains, the first four full railtours of 2021 will be diesel-hauled. The first is the redated 'Jolly Fisherman', which will now run on August 4 and revives the once-regular Class 20-hauled Summer

Saturday workings to Skegness. The train will start from Tyseley Warwick Road.

The 'Choppers' (courtesy of the Michael Owen fleet) will then be in action again on the 'Saint Tudno Express' from Tyseley to Llandudno on August 11, and again on the 'Weston Venturer' on August 18. In this instance it will work top-and-tailed between Tyseley and Weston-super-Mare with VT's own Brush Type 4 No. 47773.

The '47' and a '20' will pair up again for the 'Scarborough Belle' on August 25, which runs from Tyseley via Tamworth, Burton upon Trent, Derby, Clay Cross and Pontefract Baghill to York, where passengers may leave the train if they wish or continue on to the seaside town of Scarborough.

'SLS Special'

Another redated tour is September 25's 'SLS Special' to Swindon, which celebrates 70 years of the Stephenson Locomotive Society's special trains. The original SLS Specials, organised by Arthur 'Cam' Camwell, became an annual event as they regularly featured the last examples of GWR loco classes and visited the famous Swindon Works.

Originally this tour had been planned to run with No. 7029 but instead will be hauled by No. 5043. This continues

the tradition set by Cam as 'Edgcumbe' is the last of its class to be returned to main line service in the preservation era, and is a record-breaker in its own right.

The outward run will take No. 5043 through the heart of Birmingham to Kidderminster, Worcester and Cheltenham, running through the Golden Valley and up Sapperton Bank to Kemble and Swindon.

It will return via 'Brunel's billiard table' to Didcot before heading northwards towards Birmingham, including an assault of the famous Hatton Bank.

This October marks 50 years since No. 6000 *King George V* broke the British Rail steam ban and paved the way for the return of regular steam on the network. Therefore it is fitting that another Swindon-built 4-6-0 – *Clun Castle* – pays homage to that moment with a 'Return to Steam 50th Anniversary Special' on October 2.

The tour begins at Tyseley and heads out through Birmingham towards Shrewsbury via Wolverhampton. Taking the avoiding line at Shrewsbury, it then follows the Welsh Marches line via Craven Arms to Hereford for a three-hour break for city sightseeing.

The return leg will follow 'KGV's' original route of half a century before, continuing south to

join the South Wales main line, for a sprint through the Severn Tunnel to Swindon, a water stop at Didcot and a photo call at Banbury.

VT had hoped to operate a number of 'Welsh Marches Expresses' during the year, but the delayed start to the season has seen that number fall to just one. The October 9 tour sees the 'Princess Coronation' Pacific No. 6233 *Duchess of Sutherland* return to VT duties courtesy of the Princess Royal Class Locomotive Trust.

The train will head to Worcester and Gloucester via Birmingham Snow Hill, then join the Welsh Marches line at Newport before following the Welsh border country to Hereford for an afternoon break.

The return leg takes the 'Duchess' on to Shrewsbury, then loops back to the Midlands through Wolverhampton and Birmingham New Street.

Lickey bankers

No. 6233 will then haul the re-scheduled 'Midland Bristolian' on October 30, which begins with No. 47773 at Derby. The Type 4 will take the train south, picking up at Burton, Tamworth, Coleshill Parkway and Tyseley, and on to Dorridge where the 'Duchess' takes over for the onward run to Bristol. The return run will follow the Midland route and include an ascent of the Lickey Incline.

Lickey Incline history will be recreated on November 20 when a '94XX' 0-6-0PT will act as a banker on the infamous 1-in-37 incline.

Two 'Lickey Banker' trains will depart from Tyseley that day. The first – headed by No. 5043 – will pick-up at Birmingham Snow Hill and proceed to Worcester, where it will turn before heading for Bromsgrove. Here JJP Holdings' pannier No. 9466 will join the train on the rear to provide banking assistance as far as Blackwell. No. 5043 will return the train to Tyseley via Birmingham New Street. The second 'Lickey Banker' will run that same afternoon, following the same route and itinerary as the morning run. However, No. 5043 will hand over duties to sister engine No. 7029.

'Castles' on the Lickey Incline are a rare sight as it is, so two in one day is very rare indeed.

The final trains of the year will be festive specials returning to familiar VT destinations. Of these, December 5 will be the most significant as it will see Nos. 5043 and 7029 pair up on the main line for the first time, albeit top-and-tailed.

The day's destination is Melton Mowbray's Victorian Christmas Fayre, but the trip will include an additional lunchtime excursion from Melton to Corby and back via Haringworth Viaduct.

December 11 will see No. 5043 take the 'Merchant Venturer' from Solihull to Bath for the Christmas market, with No. 7029 concluding the year on December 18's 'White Rose' from Tyseley to York.

Visit www.VintageTrains.co.uk

"No. 5043 will hand over duties to sister engine No. 7029. 'Castles' on the Lickey Incline are a rare sight as it is, so two in one day is very rare indeed."



Tyseley 'Castle' No. 5043 *Earl of Mount Edgcumbe* skims through the countryside near Ashchurch with the positioning move from Tyseley to Laira TMD on May 9, 2014. The double-chimney 4-6-0 will return to main line action with Vintage Trains this year. JACK BOSKETT

SUBSCRIBE TODAY!

VISIT WWW.CLASSICMAGAZINES.CO.UK/TRMDPS FOR MORE INFORMATION ON OUR GREAT RATES

'A1' and 'A3' meetings now set for October

THE coming together of 'A1' No. 60163 *Tornado* and 'A3' No. 60103 *Flying Scotsman* originally planned for September will now take place in October, also following different routes from those originally envisaged.

While these four tours will see the matching-liveried Pacifics come together at Carlisle, they will not feature Nos. 60103 and 60163 double-heading as each loco will haul one leg of each train.

The first, on October 20, will run electric-hauled from Tamworth to Preston, where *Tornado* takes over for the run to Blackburn and Hellifield, and over the Settle & Carlisle line to the former border city. At Carlisle, *Flying Scotsman* will take over for the return run to Preston, but not before the two locos have been photographed together.

Middlesbrough

The following day, October 21, sees the 'A3' return to Carlisle again, this time taking over at Preston from an electric that brought the train north from Birmingham New Street. As before, the locos will swap at Carlisle, with the 'A1' returning the train to Preston.

A week later, on October 27, *Tornado* will run from Middlesbrough to Carlisle via Yarm, York and Thirsk, the train returning with '*Scotsman*' as far as York.

Then, on October 28, the last of the four tours will depart from Peterborough with modern traction as far as York, where the 'A3' will take over as far as Carlisle. As before, the two Pacifics will then swap with *Tornado* heading the homeward leg.

MAY/JUNE: STEAM RAILTOURS

Date	Tour Name	Steam-Hauled From-To	Motive Power	Promoter
May				
1-31	Jacobite	Fort William – Mallaig x 2	45407/45212	WCRC
7	British Pullman	London Victoria circular	35028	BEL
18	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC
19	British Pullman	London Victoria – Bath	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	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	45407/45212	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 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
6	Steam Dreams Excursion	Southampton circular	60103	SD
8	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC
9	Devonian Express	Bristol Temple Meads – Plymouth	46100 or 34046	ST
10	Scarborough Spa Express	Carnforth – York	46115/35018/45699	WCRC
12	Tynesider	Cleethorpes – Morpeth	46115/35018/45699	RTC
12	Cotswold Venturer	London Paddington – Worcester	60103	RTC
13	English Riviera Express	Bristol Temple Meads – Kingswear	46100 or 34046	ST
15	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC
16	Portsmouth Harbour Express	Bristol Temple Meads – Portsmouth	46100 or 34046	ST
17	Steam Dreams Excursion	London King's Cross – Cambridge	60103	SD
17	Steam Dreams Excursion	Cambridge circular	60103	SD
17	Dalesman	Hellifield – Carlisle	46115/35018/45699	WCRC
19	White Rose	London King's Cross – York	60103	RTC
19	Edinburgh Flyer	York – Edinburgh	60163	RTC
20	English Riviera Express	Bristol Temple Meads – Kingswear	46100 or 34046	ST
20	Steam Dreams Excursion	London Paddington – Portsmouth	TBA	SD
20	Steam Dreams Excursion	Portsmouth circular	TBA	SD
22	Dalesman	Hellifield – Carlisle	46115/35018/45699	WCRC
23	Torbay Riviera Explorer	Bristol Temple Meads – Kingswear	46100 or 34046	ST
24	Scarborough Spa Express	Carnforth – York	46115/35018/45699	WCRC
25	Steam Dreams Excursion	Edinburgh circular x3	60103	SD
26	Fen & Fells Flyer	York – Carlisle	60163	TR
26	Northern Belle	Carnforth – Carlisle	6201	NB
26	Cumbrian Mountain Express	Carnforth – Carlisle	46115/35018/45699	RTC
27	English Riviera Express	Bristol Temple Meads – Kingswear	46100 or 34046	ST
29	Pendle Dalesman	Lancaster – Carlisle	46115/35018/45699	WCRC

DIESEL & ELECTRIC RAILTOURS AND BOOKING CONTACTS OVERLEAF ➔



Whistle while you work!

CREWE-BASED Locomotive Services Ltd continued to run a series of private charters over the Easter period for route learning and crew familiarisation purposes. On April 7, Class 37s Nos. D6851 (37667) and 37688 *Great Rocks* worked an e.c.s. train from Kingswear to Bristol where Class 40 No. 40145 took over, having travelled down light engine from Crewe earlier in the day. The 'Whistler' then took the train on to London Euston, seen here heading through Corston on its way into Bath. DUNCAN SAVIDGE

Railtours Track Record

BOOKING CONTACTS

BEL – Belmond
0845 077 2222
IC – Intercity
0800 038 5364
MP – Midland Pullman
0800 038 5360
NB – Northern Belle
0844 840 4525
RTC – Railway Touring Company
01553 661500
SD – Steam Dreams
01483 209888
SR – Statesman Rail
0345 310 2458
ST – Saphos Trains
0800 038 5320
TR – Tornado Railtours
01325 488215
UKR – UK Railtours
01438 715050
VT – Vintage Trains
0121 708 4960
WCRC – West Coast Railways
0333 996 6720

COVID-19

■ NOTE: This list was current at the time of writing in early April. 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.

 Like us facebook.com/TheRailwayMagazine

PRE-ORDER TODAY!

→ VISIT MRTNS.UK/PRE-ORDER-RM

Get it before it's even in the shops!



MAY/JUNE: DIESEL & ELECTRIC RAILTOURS

Date	Tour Name	From-To	Motive Power	Promoter
May				
19	Snowdonia Statesman	Hull – Blaenau Ffestiniog	LSL Class 47s	SR
19	British Pullman	London Victoria – Bristol	DBC Class 67 x2	BEL
21	Northern Belle	Preston – Cardiff	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 – York	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
8	Northern Belle	Liverpool – Bristol	WCRC Class 47/57	NB
9	British Pullman	London Victoria – Bath	DBC Class 67 x2	BEL
9	Northern Belle	Chester – Scarborough	WCRC Class 47/57	NB
11	Northern Belle	Sheffield circular	WCRC Class 47/57	NB
12	Settle & Carlisle Pullman	Bristol Temple Meads – Carlisle	Blue Pullman HST	MP
12	Northern Belle	Norwich – Chesterfield	WCRC Class 47/57	NB
13	Northern Belle	Norwich circular	WCRC Class 47/57	NB
16	British Pullman	London Victoria – Bath	DBC Class 67 x2	BEL
17	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
18	Northern Belle	Crewe circular	WCRC Class 47/57	NB
18	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
19	Derbyshire Rose	London King's Cross – Chesterfield	DBC Class 66 x 2	UKR
19	Northern Belle	Derby – Berwick upon Tweed	WCRC Class 47/57	NB
19	Settle & Carlisle Circular	Worcester – Carlisle	LSL Class 47s	SR
19	British Pullman	London Victoria – Margate	DBC Class 67 x2	BEL
24	Northern Belle	Manchester Victoria – Edinburgh	WCRC Class 47/57	NB
24	British Pullman	London Victoria – Oxford	DBC Class 67 x2	BEL
25	Northern Belle	Crewe circular	WCRC Class 47/57	NB
25	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
26	Mazey day Cornishman	Birmingham New Street – Penzance	Class 50/66	PT
26	Settle to Carlisle & Jorvik Pullman	Ayr – York	Blue Pullman HST	MP
26	British Pullman	London Victoria circular	DBC Class 67 x2	BEL
27	Northern Belle	Cheltenham circular	WCRC Class 47/57	NB



Railways in Parliament

by Jon Longman

Okehampton acceleration

WIMBLEDON MP Stephen Hammond asked for a progress report on the Department of Transport's Acceleration Unit.

Transport Minister Andrew Stephenson said: "Since commencing operation in October 2020, the Acceleration Unit has been involved in accelerating projects through the Northern Transport Acceleration Council, the Restoring Your Railways programme and the National Bus Strategy.

"Among the projects the Acceleration Unit has successfully supported accelerating there is, notably, ensuring the delivery of the first Beeching reversal, the Dartmoor Line into Okehampton, which will open later this year.

"Through the Northern Transport Acceleration Council, 112 projects have been identified with northern leaders, including the Tees Valley hydrogen hub, the Northumberland Line and

Hope Valley Line projects. The unit is engaged on progressing the Restoring Your Railway programme to delivery and is reviewing individual schemes for acceleration.

"It has also been commissioned to challenge the Cambridge South rail enhancement project."

Wearside concerns

WASHINGTON and Sunderland West MP Sharon Hodgson asked what economic benefits HS2 would bring to Wearside, and what funding has been allocated to Wearside.

Mr Stephenson said: "HS2 presents a significant opportunity for businesses across the North East, with HS2 Ltd's supply chain consisting of 400,000 contract opportunities.

"Some 24 suppliers on critical contracts across the North East have won work on HS2, two of which are based in Wearside.

"The contracts for the suppliers in Wearside have been for services including, but not limited to, Land Surveying and Engineering services; £12 billion worth of supply chain contract opportunities are available to businesses across the UK in the coming years.

"The DfT is considering the Restore Your Railway Ideas Fund Round Three bid, co-sponsored by the Hon Member, for reinstatement of local passenger services on the Leamside line.

"We are also contributing, through the Transforming Cities Fund allocation for the North East, to the redevelopment of Sunderland station.

"Subject to the creation of appropriate governance arrangements, the North East will have access to a share of the £4.2 billion intra-city transport fund over the five years from 2022-23"

Class 701 problems

SLOUGH MP Tanmanjeet Singh Dhese

asked what discussions the DfT has had with the South Western Railway on the lengthy roll-out of Class 701 'Arterio' units.

Transport Minister Chris Heaton-Harris replied: "The DfT has regular discussions with South Western Railway (SWR) which include all rolling stock related matters and has been kept updated on the position regarding the new 'Arterio' units."

Stepping up access

THE SLOUGH MP then asked what steps the DfT is taking to increase the number of English stations with step-free access.

Transport Minister Chris Heaton-Harris replied: "The Government has committed to spend £350 million on providing step-free access to more stations by 2024.

"We will shortly commission audits of all main line stations to prioritise future investment in station accessibility.

"Further measures will be included in the forthcoming rail reform White Paper."

A GIFT IDEA!



Remember rail journeys, enhanced by framed carriage prints featuring leading 20th century artists? A train became a ...

TRAVELLING ART GALLERY

2,000 unique landscape images of Britain to browse or buy



www.travellingartgallery.com

Tel: 01604 456 882 or 07971 168 299



BLACK FIVES AND BLUNDERS!



Steve Szwejkowski

Memories of the steam railway:

Black Fives at Birkenhead and Bradford...

Britannias at Bolton and Barrow ...

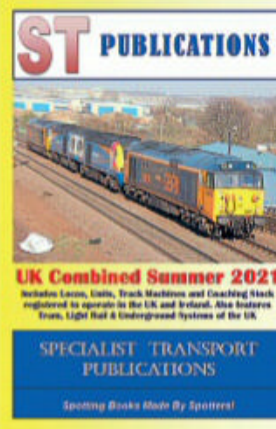
Bulleids at Bournemouth and Basingstoke.

But a B2 at Prestatyn? Some mistake surely?

ISBN:978-1-527-28222-3

£14.95 from Amazon

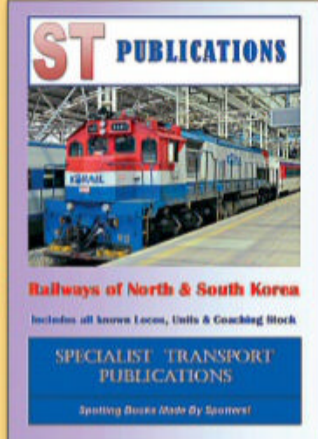
Spotting Books Made By Spotters!



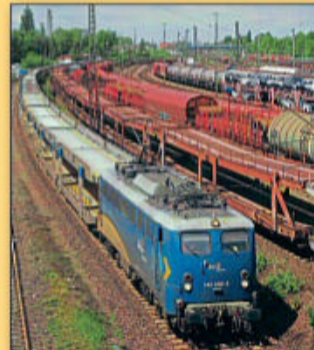
UK Combined Summer 2021
Includes Locomotives, Coaches, Track Machines and Coaching Stock registered to operate in the UK and Ireland. Also features Trains, Light Rail & Underground Systems of the UK.
SPECIALIST TRANSPORT PUBLICATIONS
Spotting Books Made By Spotters!

Now Available

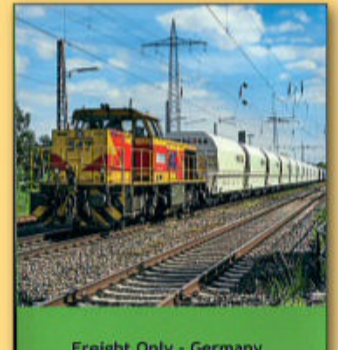
SUMMER 2021 EDITIONS OF UK COMBINED & UK WAGONS ALSO RAILWAYS OF NORTH & SOUTH KOREA NEW BOOKS COVERING THE GERMAN FREIGHT SCENE WITH DETAILS OF HOTSPOTS AND FREIGHT TIMETABLES



Railways of North & South Korea
Includes all Korean Locomotives, Units & Coaching Stock
SPECIALIST TRANSPORT PUBLICATIONS
Spotting Books Made By Spotters!



Freight Only - Germany Volume - 1 Northern Germany by Guy Houston & Michael Rhodes



Freight Only - Germany Volume - 2 The Ruhr Area by Guy Houston & Michael Rhodes

For the full range visit www.stpublications.co.uk or contact 07760 284494

Newton Replicas

Britain's Leading Nameplate Manufacturer



Replicas and originals of Nameplates, Headboards, Numberplates, Shed Plates, Depot Plaques and more

**Tel 01623 755962
Mobile 0785770612**

Our full catalogue and price list is on our website or a printed version is available by sending two first class stamps to: Unit 3, Lowmoor Court, Lowmoor Business Park, Kirkby-in-Ashfield, Nottingham NG17 7DG

Email: sales@newtonreplicas.com

Website: www.newtonreplicas.com



Ellis Clark Trains
Unit 2 Toller Court
Shortbank Road
Skipton BD23 2HG
ellisclarktrains.com



LOOKING TO SELL YOUR COLLECTION?

We highly value your models

- Full/part collections purchased
- No need for a list - we travel and view/collect
- Everything purchased - railways, die-cast & Railwayana
- All gauges and ages, including continental & US
- Upfront payment by cash, bank transfer or cheque
- Vast experience in purchasing large collections
- Friendly and professional service
- Specialised interest in 7mm O gauge

GET IN TOUCH

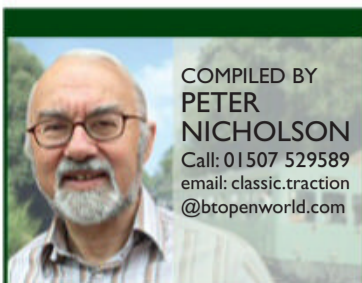
ellisclarktrains.com

01756 701451

ellis@ellisclarktrains.com

CONTACT ELLIS OR ALBERT





COMPILED BY
PETER NICHOLSON
Call: 01 507 529589
email: classic.traction
@btopenworld.com

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

Brush Type 2 moves to Plym Valley from Durham

CLASS 31 No. 31190 arrived at the Plym Valley Railway from the Weardale Railway on April 6. It left the Durham railway on March 30 and was stored in the Midlands over the Easter weekend.

Originally No. D5613, it has been bought privately and is being inspected to determine what is required to bring it back to a full operational condition.

The distinctive golden ochre livery will be retained initially, but when repainted will take up a different livery.

The Devon line has not had a large, main line diesel since the departure of Class 37 No. 37207 in 2015. Like Class 50 No. 50017 in 2014, the Type 3 passed from the PVR to a main line operator.

The railway reopened on April 18 with steam-haulage; trains running every week thereafter. Visit www.plymrail.co.uk



Class 31 No. 31190 is seen at Marsh Mills, Plymouth, on April 6 shortly after arrival from the Weardale Railway. DAN PHILLIPS

SIDELINES

South Devon 'Rat' for Watercress Line gala

CLASS 25 No. D7612 will be attending the Mid-Hants Railway's June 25-27 diesel gala from the South Devon Railway. It joins home fleet locos Nos. 20059, 47579 *James Nightall G.C.* and 50027 *Lion*, plus a few more guests to be announced.

East Lancs 'Thumper' moves to Bicester

CLASS 207 DEMU Set No. 1305/207202 (DMBSO No. 60130 + DTSO No. 60904) has gone for further storage at MoD Bicester, Oxfordshire. It joins stock previously transferred there from Finmere (*RM* May, 2020 p74).

LT-liveried 'Chopper' returns to main line

CLASS 20 No. 20227 *Sherlock Holmes*, in London Transport maroon livery, left the North Norfolk Railway by road on March 25. It went to Derby for return to main line duties with Britain's newest train operator, SLC Operations.

Class 58 in operation is internet sensation

PRIVATELY-OWNED Class 58 No. 58023 was seen from outside UK Rail Leasing's Leicester LIP depot on March 30, running up a down the yard. A YouTube clip of this very rare occurrence soon clocked up a large number of views.

No. 10000's bogies moved at last

THE EM2 bogies acquired by the Ivatt Diesel Recreation Society for new-build Co-CoDe No. 10000 arrived at Wirksworth, Ecclesbourne Valley Railway, on February 19. There had been several failed attempts to collect them from the Midland Railway-Butterley over the past couple of years.

■ Our thanks to contributors: Mark Bladwell (DEPG); Josh Brinsford; Ben Bucki; Andrew Jeffery; David Mee (LMMR); Daniel Phillips (PVR); Vale of Berkeley Railway and 125 Group.

Like us [facebook.com/TheRailwayMagazine](https://www.facebook.com/TheRailwayMagazine)

Follow us [@railwaymagazine](https://twitter.com/railwaymagazine)



One of the very few Class 60s in preservation as yet, No. 60086 is seen in private storage at Kinsley on April 3. ANDREW JEFFERY

New homes are found for Wensleydale Railway locos

FURTHER privately-owned main line locos have departed from the Wensleydale Railway in order to free up siding space at Leeming Bar (*RM* April p71).

Class 31 No. 31454 and Steve Beniston's Class 60 No. 60086 have joined No. 37503 at The Shires Removal Group, Kinsley, Pontefract, West Yorkshire.

This is a private site with no public – or rail – access. The locos are positioned side by side on separate short lengths of track. Class 60 No. 60050 was due to join them.

Class 47 No. 47785, in EWS maroon and gold livery and based at Leeming Bar for many years, has been sold to HNRC.

Wickham trolley rides on the S&D

THE Somerset & Dorset at Midsomer Norton is offering the rare opportunity for Wickham trolley rides on the full length of the line.

Running on Wednesdays, the service starts on June 4, and then on July 28, August 4, 11, 18, 25, and September 1, from 10.00 to approximately 16.00, depending on demand.

The return trip from Midsomer Norton South station along a short section of the former Somerset & Dorset Joint Railway towards Chilcompton, takes about

20 minutes. Tickets will be available at the station on the day and cost £5 for two passengers, or £10 for up to six passengers, in both cases travelling as a family bubble.

Wickham 7504 of 1956 (a Type 27A MkIII) is ex-BR Western Region No. B40W and was restored at Midsomer Norton (*RM* Sept. 2019, p94). Completed in 2019, its original Ford 10hp engine has been replaced by a Reliant Robin unit. Wickhams were common on the S&D; the last rail vehicle was a p-way trolley.

KWVR prepares for reopening

AS THE Keighley & Worth Valley Railway worked towards reopening and giving staff refresher trainings at the start of April, it gave the impression of a (non-public) mixed-traffic gala.

Recently recommissioned 'S160' 2-8-0 No. 5820 was on

steam-hauled test trains, while W&M railbus No. M79964 was on staff training shuttles between Damems and Keighley. Class 20 No. 20031 was in use on a short engineers' train and is seen near Damems working from Keighley on April 2. BEN BUCKI



A new life for ex-Cadbury static display diesel beckons in Wales

THE Gloucestershire Carriage & Wagon Museum (GC&WM) has been gifted *Cadbury No. 14* (Hudswell, Clarke D1012 of 1956). This 0-4-0DM has been on static display at Cadbury World, Bournville, for many years.

The aim is to restore the loco to operational condition in its original Cadbury livery. A major overhaul is required as the original Gardner 6LW engine block is cracked. Two specialist organisations are prepared to assist with the engine overhaul.

Funds are being raised for this work, including transport from Birmingham to the Llanelli & Mynydd Mawr Railway at

Cynheidre, where the GC&WM is being established as a complimentary attraction.

The project, founded in 2016, aims to preserve the history of the Gloucester Railway Carriage & Wagon Co. (GRCW).

The collection includes LMS four-wheel ventilated goods van No. M187085 undergoing restoration at Cynheidre, and many small artefacts. The L&MMR's 'Bubblecar', Class 122 No. 55019, is a product of the GRCW.

For more details of the Gloucester museum project, see website <https://grcw.museum> jimdofree.com

Chasewater a temporary home for VoBR 'Pacer'

THE Vale of Berkeley Railway project's second 'Pacer', No. 143603, has not joined No. 143612 at RSS Wishaw (*RM* Feb. p68). Instead, it has gone to the Chasewater Railway for storage... but has been started up and run.

These are still the only ex-GWR Class 143 Alexander/Barclay 'Pacers' secured for preservation.

However, two sets may possibly pass to the West Somerset Railway and No.

143608 to the Wensleydale Railway.

The VoBR has formed the Sharpness Diesel Group to look after the embryonic railway's diesel shunters and DMUs. This includes ensuring the two 'Pacers' in storage off-site do not deteriorate in its damp climate. Those interested in joining the group should email frank.wooldridge@btconnect.com or check Facebook 'Sharpness Diesel Group'.

Vale of Berkeley Railway project's Class 143 No. 143603 (Nos. 55658 and 55669) is seen at the Chasewater Railway on March 14. Chasewater's own 'Pacers' are due to see service later this year when trains start running again from May 22. ALISTAIR GRIEVE



Swansea's celebrity 'Gronk' returns to former home

LLANELLI & Mynydd Mawr Railway (L&MMR) Class 08 No. 08795 has returned to its former home at Landore depot, Swansea.

The '08' moved to Cynheidre following the closure of Landore as an HST depot in March 2019.

Chrysalis Rail commenced operations at the Swansea depot in late 2019, providing comprehensive overhaul work

for train operating companies. The two organisations work closely together with Chrysalis providing technical and initial storage facilities at Landore for the L&MMR's 'Pacer' unit, No. 142006 (*RM* April p70).

The L&MMR is pleased to see its loco being used and generating income, which will go towards maintaining the facilities at Cynheidre in readiness for reopening.



THE L&MMR's Class 08 No. 08795, still carrying its unique black livery and Landore markings, has returned to the Swansea depot on hire to Chrysalis Rail for shunting rolling stock. It is seen there on April 8. MIKE CAMPBELL/CHRYSLIS RAIL

Diesel galas return with SVR's Spring Diesel Bash

THE first main diesel event following the pandemic lockdown is the Severn Valley Railway's Spring Diesel Bash on May 13-16.

To comply with Covid-19 restrictions, passengers choose the train and haulage type, and are assigned a private compartment or socially-distanced table. There will be three round trips, clocking up 96 miles with the chosen motive power, plus additional trips behind Class 17 No. D8568.

The only stations with access to trains are Bridgnorth and Kidderminster. Passengers can alight at each terminus only, take photos if desired, and where the refreshment rooms, pubs and toilets will be open.

The trains available to choose from are:

■ **Train 1 Class 50s:** Nos. 50007 *Hercules*, 50035 *Ark Royal* and 50049 *Defiance*.

■ **Train 2 Hydraulic power:** Locos to be announced.

■ **Train 3 Sulzers:** Class 33 No. 33108 and special guest Class 47 No. 47773 from the Vintage Trains fleet, Tyseley.

■ **Train 4 English Electrics:** Class 40 No. 40106 *Atlantic Conveyor*, and a visiting Class 20.

In addition, there will be optional trips behind 'Clayton' No. D8568, making its first appearance in BR blue livery.

For train times and bookings, visit www.svr.co.uk

MHR's burned-out Class 08 is transformed back to life

THE Mid-Hants Railway completed the restoration and repaint of Class 08 No. 08288 (D3358) at the end of March.

This has been a huge transformation from a fire-damaged wreck. It was written-off by the insurers following an electrical fire in 2013.

The remains of the loco were bought back from the insurers for eventual rebuild as it is a historic loco for the MHR. Acquired from BR in 1984, it was used on the rebuilding of the railway.

The wiring needed replacing completely, but the engine was

in reasonable condition.

Turned out in original blue livery and markings as historically accurate as possible, it has been given the appropriate name *Phoenix*.

Built at BR Derby in 1957, it was of note in being the first Class 08 to receive a 1957-series 'D' number, D3358, from new.

Its predecessor, No. D3357, also introduced to traffic in June 1957, received a 1948-series number 13357, which it carried for its first five years.

No. 08288 is due to be in operation at the MHR's June 25-27 diesel gala.

DIARY

Note: All are subject to Covid-19 restrictions in force at the time. Please check with the railway before travelling.

May

8 Chinnor & Princes Risborough Railway (CPRR) diesel enthusiast day (No. 37227)

13-16 Severn Valley Railway (SVR) Spring Diesel Bash
23 Gloucestershire Warwickshire Steam Railway (GWSR) diesel enthusiasts' day (No. 45149)

June

4-6 Isle of Wight Steam Railway (IoWSR) 50th Anniversary Gala (Class 483 unveil)
25-27 Mid-Hants Railway Diesel Gala
27 GWSR diesel enthusiasts' day (No. 47436)

July

1-3 East Lancashire Railway (ELR) Diesel Gala
2-4 S&D at Midsomer Norton mixed traction event
10-11 Chasewater Railway Diesel Gala

August

6-8 Spa Valley Railway Diesel Gala

September

3-5 Great Central Railway Diesel Gala
10-12 KWVR Mixed Traction Gala
10-12 CPRR Diesel Gala
17-18 ELR Diesel Gala
25-26 Chasewater Railway coal train days
31-Oct 3 SVR Diesel Gala

October

17 IoWSR Ryde Pier tram debut

November

13-14 ELR DMU Gala

Derwent Valley's 'Gronk' stands out in the cold

THE Derwent Valley Light Railway's Class 08 No. 08528 is seen at Murton Park, North Yorkshire in sub-zero conditions on February 10.

The dual-braked 'Gronk' arrived from the Great Central Railway on October 12, recently repainted in BR green (*RM* Dec. p75). RICHARD LILLIE



HSTs secure UK preserved rail speed record?

THE 125 Group's HST power cars, Nos. 43048 and 43089, were employed by DATS (Data Acquisition & Testing Services) on stock movements on February 19.

This included Mk3 trailer cars acquired by the group which were taken to the former oil terminal sidings at Rectory Junction, Nottinghamshire, for storage

prior to being moved to GCR(N) Ruddington.

Running as 5M55, the 16.10 Gascoigne Wood to Rectory Junction passed Doncaster at more than 90mph. South of Retford the 2 + 8 formation reached the maximum of 125mph, which is believed to be the UK rail speed record for preserved motive power.

'Pacer' turned into science lab for primary schoolchildren

FAGLEY primary school, Bradford, has been donated Class 144 DMS No. 55808 by Porterbrook.

The school was one of the winners of the Government-run 'Transform a Pacer' competition last year (*RM* Feb. 20, p89).

The former Northern 'Pacer', half of set No. 144008, was delivered to the school on March 27. It is to form part of the school's science lab to promote STEM learning.

DMBS No. 55831, the other car from set No. 144008, is at Corby & District Model Railway Society (*RM* Nov. p81).

 **Follow us**
[therailwaymagazine](https://www.instagram.com/therailwaymagazine)



COMPILED BY
**KEITH
FENDER**
Call: 01507 529589
email: railway@
mortons.co.uk

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

Hitachi wins Washington Metro order

HITACHI Rail has won a \$2.2 billion contract to build up to 800 new EMU vehicles for DC Metro operator Washington Metropolitan Area Transit Authority.

An initial order for 256 of the new 8000 series cars has been confirmed. These will be used to replace the existing 2000 and 3000 series trains which were built in Italy in the early 1980s at the former Breda factory in Pistoia, now owned by Hitachi, although the company says the new trains will be wholly made in the USA.

A new plant is planned in the Washington area to manufacture and assemble the new trains. The first are due in 2024.

Airport line is close

The Washington Metro extension to Dulles International Airport will finally open in 2022 after more than a decade of construction. Much of the route runs in the middle of the main road that serves the airport – and was designed for a metro line as long ago as the 1960s!

UP locomotive for Presidential memorial

UNION Pacific has donated commemorative EMD-built 'SD70ACe' loco No. 4141, which carries a livery based on US Presidential plane 'Airforce One', to the George H W Bush Presidential Library in College Station, Texas.

Mr Bush, who died in December 2018, is buried at the Presidential Library and his funeral included a train provided by UP, hauled by No. 4141. Some other Presidential Libraries (which are museums as well as storing archives) have big exhibits; Ronald Reagan's has an 'Airforce One' Boeing 747, but this is a first for a locomotive.



Passenger trains to return? One of the routes proposed by Amtrak would extend the 'Heartland Flyer', which restarted in 1999 between Fort Worth and Oklahoma City, north to Wichita and Newton, Kansas. This would use the existing BNSF-owned line used by Amtrak in its early years. A BNSF freight with two BNSF locos and a third from Mexican operator Ferromex, seen heading south on the line, having just left Kansas near Newkirk, Oklahoma, on June 28, 2019. KEITH FENDER

AMERICAN President Joe Biden has announced a massive \$2 trillion package of infrastructure investment, to be paid for largely by higher taxes on large companies – some of whom currently manage to pay very little tax in the USA despite being based there.

The political debate over the proposals has already been divisive and *The RM* is not the place to even try to explain the details, although a simple summary would be that some of Mr Biden's own supporters think 'infrastructure' should include almost all government spending, while his opponents disagree and say that taxes should not be increased, whatever the money is to be spent on.

Common ground

While the political debate will be rancorous, there is probably enough common ground for some of the transport

It is likely short loco hauled trains will operate most of the new routes like this Amtrak operated SC-44 'Charger' No. 4618 seen passing Hinsdale in the western suburbs of Chicago with a Chicago – Quincy service on June 23, 2019. New Siemens built carriages are on order to replace the older ones used for services like this in the Mid-West. KEITH FENDER



infrastructure proposed. The plan includes \$621 billion for transport infrastructure which will be split between road, rail, air and water transport.

In addition to rebuilding 20,000 miles of major roads,

more than 500,000 new electric vehicle charging stations are planned as American car makers, led by General Motors, are following the lead from Europe and Asia by planning to stop making

petrol fuelled cars by 2035.

For the railway industry, substantial sums are proposed: \$80 billion to improve and expand the national passenger and freight rail network, and \$85 billion to modernise public

The original 'Acela' trains built jointly by Alstom and Bombardier will be withdrawn when the new Avelia Liberty trains enter service in the next few years. 'Acela' set led by power car No. 2031 passes New London, Connecticut, on June 16, 2017, with a Washington-Boston service. KEITH FENDER





transport (commuter rail, light rail and buses), mainly in cities.

There is no plan to build new high-speed lines or even introduce new long-distance Amtrak routes.

Infrastructure plan

Long delayed – but vital – projects such as the second tunnel under the Hudson River connecting New York with New Jersey are included in the plan.

The existing two-track tunnel dating from 1910 carries all Amtrak traffic between New York and everywhere south of the city.

The tunnels were badly damaged by Hurricane Sandy in 2012 and need to be completely modernised once the new tunnel is open.

Plans have previously been drawn up to create much faster alignments on sections of the Washington DC-New York-Boston 'North East Corridor', although it is unclear how much, if any, of this work will be paid for from the proposed funds.

Amtrak to expand?

National passenger operator Amtrak, which celebrates its 50th anniversary operating trains on May 1, responded quickly to the proposed infrastructure funding by releasing plans for up to 30 new routes by 2035 which, if they actually begin operation, would mean Amtrak serves every mainland American state except South Dakota (it also doesn't serve Alaska or Hawaii).

Ambitious as these plans are, in adding 160 towns and cities to the national passenger rail network, they don't attempt to reconstruct any of the major long-distance routes that have disappeared during Amtrak's 50-year history. This is partly as a 2008 law effectively prohibits new routes over 750 miles long.

Potential routes

Amtrak has published a map showing the potential new and enhanced routes which it says could boost passenger numbers from 32 million in 2019 to 52 million by 2035. Among the major cities that will regain passenger trains if the plans are implemented are Nashville (Tennessee), Montgomery and Mobile (both Alabama), Las Vegas (Nevada) and Joe Biden's home town of Scranton Pennsylvania.

Two routes from the USA to Canada are also included, both reinstating routes previously withdrawn; from Detroit to Toronto and St Albans (Vermont) to Montreal.

Industry observers in the US are far from universally convinced that many of the routes proposed will ever start operation, although many have been under discussion for years.

Despite four years of proposed budget cuts from Donald Trump, the cuts were not approved by members of Congress.

Amtrak is about to introduce its new Alstom-made 'Avelia Liberty' trains on the electrified Washington DC-Boston route which, like those they replace, will be branded 'Acela'. Amtrak also has 75 new type ALC42 'Charger' diesel locomotives on order from Siemens, which is building them in California.

New York Penn changes

A decades-long attempt to make New York's Penn station more user-friendly came to fruition in January when a large new entrance and waiting area for Amtrak passengers opened in what used to be the classical style Farley Post Office mail sorting office next door.

The original Penn station – which, like many US stations, was an architectural icon – was demolished in 1963, leaving a warren of underground

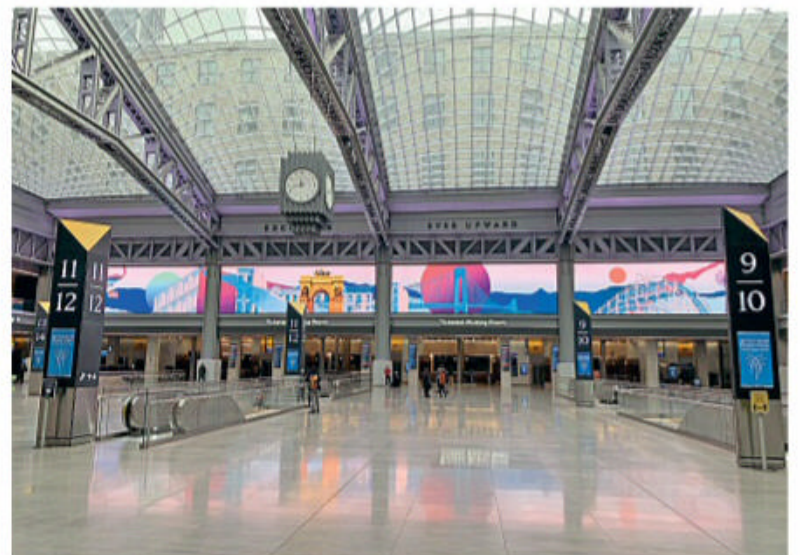


At platform level nothing much has changed in many decades other than newer trains replacing some old ones. Siemens-built 'ACS64' electric No. 640 seen at New York Penn on June 11, 2017, with Amtrak train 19, the 'Crescent' to New Orleans, which will switch to diesel locos in Washington.

passages and cramped waiting areas above the station tracks.

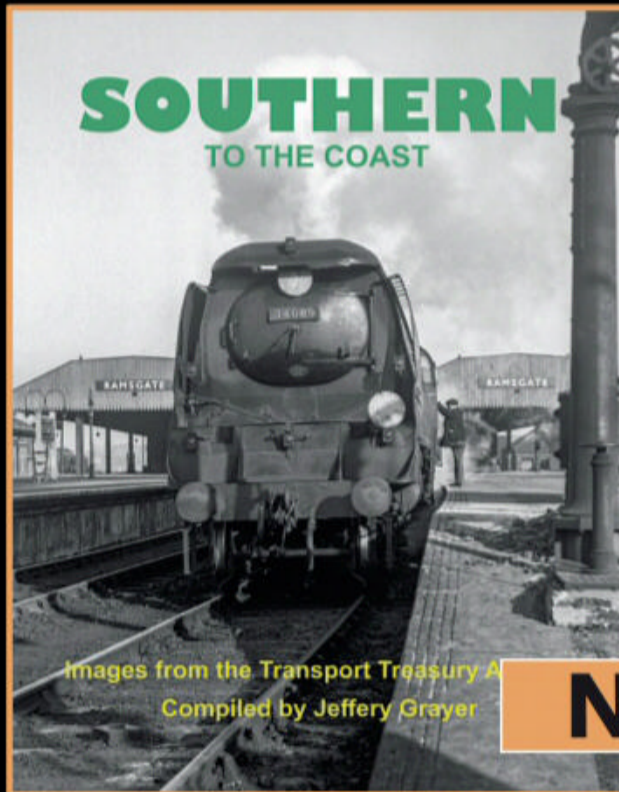
The new Moynihan Train Hall means the station experience for Amtrak and Long Island Railroad passengers should improve and by moving them from the old station, the majority of passengers who use New Jersey Transit commuter trains will have some more space there too!

Right: The new New York Penn station Moynihan Train Hall, seen not long after it opened. The lack of passengers entirely due to the coronavirus pandemic. RALPH SPIELMAN



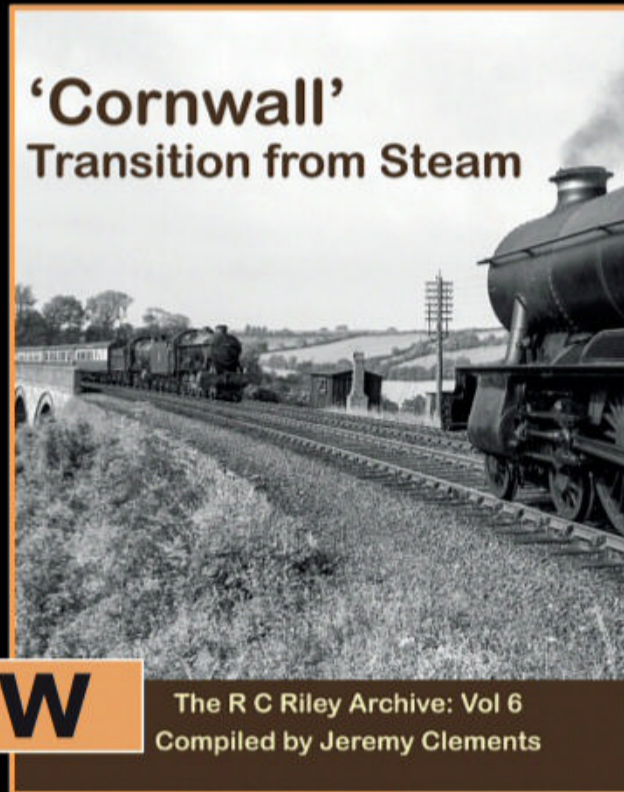


Transport Treasury Publishing



SOUTHERN TO THE COAST

Images from the Transport Treasury Archive
Compiled by Jeffery Grayer

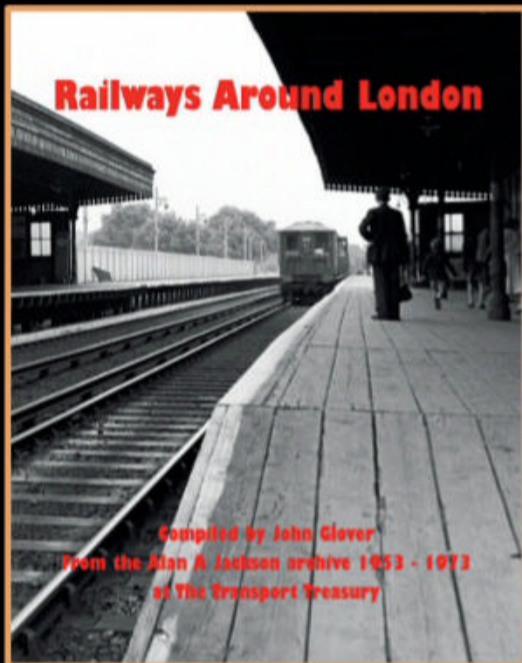


'Cornwall' Transition from Steam

The R C Riley Archive: Vol 6
Compiled by Jeremy Clements

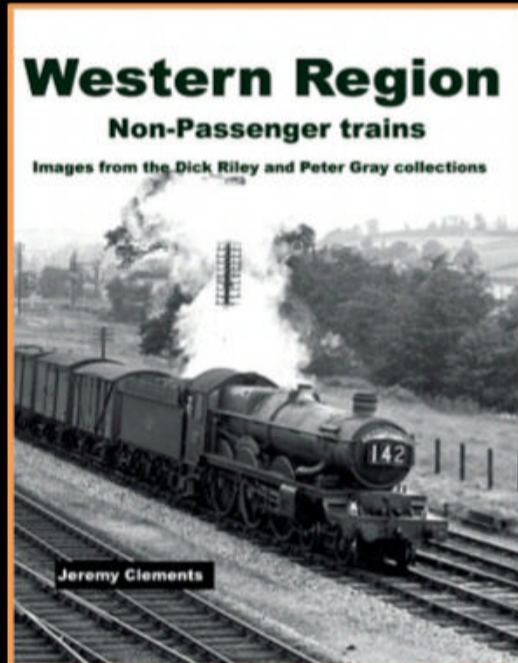
NEW

All £14.50 plus £1 P&P



Railways Around London

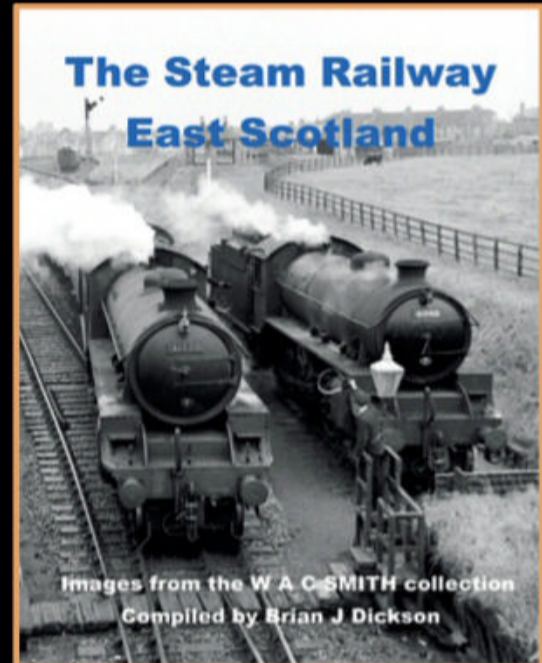
Compiled by John Clover
From the Alan A Jackson archive 1953 - 1973
of The Transport Treasury



Western Region Non-Passenger trains

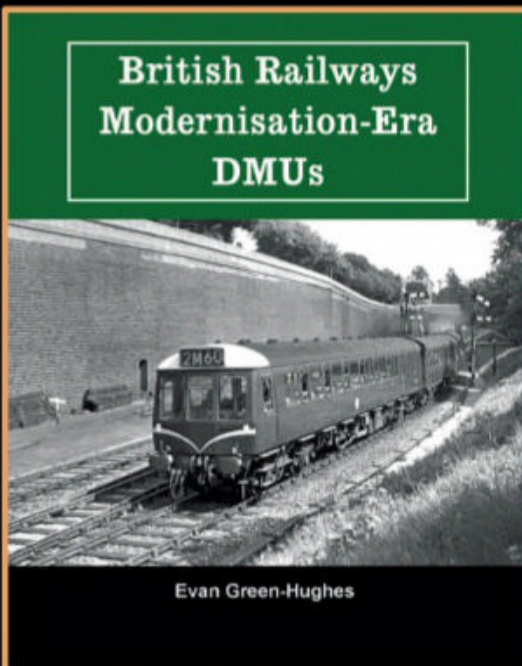
Images from the Dick Riley and Peter Gray collections

Jeremy Clements



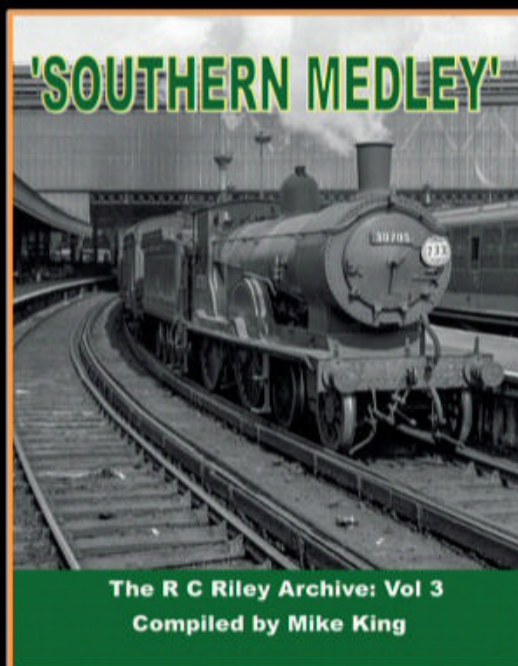
The Steam Railway East Scotland

Images from the W A C SMITH collection
Compiled by Brian J Dickson



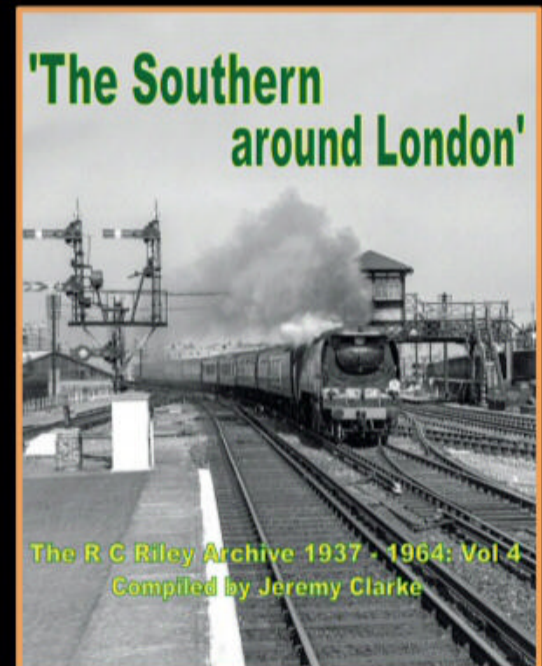
British Railways Modernisation-Era DMUs

Evan Green-Hughes



'SOUTHERN MEDLEY'

The R C Riley Archive: Vol 3
Compiled by Mike King



'The Southern around London'

The R C Riley Archive 1937 - 1964: Vol 4
Compiled by Jeremy Clarke

01494 708939

orders@ttpublishing.co.uk

www.ttpublishing.co.uk



Find us on Facebook @TransportTreasuryPublishing

TICKETS PLEASE!

If you collect rail, tram or bus tickets, join the club.

Get our monthly journal, with news and articles on tickets and ticketing systems past & present.

Join other collectors and enjoy exclusive talks at our meetings in Manchester and Brighton.

Tickets for sale every month to enhance your collection, and bi-annual auctions for rarer tickets.

Regular publications on historic and modern tickets and ticket issuing systems.

£10 per year digital journal	UK & international
£20 per year printed journal	UK
£35 per year printed journal	international

TRANSPORT TICKET SOCIETY

TTS

Transport Ticket Society
6 Breckbank, Forest Town
Mansfield, NG19 0PZ
stephenskeavington@virginmedia.com
transport-ticket.org.uk

Covid 19 #staysafe
Authenticated by NRM
RAILWAY MUSEUM



Father's Day

OFFERS from **ONE OF A KIND CHOCOLATE**

The Iconic Flying Scotsman & Mallard Trains in Swiss Milk chocolate

NOMINATE A HERO to WIN THIS PRIZE! >>>
For details see: www.oneofakindchocolate.com



1 pk FLYING SCOTSMAN £4.00 +P&P	3 pk FLYING SCOTSMAN £7.45 +P&P
1 pk MALLARD £4.00 +P&P	3 pk MALLARD £7.45 +P&P
2 pk FLYING SCOTSMAN £5.95 +P&P	
2 pk MALLARD £5.95 +P&P	

Buy online now at:
www.oneofakindchocolate.com

Are you a Father? Then why not treat yourself.

Or Hint for that extra special present this Father's Day with the help of The B17 Steam Locomotive Trust. We are offering four different choices of gift for Father's Day. Each comes with a Commemorative Certificate.



Norwich Station 1954 - Is this you or your Dad/Grandfather?

Gift A - A 1000 piece Jigsaw Puzzle of the classic Malcom Root picture 'Sandringham at Home' depicting 61600 'Sandringham' at Wolferton Station. **£18.50**

Gift B - A Set of Four Anniversary Booklets about B17 steam locomotives. Each is full of colour photographs and interesting facts. Complete with a copy of the latest Newsletter, so that you can keep up to date with our new build project. **£25**

Gift C - A copy of the newly published book titled 'Gresley's B17s' by Peter Tuffrey. 144 pages packed with pictures and text on every B17. **£22.50**

Gift D - A One Year Gift Membership of the Trust - with 4 Quarterly Newsletters, and complete with a Presentation Certificate. **£60**

Prices include Postage and Packaging

These gifts can be ordered from our online shop on the website www.b17steamloco.co.uk with payment by PayPal or by emailing B17onlineshop@gmail.com for other payment options.

Offer available until 31st May 2021 to allow time for shipping.

Spirit of Sandringham
Artist's impression



For information on the current status of our new build project visit our website.

Traction & Stock Track Record



COMPILED BY
CHRIS
MILNER
Call: 01 507 529589
email: cmilner
@mortons.co.uk

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

Like us facebook.com/
TheRailwayMagazine

Follow us
@railwaymagazine

Follow us
therailwaymagazine

Class 442 Nos. 2406 and 2414
on the 06.28 Southampton
Airport Parkway to London
Waterloo at Wimbledon on July
29, 2019. JAMIE SQUIBBS



SWR abandons £45m Class 442 refurb and favours Class 458s

A £45 MILLION plan by South Western Railway to refurbish Class 442 EMUs has been abandoned. The five-car sets are owned by SWR, and not leased.

Given the downturn in passenger numbers as a result of the Covid-19 pandemic, the decision isn't entirely surprising; the additional capacity envisaged when SWR took over the franchise in 2017 is unlikely to materialise, certainly in the short term.

Consequently, the operator feels it can no longer justify the cost of the project and it is better to abandon it now, particularly as the sets have accessibility dispensation which will expire in 2024.

The refurbishment plan involved Knorr-Bremse undertaking a refurbishment of 18 trains, which included a new AC traction package by Kiepe to replace the old DC equipment previously used in 4-REP EMUs in the mid-1960s.

Built between 1987 and 1989 for Network South East services from London Waterloo to Weymouth, after electrification beyond Bournemouth was extended, the 'Wessex Electrics', as they were dubbed, were replaced on the route by Class 444 units from 2007, and the units went into warm store at Eastleigh Works. Since then, they have had mixed fortunes. From December 2008, they were used by Southern for an extended Gatwick Express operation until they were replaced by dedicated new-build Class 387 units from February 2016.

Stored at Ely, SWR announced plans in March 2017 to refurbish 18 of the 24 original sets for London Waterloo-Portsmouth services, along with the refurbishment plans.

Introduction of the first refurbished sets was delayed after door-locking issues and in September 2019, the sets were withdrawn after concerns over signal interference issues, resolved by January 2020 when four sets were available for traffic.

Travel downturn

When the pandemic struck and lockdown was announced in March 2020, the 442s were taken out of service because of the downturn in travel.

Now, in light of the past 12 months and modelling of future travel trends, the decision has been made to stand the sets down.

With the project only partially complete, it is possible that reusable components will be recovered, but as the units are owned by SWR and not leased, their next likely move is sale or scrap.

SWR's engineering director, Neil Drury, said: "Covid-19 has dramatically reduced the number of customers travelling by rail, even with restrictions beginning to lift.

"As part of our commitment to adapting efficiently to these new circumstances, we have taken the decision to reduce costs by permanently withdrawing our fleet of Class 442 trains.

"These trains have not been required on our network since



Class 45815 approaches Clapham Junction on April 19, 2018, with a working to Windsor & Eton Riverside, but now the units are destined for the Portsmouth line to replace the 442s. CHRIS MILNER

the start of the pandemic in March 2020. We will focus on introducing our new fleet of Class 701s later this year, providing additional trains for our customers, which will increase capacity on our metro services."

To replace the 442s on Portsmouth services, SWR will transfer a number of Class 458s from outer suburban workings. The 458s were built as four-car sets by Alstom at Washwood Heath between 1998 and 2002, but were amalgamated

between 2013 and 2016 with the Class 460 'Gatwick Express' Juniper sets for five-car formations, with the addition of six extra sets.

Lease extended

In early April, Porterbrook, which owns the 458s, confirmed a £25 million contract had been signed with Alstom to upgrade the fleet. The lease with SWR has been extended until 2027.

To meet long distance rather than suburban requirements, the 458s will return for four-car

formations and be re-gauged from 75mph to 100mph. Seating will be reconfigured to 2+2 style with new seat fabrics, flooring, tables and grab rails.

Mains/USB power sockets will be fitted in first class along with wireless charging, USB sockets only in standard, and toilets will be upgraded. Externally, SWR livery will be applied.

Alstom will undertake the refurbishment work at its Widnes facility, and the fleet will be maintained at Bournemouth depot.

Leading the 15.34 St Pancras to Nottingham train past Kilby Bridge, near Leicester, on April 14 is EMR-liveried power car No. 43274, with 43102 on the rear. CHRIS MILNER



EMR purple livery for HST power car's final month on the MML

WITH the use of HSTs due to cease on the Midland Mainline on May 15, East Midlands Railway is ensuring the sets finish in style by having re-liveried power car No. 43274 in its purple branding.

The power car was released into traffic on April 14, paired with its other specially painted Class 43, the InterCity Swallow branded No. 43102, and has been active between Leeds, Sheffield, Nottingham and St

Pancras during April. Although there are set diagrams for the HSTs, there has been some deviation with an additional 11.05 St Pancras-Nottingham and 13.12 return operating on some days in April, replacing a

Meridian Class 222. Operation of HSTs is due to cease on May 15, but with no Saturday diagrams, they are expected to cease the day before, bringing the curtain down after just over 38 years of use on the MML.

It was on October 4, 1982, when HST passenger services began between Sheffield and St Pancras, using five ex-Cross Country sets. By the following May, virtually all MML workings were HSTs.



West Coast Railway Co expands its Class 47 fleet

CARNFORTH-BASED train operator West Coast Railway Company has acquired four Class 47 locos from the Rail Operations Group. The four, Nos. 47812/813/815/848, had been used by ROG on rolling stock moves and three, 813, 815 and 848, had carried 'Thank You NHS' vinyls.

On April 18, the locos were moved from Derby to Carnforth with No. 57305 providing the power.

The sale leaves ROG with two other 47s, six 37s four 57s and at least ten tri-mode Stadler Class 93s on order.

ROG Class 57 No. 57305 leads the four Class 47s through Warrington Bank Quay on April 18 during the move from Derby to Carnforth. CHRIS GEE

Chasewater hosts Clayton hybrid testing

THE first loco of two hybrid shunting locomotives, ordered for use at the Sellafield Ltd nuclear site on the Cumbrian coast, went on test at the Chasewater Railway, Brownhills, Staffordshire, at the end of March. The first loco arrived on March 29, and was running two days later.

The CBD80 is a switcher-style design, built by Clayton Equipment in Burton-upon-Trent, and is part of a family

of designs aimed primarily at industrial shunting applications where emission-free operation is a priority.

The loco is similar to the seven CBD90 versions it has supplied to Tata Steel at Port Talbot, which can haul loads in excess of 2000 tonnes. Beacon Rail has ordered 15 CBD90s for as yet undisclosed locations.

Paces

Weighing in at 80 tonnes, the Bo-Bo loco is powered by more than 250 individual batteries

connected together, which are charged by an onboard Deutz diesel engine meeting EU Stage V emissions, or from a three-phase shore supply.

At the Chasewater, the loco has been put through its paces by hauling wagons from the National Wagon preservation group, including three MGR wagons (one loaded), a VCA van, plus a fitted four-wheel wheel van and a riding van from the railway. The second loco was due to arrive for testing during April.



The first of the CBD80 hybrid shunters on test at the Chasewater Railway on March 30. ALISTAIR GRIEVE

ROG offers Class 360/2s for hire

HAVING bought all five former Class 360/2 Heathrow Connect EMUs and a quantity of spare parts, Rail Operations Group have now become a leasing company and have offered the units to the open market.

In a social media post, ROG said the units' 110mph

maximum speed make them ideal to continue passenger workings, or are an ideal base unit for high-speed rail-borne logistics, a potential growth area for rail. Alternatively, ROG would be prepared to sell them on.

Currently the units are in secure store at MoD Bicester.

TfW's final Vivarail unit on test

THE final Vivarail Class 230 diesel-battery hybrid unit for Transport for Wales (TfW) has gone on test. Completed at Vivarail's Long Marston facility, set No. 230010 started main line testing between Honeybourne and Evesham West Junction on April 15 and is seen

approaching Evesham on 5Q04, 11.05 Evesham West Junction-Honeybourne North Junction. None of the sets have entered passenger service as the pandemic has seen lower than expected passenger numbers and delays in driver training.

BOB SWEET



Damaged Azuma running again

LNOR Class 800 Azuma No. 800109, which ran into the back of HST power car No. 43300 Craigentiny on the access road to Neville Hill

depot on November 13, 2019, has been repaired.

The repairs were carried out by Hitachi at Newton Aycliffe, and on the evening of March

19/20, the set undertook a number of test runs between Darlington and York before returning to Newton Aycliffe.

WAGON REPORT

AUTOMOTIVE components traffic was once a significant part of the railfreight portfolio. Ford at one time moved engine and transmission parts between sites at Bridgend, Dagenham, Halewood and Swansea. None of these flows survive today.

There is still components traffic between Dagenham and Valencia, Spain, carried on the Channel Tunnel Express service operated by Transfesa. A dedicated fleet of IFB four-wheel flats are employed, carrying bespoke swapbodies.

Variable gauge axles allow through running on standard and broad gauges. However, problems with ride quality and a subsequent 45mph

speed restriction meant that proposed services to Halewood and South Wales never materialised.

The defunct Rover Group also made use of railfreight, sending body pressings from Swindon to Longbridge using a fleet of 100 KSA hi-cube vans. Today Jaguar Land Rover imports components from Germany in curtainside swapbodies carried on FIA flats owned by DB Cargo. Trains run to Daventry with onward movement by road to JLR factories in the West Midlands and on Merseyside.

More former Freightliner Heavy Haul HHA coal hoppers have been rebuilt by WH Davis, Langwith Junction,

for the transportation of aggregates: Nos. 370253/256/259-262/264/ 266/272/275/279/281/284/ 286/295/297/298/362/366/ 371/383/386/387/394/ 399/401/407/411.

The wagons are in use carrying limestone from Swinden quarry. This is located at Rylstone on the eight-mile long Grassington-Skipton branch.

Trains operate to Tarmac terminals at Hull Dairycoates and Leeds.

Until the 1960s, china clay or kaolinite had been shipped by rail in dry powder form, either bagged or in bulk. However, it became apparent that certain customers would benefit if the product was transported as a slurry.

Bowater's was one of the first companies to adopt the new method, with its 'Clayfreighter' block train running from Burngullow, Cornwall, to a paper mill at Sittingbourne, Kent.

Up to 30,000 tons of slurry was transported annually, comprising 70% clay and 30% water. Starting in February 1967, the new service



FIA No 31 70 4938 039-5 which is used for the import of car components from Europe. S F LAPPAGE

employed 18 TTA tanks, owned by Storage & Transport Systems and built by Rootes Pressings, Nos. STS 53111-128.

Distinctive blue livery was used, together with company symbols of Bowaters and English China Clays. The service ended in October 1983.

Movement of slurry by rail peaked during the 1990s with wagons serving Caledonian Paper and Inveresk Paper in Scotland, Crosfields soap works at Warrington, and ECC at Cliffe Vale, Stoke. Up to 100,000 tonnes of slurry was moved each year.

In January 2008 the final 'silver bullet' train to Irvine, North Ayrshire, ran following the decision to end domestic production of slurry in favour of cheaper imports from Brazil.

Schweerbau's HSM high-speed rail milling train was stabled in Bescot engineers sidings on March 13. Ordered for use on Crossrail, it was originally classed as a single unit, No. DR 79601 (No. 99 70 9427 063-1). However, each of its three elements are now individually Nos. DR 79602/603/ 604 (Nos. 99 70 9427 064-9/065-6, No. 99 70 9527 005-1).

Private owner disposals have been JGA limestone hoppers Nos. RMC 13705/706/710, PGA hoppers Nos. REDA 14751/798, JGA bogie hoppers Nos. RMC 17202/203/205/207/216/ 218/219/223/224/234/243/ 247, Nos. RMC 19224/229/ 232/235/ 239/240, KFA container flat No. RLS 92615.



Schweerbak Rail Milling Unit No DR796 04 at Bescot sidings. S F LAPPAGE

Stock Update Track Record



COMPILED BY
ASHLEY BUTLIN
Call: 01507 529589
email: railway@mortons.co.uk

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



Stored in the yard of Reid Freight Services, Stoke-on-Trent is Class 25 No. D7633, believed to be a Harry Needle loco, and ex Island Line Class 483 driving vehicle No. 229. BRAD JOYCE

DEPOT CODES

GBHH GBRf Class 66 Heavy Haul low ratio geared

LOCOMOTIVES

Allocations

08308 MRSO-RMSX
08523 MRSO-RMSX
08573 MRSO-RMSX
08588 MRSO-RMSX
08648 MRSO-RMSX
08756 MRSO-RMSX
08762 MRSO-RMSX
08788 MRSO-RMSX
08809 MRSO-RMSX
08847 MBDL-RMSX
08871 MBDL-RMSX
08873 DDIN-RFSH
08874 MBDL-RMSX
08936 MBDL-RMSX
43048 EMPC-ICHP
43050 COTS-SBXL
47812 LR/GROG-CS/AWCA
47813 LR/GROG-CS/AWCA
47815 LR/GROG-CS/AWCA
47848 LR/GROG-CS/AWCA
57302 XHHP-XSDP
57311 XHHP-XSDP
66017 TO/WBAR-WQ/WQAA
66037 TO/WBAR-WQ/WQAA
66057 TO/WBLE-WQ/WQAA
66100 TO/WBBE-WQ/WQAA
66207 TO/WBAE-WQ/WQAA
66589 FD/DHLT-LD/DFIM
66793 MBDL-GBRT-GBHH
90020 CE/WEDC-WQ/WQAA
90024 CE/WEDC-WQ/WQAA
90034 WQ/WFMS-CE/WEDC

Liveries

DRS: 66031
EMR: 43274
GBRf: 66795

Named

66767 *King's Cross PSB 1971-2021*

Names removed

47813 *Jack Frost*

Locos stored at Progress Rail's Longport site include Class 56 Nos. 56032 and 56065 along with Class No. 66048 which was written off in the Carrbridge accident on January 4, 2010. 56065 is a Class 69 conversion candidate. BRAD JOYCE



47815 *Lost Boys 68-88*

Sold

West Coast Railway:

47812/13/15/48

Returned to France: 66211

Stored/stopped locations

Crewe ETD: 90020/24

Eastleigh Works: 57302

Great Yarmouth: 31452

Haymarket: 43030

Kingmoor: 57311

Laira: 43056/69/78/86/87,
43193/96/97

Toton: 66017/37/57, 66100,
66207

Disposals

J.R. Adam & Sons, Glasgow:

Arrival dates: April: 43140

Leicester: April 12: 37146

WCR, Carnforth: March 31:

37710

MULTIPLE UNITS

Allocations

144005 SBXH-MBCS
153302/74 HQ/SCEC-CF/HLHQ
196010 newly delivered HQ/
EJHQ
196107/11 newly delivered HQ/
EJHQ
197001 newly delivered HQ/
HLHQ
315826/51 IL/EBHQ-HQ/SAXU
317657/72 off registration –
scrapped
317890 off registration –
scrapped
321346/49/52/53/54/60/64/66
IL/EBHQ-HQ/SAXU
321422/25/31/35 IL/EBHQ-HQ/
SAXU
701023 newly delivered HQ/

HYHQ

701505/06/08 newly delivered

HQ/HYHQ

707007/08 WD/HYHQ-SG/HUHQ

720504/68 newly delivered HQ/
EBHQ

720542/47 HQ-IL

730003 newly delivered HQ/
EJHQ

Liveries

Avanti West Coast:

221104/07/11/13, 390043/44,

390117/30/36/40/41

EMR: 170503

Saltire + Bicycle logos:

153305/70/73/80

SWR: 444025/43, 450081

TfW: 150241/51

Names removed

319444 *City of St. Albans*

To be renumbered and reformed

150003: 150116+57209

150004: 150112+57212

150005: 150117+52224

150006: 150147+57224

Formations

170622: 50522+56634+
79522

Now in nine-car formation

345029/40/44/63

Now in passenger traffic

345026/40/44/63

720542/47

Sold

Loram: 144005

SWR: 442402-04/06/08/10/
11/13- 15/17-20/22/23

Preserved

Fagley Primary School,

Bradford: 55808 (144008)

Telford Steam Railway:

142004/58

Stored/stopped locations

Allely's Yard: 62969 (319455)

Bournemouth: 442402-04/08/
10/11/13-15/18-20/22

Brush, Loughborough:

71797,62916, 77341 (319426)

Crewe LNWR: 197003

Crewe South Yard: 365511/39

Donnington RFT: 196001,
196111

Ely: 317348, 317885,
365512/28/30/38

Kirkdale: 507006

Landore: 153374

Long Marston: 77485 (319374)

Nemesis Rail, Burton: 769949

Old Dalby: 730003

Widnes: 701005

Wolverton Works:

442406/16/17/23

Workshop: 153302,
701505/06/08, 720504

Disposals

C.F. Booth, Rotherham: Arrival

dates: April 8: 142095; April 16:

321354/60. Cut dates: March

30: 71287; April 2: 64474; April

7: 64558

Raxstar, Eastleigh Works:

Arrival dates: April 15:

317654/51. Cut dates: March

22: 71610; March 23: 77081

(both 317890); March 24:

77093; March 25: 71622; April

12: 62706; April 13: 77045 (all

317346); April 14: 77203; April

15: 62849; April 19: 71739; April

20: 77223 (all 317652).

Sims Metas, Newport: Arrival

dates: April 7: 317505, 317670;

April 8: 142065/68/70; April 9:

321346/53; April 12: 317665/67;

April 13: 321352, 321422;

April 14: 317650/58; April 15:

315826/51; April 23: 321355/59

HAULED COACHING STOCK

Allocations

10301/05/18/21/30 HQ/SAXH-
CF/HLHQ

11319-22 HQ/SAXH-CF/HLHQ

12061 off registration – sold

12137/64/67 off registration

– sold

12210/11/15/22/24 HQ/SAXH-
CF/HLHQ

12304/10/15/16/23/24/26 HQ/
SAXH-CF/HLHQ

12434/52/61/77 HQ/SAXH-CF/
HLHQ

40713 SCEC-SCXH

40751 off registration –

preserved

42049 off registration –

scrapped

42504 SCEC-SCXH

46011 off registration –

scrapped

82200/01/20/27/30 HQ/SAXH-
CF/HLHQ

Liveries

Carmine & Cream: 1730, 3150

Pullman: 1987

Sold

Belmond: 11094,

12012/19/26/27/35/41/46/56,

12115/51/59

Eastern Rail Services:

12017/36/43/94

PNP Events Ltd.: 10680,

12061/79/90, 12137/46/64/67

Preserved

Cambrian Heritage Railway

Ltd: 40751

Colne Valley Railway: 40706,

41088, 44058

Northumbria Rail Fleet: 42356

Stored/stopped locations

Assenta Rail, Hamilton: 11094,

12012/19/26/27/35/41/46/56,

12115/51/59

Ely: 40705/40; 41099,

42116/28/86/91/92/93,

44077/80

Laira: 42094/95

MoD Bicester: 82307/08

Disposals

C.F. Booth, Rotherham: Arrival

dates: March 29: 11430; March

30: 12439. Cut dates: March 26:

41092

J.R. Adam & Sons, Glasgow:

Arrival dates: April: 40622,

42007, 42145, 42564

Raxstar, Eastleigh Works: Cut

dates: April 21: 40739; April 22:

40727

Sims Metals, Beeston: Arrival

dates: April 12: 12327; April 13:

11278; April 14: 11304; April

20: 10304

Sims Metals, Hull: March 29:

10326; March 30: 11305; March

31: 12200; April 1: 82224; April

15: 10308; April 16: 11311; April

21: 11201; April 22: 12204; April

23: 82231

McHugh Demolition at Toton:

Cut dates: April: 94104/77,

94207/08, 94316/17/44,

94422/35/70/79, 94501

■ STOCK CHANGES CORRECT AS OF APRIL 24, 2021.

Traction Portfolio Track Record



GBRF's retro liveried Class 66 No. 66793 passes Acton Wells Junction on April 19 with a working of aviation fuel from Grain to Colnbrook. JAMIE SQUIBBS



DRS Class 68 Nos. 68001 and 68016 haul a single FNA nuclear flask wagon at Knodishall Crossing, Saxmundham, with train 6L70; 01.03 Crewe Coal Sidings to Sizewell CEBB route proving trip on April 20. DR IAIN C SCOTCHMAN



DRS Class 37 No. 37425 in Regional Railways livery top-and-tails with No. 37402 on the 6P01 07.25 Wivenhoe to Whitemoor empty ballast train past Belstead on April 11. JAMIE SQUIBBS

Locomotive Services Ltd Class 37 Nos. 37667 and 37688 works through Bishton Crossing on April 3 with a private charter to Bristol Temple Meads. The train originated at Crewe, traversed the Central Wales line using 'Black Five' No. 45231 which failed with wheel flat, and later the special visited Penzance and Kingswear. JACK BOSKETT



Colas Rail No. 37099 approaches Uttoxeter hauling 3Z03 Crewe to Hither Green infrastructure test train on April 13. BRAD JOYCE



RAILS OF SHEFFIELD

railsofsheffield.com



TOP
GUARANTEED
PRICES
PAID

WE VALUE YOUR

ALL BRANDS

FOR CASH



PRE-OWNED & SECOND HAND

MODEL COLLECTION **VERY HIGHLY!!**

WANTED

CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED, ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A LIFETIME COLLECTION. **DECEASED ESTATES - EX SHOP STOCK A SPECIALITY.** FAST SERVICE WITH COMPLETE DISCRETION ASSURED. **ANY DISTANCE.** PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO SECONDHAND@RAILSOF SHEFFIELD.COM

BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE

**LOCOS - WAGONS - DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS
TRACK-WORK - CONTROLLERS - ACCESSORIES - RAILWAYANA - AND MORE**

CONTACT US

get in touch by email,
phone or post with
your list of items



BRING, SEND OR COLLECT

either visit the shop, send us your
items, or for larger collections we will
arrange collection for you



STEP
01



STEP
02

WE MAKE AN OFFER

our friendly, experienced staff
review your list and make an
honest valuation and offer

STEP
03



STEP
04

PAYMENT MADE!

we confirm the offer and make
a fast, secure payment via your
choice of payment method

Telephone our Second Hand team on: (0114) 255 1436 or email: secondhand@railsofsheffield.com - Ref: RWYMAG21

21-29 Chesterfield Road Sheffield South Yorkshire S8 0RL UK Tel: (0114) 255 1436 Fax: (0114) 255 5982

info@railsofsheffield.com

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)

Corporate Partners of

**RAILWAY
MUSEUM**

Operations Track Record



COMPILED BY
ASHLEY BUTLIN
Call: 01507 529589
email: railway@mortons.co.uk

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



Two unidentified TransPennine Class 185s cross New Mills Viaduct on March 31 with the 14.18 Manchester Piccadilly-Cleethorpes train. TOM MCATEE

CLASS 91 No. 91132 was taken by road from Doncaster to Sims Metals, Beeston, on March 18, the first of the class to be scrapped. By April 4 very little remained of the locomotive.



OBSERVED working between Chandler's Ford and Eastleigh on Sunday, April 4 at 17.10 was Class 166 No. 166220, along with an unidentified unit on a Cardiff-Portsmouth train that was routed from Romsey via Eastleigh and Hedge End, as opposed to the normal route through Southampton Central. Our correspondent speculated this was due to engineering work around Southampton as buses were replacing services from Romsey to Southampton.

A SERIES of moves on April 13 found Class 66 No. 66748 move power cars Nos. 43086+43196 from Nemesis Rail, Burton to Long Marston. The Class 66 then took Nos. 43056+43087+43193+43197 from Long Marston to Laira. Returning to Long Marston, the following day the Class 66 moved Nos. 43196+42094+43086+43078+42095+43069, also from Long Marston to Laira.



FOLLOWING the completion of the two-week resignalling

programme by Network Rail into Clacton station on March 14, by the morning of March 16 all Class 321s on the recommissioned line to Dovercourt had dispersed, with some of the units making their way back to Clacton EMUD. The weekly scrap run of Class 321s to Sims (Newport) continued but with Clacton now resuming as the source of departure.

A visit to the line at Dovercourt on Saturday, March 20 revealed more Class 321s in this holding area and none in their usual weekend haunt of Harwich Parkeston Quay yard, where sightings revealed a Class 720/5 No. 720558, Class 745/0 No. 745006 and Class 322 No. 322483. There was also a siding with 317723 heading a line of unidentified Class 317s. Over the weekend of March 20/21, eight Class 321s were noted parked on the recommission second line to Dovercourt, with No. 321355 heading Nos. 321354, 321365, 321444, 321359, 321408, 321439 and 321362.

On March 22 at approximately 14.45, Nos. 321355 and 321354

pulled off the line heading through Harwich International station and by early morning the next day, all the units on the line had been relocated. Three days later, on March 24, the eight Class 321 units had reoccupied their position on the recommissioned line to Dovercourt in exactly the same positional order.

On April 6 after removal of a siding full of NR track re-laying equipment in Harwich Parkeston Quay yard, it was possible to identify another two Class 317s in potential 'warm storage' here – namely Nos. 317714 and 317344.

Class 720/5 No. 720558 was still present and appears to be used for ongoing driver familiarisation of that class in situ. Class 321/3 No. 321360 also headed a siding of Class 321s additional to that on the recommissioned line to Dovercourt. Class 321/3 Renatus-upgrade units were operating the branch service to Manningtree that same day in the hands of No. 321301, while Nos. 321320 and 321311 were present at Platform 3 for the later evening service to London Liverpool Street.

DELIVERIES of Class 720 units found No. 720561 top-and-tailed by Class 56 No. 56081 and Class 47 No. 47739 from Derby to Wembley on March 18. The same locos moved No. 720563 from Derby to Wembley on March 25. This was followed by No. 720504 being moved to Worksop by Class 47 No. 47727 and Class 56 No. 56081 on April 7.

DISPOSAL of the Class 321 units is taking place on a regular basis. Nos. 321349+321366 were hauled from Clacton to Sims Metals Newport by Class 57 No. 57312 on March 19. These were followed on March 26 when the Class 57 took Nos. 321364+321425 to Newport. The next reported move followed on April 9, when Class 37 No. 37884 took Nos. 321346+321353 from Clacton to Newport.

Class 57 No. 57312 was back in action on April 13 to convey Nos. 321422+321352 to South Wales. A change of disposal location followed on April 16, when Class 37 No. 37884 took

Nos. 321354+321360 to C F Booth, Rotherham.

CLASS 317 units are also leaving for scrap, with Nos. 317659+317671 being taken from Ely to Raxstar at Eastleigh Works by Class 37884 on March 25. These were followed by Nos. 317505+317670 being moved to South Wales by Class 66 No. 66711 on April 7. A further move to Newport on April 12 involved No. 66713 taking Nos. 317667+317665, followed two days later when No. 57305 moved Nos. 317658+317650 to Newport. The next day, April 15, Class 37 No. 37884 hauled Nos. 317651+317654 from Ely to Raxstar, Eastleigh Works.

CLASS 720 No. 720549 was reported on a Cambridge-King's Lynn-Liverpool Street service on March 30.



ONE of the redundant HST sets stored at Dundee, Nos.



Above: Greater Anglia Class 720s are becoming more noticeable on the Great Eastern Main Line. Here No. 720515 is seen departing from Stratford with the 11.10 Southend Victoria to London Liverpool Street on April 6. ALISDAIR ANDERSON



Right: East Midlands Railway Class 170 No. 170418 passes Willington, Derbyshire, with the 15.42 Derby-Crewe on April 19. Once all EMR's '170s' have been transferred from other operators, it will be the largest operator of the class. MICK TINDALL

Operations Track Record

46010+42069+42118+44023, was taken south to C F Booth at Rotherham by Class 57 No. 57312 on March 24.

ON THE evening of Friday, March 26, the first of the five-car HSTs, HA19, was out on test, reportedly for checking stopping places on station platforms. However, on April 10, the set was out, powered by Nos. 43015+43012, when it was derailed at slow speed near Dalwhinnie station at about 03.15. No one was injured but it took several days to re-rail the power car and reopen the Highland Main Line.



In bright spring sunshine, 'Networker' No. 165126 speeds south past the erstwhile Aynho station building on April 8 with 2V39, the 12.35 Banbury to Didcot Parkway local. JOHN STRETTON



Rare traction on the Great Eastern as Class 37 Nos. 37402 and 37407 pass through Ingatstone with 6Z37 11.36 Parkeston Sorting Sidings-Westbury Down Yard ballast train on April 21. DR IAIN C SCOTCHMAN



No. 66737 delivered former EMR Mk3 Nos. 41190+42286+42160+42330+42307+41185+41115+44051+41113 from Neville Hill.

CLASS 73 No. 73970 working the 0M73/13.10 Craigentiny to Carlisle New Yard was observed passing Thankerton on Monday, March 15.

THE Transpennine Edinburgh to Manchester Airport 10.12/1M95, worked by Class 397 No. 397003, was terminated at Lancaster at 12.30 on March 29 due to an unspecified fault. The unit then ran ecs to Manchester Piccadilly to form the 1S66 which departed from there at 14.26 rather than from Manchester airport.

A FURTHER rake of off-lease stock Nos. 43305+40705+42116+42186+42191+42192+42193+44077+43306 ran from Neville Hill to Ely on April 14. This was followed the next day by Nos. 43316+41099+40740+42128+44080+43319 making the same journey.

CALEDONIAN Sleeper Class 92 No. 92006 ran light from Polmadie (dep 07.05) to Preston and back on April 7, passing Lancaster at 10.09 and 11.48.



TESTING and training with the Class 360 units is underway. On Tuesday, March 30, Nos. 360120 and 360108 were seen passing through Cricklewood station into the depot.

were followed on April 12, when No. 365512 was taken by Class 57 No. 57312 to Ely.



TWO further Class 315 units have reached the end, with Nos. 315826+315851 being towed from Ilford to Sims Metals, Newport on April 15 by Class 57 No. 57305.

Junction, just north of Haywards Heath, meaning all London services were diverted via Littlehampton and Horsham, resulting in a variety of stock including Nos. 377619/20/24 and 377703, along with Nos. 387201/02/09/12/16/18/22/25/27, together with the normal class 377s, all visiting Littlehampton working the Brighton to London Victoria services. Arguably the best part of the day (for Littlehampton enthusiasts) was when an engineers' train top-and-tailed by Class 66 Nos. 66726 *Sheffield Wednesday* and 66750 *Bristol Panel Signal Box* was formed wrongly and had to divert into Littlehampton for turn-round purposes.



CLASS 158 No. 158789 was noted running ecs through Woodlesford on March 17 from Sheffield to Neville Hill depot.

CLASS 730 No. 730002 has been on test on the Birmingham Cross City Line. It did a test from Lichfield to Bromsgrove on Friday, March 12, stopping at all stations and testing the door opening systems. On Monday, March 15 it ran trials again, but this time to Redditch. The train was operated by staff from Rail Operations Group and not West Midlands Trains.

CLASS 43 No. 43274 has been repainted in EMR colours for the final weeks of its use on the MML. It was out in traffic on April 13 along with InterCity liveried No. 43102 plus set NL57, starting on the 05.19 Leeds to St Pancras service.

THREE more Class 142 units Nos. 142068+142070+142065 left Heaton under their own power on April 8 bound for disposal by Sims Metals, Newport.



STOCK continues to leave for scrapping at Sims Metals, Newport. On March 16, Class 66



THE use of Class 365 units is coming to a close. On April 7 Nos. 365511+365539 were towed from Hornsey to Crewe South Yard by Class 37 No. 37884. These

A JOURNEY was made from Sutton to Epsom Downs on March 29 on the 11.31 from London Victoria to Epsom Downs, which was formed of Class 455 Nos. 455834 and 455822. A little later, a journey was made from Epsom Downs to Wandsworth Common on the 13.09 from Epsom Downs to London Victoria, formed of Nos. 455843 and 455813.

While at Wandsworth Common, the 14.00 London Victoria to Epsom Downs was seen formed of No. 455822, now working on its own. Although Epsom Downs services are good for seeing Class 455, they do not have a monopoly and on Monday, March 29, the 13.39 Epsom Downs to London Victoria was formed of Class 377 Nos. 377151+377313+377315.

ON April 7 at about 12.20, a person was hit by a train at Southbourne, between Chichester and Havant. Services were cancelled and disrupted until approximately 16.00, with knock-on effects being felt until 17.30. Most services terminated at Chichester westbound and restarted from there. Eastbound services were cancelled at their departure points of Portsmouth Harbour or Southampton Central. Service 1098 from Great Malvern to Brighton was terminated at Cosham, and the return working, running as 1V98 to Bristol Temple Meads, was started from Cosham, unusually, at 18.03. It was reported later that the person had suffered fatal injuries.

THE Brighton Main Line shut for the day on April 11 due to engineering work at Copyhold



IN A dramatic U-turn, South Western Railway has announced it has halted the project to refurbish 18 Class 442 units for the London Waterloo to Portsmouth service. It is likely the units will now be disposed of for scrap.

The refurbishment programme had involved the replacement of the English Electric traction equipment originally supplied in 1966/67 for use in 4-REP EMUs. Kiepe Electric had a contract worth £45 million to supply an AC traction package featuring IGBT technology. SWR has instead reached agreement with Porterbrook to extend the leases of 28 of the 36 Alstom-built Class 458 units for use on the London to Portsmouth service. The Class 458s will be refurbished when they are displaced from London to Reading services by the new Class 701 Arterio EMUs. The refurbishment will convert the Class 458s to four-car 100mph units and make them suitable for longer-distance journeys.

THE lines between Staines and Windsor were closed from March 8 to March 12 for maintenance work. On March 9, the 10.28 from London Waterloo to Staines, which would normally have continued to Windsor & Eton Riverside, was seen passing over Richmond Bridge, formed of Class 450 Nos. 450107 in the new SWR livery, and 450033, still in South West Trains blue.



Threading its way between Manchester Oxford Road and Piccadilly stations, a section of line which can cause many of the delays to services, is East Midland Railway Class 158 No. 158785 with the 09.51 Liverpool Lime Street to Norwich service on April 2. TOM MCATEE



GBRf No. 66723 Chinook with helicopter and ZA723 marking passes Selside on April 14 with 6C00, the 17.17 Clitheroe Castle Cement to Carlisle loaded cement tanks. PAUL A BIGGS

OBSERVATIONS of the Chessington branch on Monday, March 15 saw the 14.24 from London Waterloo to Chessington South approaching Motspur Park station formed of Nos. 456011+456004+(45)5871.

DELIVERIES of new Class 701 units saw No. 701025 moved from Derby to Eastleigh on March 17 by Class 66 No. 66737. This was followed on March 26, when No. 701505 was top-and-tailed to Worksop by Class 56 No. 56081 and Class 47 No. 47739. New No. 701023 was taken south from Derby to Eastleigh on March 29 by Class 66 No. 66752. It was No. 701506 that next left Derby for Worksop on April 8, top-and-tailed as per No. 701505. In a move on April 12, No. 701005 was taken north from Eastleigh to Alstom Widnes by Class 66 Nos. 66748+66788, the reason currently uncertain.

WITH the transfer away of the Class 707 units to South Eastern Trains, one service still reported as a stronghold of the Class 707s is to Shepperton. On Monday, March 29, a journey was made from Kingston to Hampton on the 10.12 from London Waterloo to Shepperton, which was formed of Nos. 707029+707020. A return journey from Hampton to London Waterloo, formed of the same two units. The Shepperton branch is not the only place to see Class 707s. On the same day Nos. 707009+707011 were seen approaching Brentford forming the 15.22 from London Waterloo to Weybridge.

NOW that the use of the Class 483 units on the Isle of Wight has come to a close, the first two units, Nos. 002+009, were removed from the island at the end of March and are reported to be going to Booths at Rotherham for disposal. The remaining four units have been secured for future use. No. 004 is reportedly going to a café on the island; No. 007 to the Isle of

Wight Steam Railway; and Nos. 006+008 to the London Traction Group on the mainland.

WITH further reference to the Class 707 units, Nos. 707007+707008 ran from Wimbledon to Grove Park on April 3.

Charter Trains

CLASS 57 No. 57001 piloted 'Black Five' steam locomotives Nos. 45407 and 45212 passed Thankerton on Monday, April 12 while working the SZ60/04.26 Carnforth to Fort William Junction Yard in preparation for the upcoming Jacobite service to Mallaig.



OBSERVATIONS of the Boston steel trains included Class 60 No. 60074 working from Toton to Boston and back to Swindon on March 15. The same loco was out again on March 19 on a Bescot-Boston-Wolverhampton diagram. A change of power on April 5 had No. 60100 on a Bescot-Boston-Swindon run, while on April 12 it did a Toton-Boston-Swindon turn.

A CONVOY consisting of Classes 67 and 90 Nos. 90036+90019+67020+90039+90029 ran on March 15 from Crewe (dep 15.58) to Mossend, through Lancaster at 17.29.

INCREASING numbers of scrap metal trains have been reported in recent weeks. All worked by Class 66s, on March 16 No. 66007 was on a Cardiff Tidal-Beeston-Cardiff Tidal diagram.

The following day No. 66155 worked a Liverpool-Saltley-Liverpool turn, with No. 66074 on the same diagram on March 21 and 23. On March 22 No. 66111 was in charge of a Liverpool-Swindon-Liverpool working, while the same loco hauled a Liverpool-Kingsbury-Liverpool on March 24. A Cardiff Tidal-Beeston-Cardiff Tidal diagram on March 25 was powered by No.



Colas Class 37 No. 37116 leads 1Q47 from Derby RTC to Carlisle with 37421 bringing up the rear, pictured at Alrewas level crossing on April 13. TOM NOBLE

66082. No. 66111 was out again on April 2 on the Liverpool-Swindon-Liverpool working. The following day No. 66049 was on a Cardiff Tidal-Saltley-Cardiff Tidal diagram. Three workings on April 5 had No. 66171 on a Liverpool-Swindon-Liverpool working; No. 66111, again, Liverpool-Saltley-Liverpool move; and No. 66013 on a Cardiff Tidal-Beeston-Cardiff Tidal diagram. Two days later, No. 66070 hauled a Liverpool-Kingsbury-Liverpool service. Unusually, on April 11, No. 66171 worked a Liverpool-Attercliffe-Liverpool turn, rare on a Sunday.

CLASS 66 No. 66002 headed the 08.35 Lindsey loaded oil tanks to Neville Hill through Woodlesford on March 17.

DB LIVERIED Class 90 Nos. 90019 *Multimodal* and 90036 *Driver Jack Mills* pulled the runs-as-required Mossend (dep 06:59) to Daventry freight made up mainly of Tesco containers on March 26, seen passing through Lancaster on time at 11.11.

A PAIR of DB Class 90s Nos. 90020+90037 *Christine* ran light engine from Carlisle (dep 08.45) to Crewe on March 30.

A further reported light engine move followed on April 11, when Class 90 No. 90039 was noted heading south with Nos. 90030 and 66024 on a move from Carlisle to Crewe Electric Depot.

CLASS 60 No. 60092 was noted on the 08.35 Lindsey Oil Refinery-Neville Hill loaded oil tanks on March 31.



THE Acton Terminal Complex to Day Aggregates, Tolworth train, which runs on Mondays and Wednesdays, was seen no fewer than five times during March.

Of note is that observation during 2021 has found the train consistently headed by a Class 66, with no appearances by Class 59s. The train continues to run as class 6 (i.e. as train 6002) on occasion and class 7 (train 7002) on others. The class 7 would suggest a slower maximum speed, but in practice the timings are unchanged whatever

headcode is used. By way of illustration, on Wednesday, March 31 the train ran with headcode 7002 and left Acton 10 minutes late, yet passed Motspur Park 30 minutes early.

On four occasions the train was seen between Raynes Park and Motspur Park, as follows: March 1, train 6002 was hauled by No. 66518; March 8, 6002 was worked by No. 66501; March 15, 6002 was seen behind 66591; and March 22, 7002 was hauled by No. 66593. On Monday March 29, the 6002 from Acton Terminal Complex to Day Aggregates, Tolworth, was seen passing Wandsworth Common station behind No. 66568. On the same day, a Day Aggregates, Newhaven to Acton Terminal Complex train was seen passing through Wandsworth Common station behind No. 66524.

CLASS 66 No. 66951 was out light engine on March 15 when it worked an 08.12 Stapleford & Sandiacre-West Hampstead Thameslink and 12.55 return. The same loco worked a similar diagram the following day.

CLASS 66 Nos. 66508 + 66418 were noted on March 17

Operations Track Record

running light from Leeds Midland Road, Hunslet to Crewe on the occasional 11.15 service.

CLASS 66 No. 66502 was seen passing through Stockport on March 19 while working 6F39 Runcorn Folly Lane-Bredbury RTS Binliner.

CLASS 70 No. 70011 ran light engine on the 10.38 Leeds Midland Road-Tees Dock freightliner service on April 7, being observed passing through Woodlesford. On the same day Class 66 No. 66598 ran light engine on the Leeds Midland Road-Crewe service.



CLASS 37 No. 37425 was noted passing Roughton Road station at 11.45 on March 17 on a Stowmarket-Stowmarket driver familiarisation run.

THE 06.12 Daventry to Mossend Tesco train was pulled by Class 66 No. 66428 and Class 88 No. 88006, with pantograph down, on March 19. Later that afternoon, No. 66428 ran light from Carlisle to Crewe.

DRS Class 88 No. 88002 *Prometheus* ran light from Crewe to Carlisle on the morning of March 22 and then returned to Crewe (dep 11.55), seen passing through Lancaster at 12.46.

DRS Class 88 No. 88005 *Minerva* and Class 66 No. 66422 together pulled the fully loaded 12.04

Daventry to Mossend container train on March 25.

CLASS 68 Nos. 68004 *Rapid* and 68016 *Fearless* pulled a four-flask train from Sellafield (dep 17.30) to Crewe on March 30.

LARGE logo Class 37 No. 37407 *Blackpool Tower* ran light from Crewe to Carlisle and back on March 31.

CLASS 88 Nos. 88004+88006 ran light on April 7 from Carlisle (dep 14.17) to Crewe. Two days later, Class 68s Nos 68001+68002 ran light from Crewe (dep 12.55) to Carlisle.

GB Railfreight

THE 6Y48 Eastleigh East Yard to Hoo Junction Up Yard on March 9 was seen passing over Richmond Bridge behind Class 66 No. 66761 *Wensleydale Railway Association - 25 Years 1990-2015*. The 6Y42 from Hoo Junction Up Yard to Eastleigh East Yard on March 29 was triple headed by Class 66 No. 66748 *West Burton 50+Colas* Nos. 66847 *Terry Baker* and 66850 *David Maidment OBE* when seen approaching Brentford.

IN A move on March 15, Class 66 No. 66736 moved a rake of off-lease Mk3 coaches Nos. 44015+42504+44059+40713+42511 from Ely to Scunthorpe for the Appleby-Frodingham RPS.

CLASS 69 No. 69001 was top-and-tailed from Crewe to Longport on March 15 by Class 66 Nos. 66706+66758.

No. 66706 then took No. 69002 from Longport to Eastleigh Works. This will be the first Class 69 to be painted and we have been told to "expect something striking towards the end of April".

MoD traffic reported included on March 16 Class 66 No. 66706 on a Bicester-Marchwood-Kinton diagram. The same loco worked a Kinton to Newport Docks on March 20. Two days later, March 22, it worked Newport Docks to Kinton, followed on March 23 by a Kinton-Marchwood-Kinton-Longtown diagram. The next day it headed south past Euxton at 07.45 on a Longtown to Kinton light engine move. No. 66780 was out on April 6 working an Eastleigh-Marchwood-Bicester diagram. The following day it went from Bicester to Kinton and Carlisle, and forward to Longtown the next day.

ON A rainy Wednesday, March 17, the white-blue-red liveried Class 66 No. 66747 *Made in Sheffield* worked the 6P32 to North Walsham from the Harwich Refinery. It returned the following day with loaded tanks following the normal weekly pattern.

A NEW traffic flow commenced on March 25 when Class 66 No. 66787 worked a Burton-Immingham Docks train of scrap metal for export to Turkey. When observed on March 30, No. 66752 was hauling the service, with No. 66705 in use on April 1.

NEWLY delivered to the UK, Class 66 No. 66798 was

conveyed from Immingham Docks to Roberts Road by No. 66786 on March 25, No. 66798 then being taken forward to Eastleigh Works by Class 47 No. 47749.

THE 6K30/16.03 Millerhill yard to Carlisle New Yard was observed passing Thankerton at about 17.00 on March 27 with Class 73 Nos. 73971 and 73969 hauling the engineering train.

GBRf Class 73 No. 73964 *Annette* was seen approaching Brentford on Monday, March 29, running light engine at some speed and forming train 0Z20 from Tonbridge West Yard to Westbury Down Terminal Complex.

TWO Class 66 Nos. 66785 and 66720, along with DR79601/02, remained in Harwich Parkeston Quay yard on April 7 and appeared to be working overnight on various parts of the GEML mainline. A very dusty-fronted No. 66742 *ABP Port of Immingham Centenary 1912-2012* was noted at the Harwich Refinery in the early morning of the same day to work 6P41 to North Walsham.



CLASS 70 No. 70810 and 70812 were trialled top-and-tail on a test train from Eastleigh to Waterloo and return on March 11.

COLAS Class 68 No. 66846 worked the Carlisle to Chirk log

train on March 15 and March 16 instead of the usual Class 70. It was back to Class 70 haulage when seen on April 9, when No. 70817 pulled empty log wagons from Chirk to Carlisle, seen passing through Lancaster at 10.24

OBSERVED at 06.45 on March 22 was Class 56 No. 56094 working through Bradford Junction, hauling a train of auto ballasters from Penarth North Curve to Westbury.

CLASS 56 No. 56302 ran light from Carlisle (dep 10.23) to Nottingham Eastcroft on March 31.

THE Grangemouth-Sinfin tank train ran on April 4, hauled by Class 56 No. 56087.

CLASS 37 No. 37240 passed Wrawby Junction at 11.30 on April 10, running light engine from Derby RTC to Barnetby Colas sidings. It returned about half an hour later, taking Class 56 No. 56090 to Nottingham Eastcroft depot

CLASS 56 No. 56049 headed south on Monday, April 12 with an engineer's track train from Carlisle to Crewe, with No. 56087 on the rear of the train.



IT IS reported that Class 47 Nos. 47812, 47813, 47815 and 47848 have been purchased from Rail Operations Group by West Coast Railway. They were delivered to



Class 20s may be veterans but they are still active on the main line. Here Nos. 20118 and 20132 work an Eastleigh depot to Long Marston stock move of ex-Chiltern Railway Mk3s, about to pass under Dundas Wharf Aqueduct at Brassknocker basin, near Bath, on April 13. KEN BRUNT



Curving along the Cleveland coastline at Huntcliff on April 16 is Freightliner Class 70 No. 70011 with a Boulby to Tees Dock potash working. ALEX AYRE

Carnforth on April 18 by Class 57 No. 57305.

'BLACK Five' No. 45407 ran on April 9 from Castleton ELR (dep 10.00) to Carnforth, pulling two Mk2 support coaches.

DC Rail

AN EXTRA working on Sunday, March 21 from Chaddesden to Carlisle consisted of 24 big open top box wagons, hauled by DC Rail Class 60 No. 60055.

CLASS 60 No. 60055 was seen passing Bradford Junction on a light engine move from Willesden to Bristol on March 30. The following day it made two return trips from Bristol to Westbury. It is believed to be route learning for a new flow from Willesden to Avonmouth Container Terminal.

DATS

THE DATS train was out and about again on March 5 when it was formed by Class 43 No. 43066, Class 91 No. 91128 *Intercity 50*, Mk3 DVT No. 82115, Class 90 No. 90035, Class 91 No. 91122, and Class 43 No. 43054. The diagram started as the 5Q61/07.42 Rectory Junction-Kettering, from where it made several runs to Bedford and back before returning home as the 17.27 Kettering-Rectory Junction, which ran 130 minutes early.



A MOVE on April 9 involved Class 67 No. 67024 hauling Class 730 No. 730101 from Dollands Moor to Wembley. Here the Class 67 was replaced by Class 60 Nos. 60028+60046 for the remainder of the journey to Derby Litchurch Lane following the return of the unit from testing at Velim.

HANSON & Hall hired in Class 20 Nos. 20118+20132 to work 5X08/10.00 Arriva Eastleigh-Long Marston via Worcester with Mk3 Nos. 11094, 12012, 12019, 12027, 12041, 12026, 12115 and 12151 on April 13.

Locomotive Services

A RAKE of former EMR HST

coaches, Nos. 41063+41117+42220+42100+44047, were moved from Gascoigne Wood to Crewe by Class 37 No. 37667 on March 16.

LARGE logo Class 47 No. 47593 *Galloway Princess* ran light from Aberdeen (dep 07.34) to Crewe on March 31.

CLASS 47 No. 47805 (D1935) of the Locomotive Services Group was a surprise visitor, working light engine on a driver training itinerary of 06.51 Crewe H.S.-Wakefield Kirkgate, then to Skipton and return, then back to Skipton, on April 5. Two days later, it was noted on the following: 09.30 Doncaster West Yard-Wakefield Kirkgate; and 11.13 Wakefield Kirkgate-Skipton.

Derby RTC & Network Rail

GBRF Class 73 Nos. 73961 *Alison*+73965 top-and-tailed an 11.30 Tonbridge West Yard-Derby RTC test train on March 15. The train was booked via Corby and Oakham but actually ran on the main line via Market Harborough. The same Class 73s had charge of the monthly 1Q69/12.22 South Croydon-Derby RTC test train on March 27.

COLAS Rail Class 37 Nos. 37116 and 37025 top-and-tailed on March 16 a train of Network Rail coaching stock from Derby to Carlisle via Whitehaven.

CLASS 37 No.37219 worked a Network Rail 'Ultrasonic' rake of coaches from Mossend to Derby RTC on March 17.

COLAS Rail's Tamper No. DR73922 *John Snowdon* ran from Wrexham to Shap on March 19. On March 23 it was observed working from Carlisle to Blackburn. It was next reported on April 2 when it was stabled in the south downside siding in Lancaster, having arrived at 12.21 from Maryport.

NETWORK Rail's Tamper No. DR73114 ran from Crewe to Carlisle Upperby on March 19.

BODEN Rail's Class 37 No. 37240 top-and-tailed with Class 97 No. 97304 were seen in Stockport on March 19 while working 1Q45 Crewe C.S.-Derby



Colas Railfreight Class 56 No.56302 *Peco* climbs past the site of the former military sidings at Tors Road Bridge, Okehampton, with the 6F27 14.36 Westbury to Crediton on April 18; one of two trains delivering 5,000 new concrete sleepers for the Okehampton line relaying in connection with the reopening the line to passengers. The Class 56 is due to remain on the line to act as a 'Super Shunter' for the track relaying work. RUSSELL AYRE

Right: In BR large logo livery, GB Railfreight's No. 66789 is on the approach to Blea Moor before running round with the 16.43 Arcow Quarry - Hunslet Tilcon loaded stone on March 30. STEVE SIENKIEWICZ.



RTC Network Rail test train. It is reported that this is the first time Transrail Grey No. 37240 has worked with Colas on test train duties.

DURING the week ending March 27, Littlehampton was visited by the Network Rail Train hauled by Classes 66 and 73 locos. On March 22, Nos. 66766 and 66774 arrived with the Tonbridge to Tonbridge via Littlehampton, Brighton, Haywards Heath and Barnham before returning to Tonbridge via Horsham. The same locos returned the next day on the same diagram. A change on March 27 had Class 73s Nos. 73107 and 73128 with the same train in Littlehampton twice in

two hours, with a trip to Bognor Regis.

A NETWORK Rail train, top-and-tailed by Class 37 No. 37116 with DVT No. 9702 and including the ultrasonic test unit coach, worked from Derby to Carnforth via Crewe on Sunday March 28.

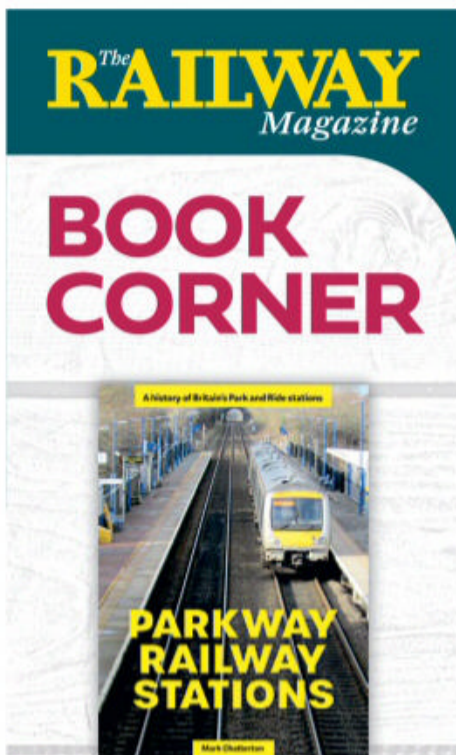
A VISIT to Harwich Town terminus on March 31 saw Colas Rail 37/0 No. 37254 *Cardiff Canton* arrive on a Welwyn GC-Cambridge four-weekly engineer's test train with the consist comprising Nos. 975091, 72631, 9701, 9523, and with Class 37 No. 37610 on the rear. It left some five minutes before its scheduled departure at 16.03

on its GEML southern section run-around.

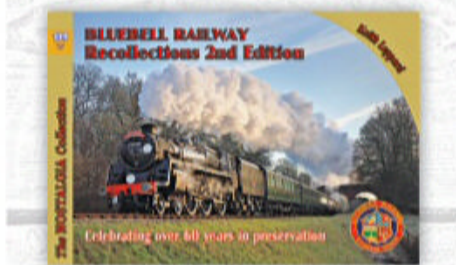
A TEST train was observed at Littlehaven level crossing at 18.58 on April 8, top-and-tailed by Class 73 Nos. 73961 and 73965, en route from Tonbridge West Yard to Sleaford.

Our thanks

THE *Railway Magazine's* thanks for information goes to: Paul Atkinson, Mike Bechley, Gene Collins, Mike Cooper, Joel Coulson, Nigel Crisp, David Gurr, Christopher Hinch, Barry Knock, Sean Morris, Paul Moxon, Richard Moxon, Richard Prentice, Mark Reynolds, John Roxburgh, Terry Smart, Peter Talbot, Craig Wellum and Chris West.



Mark Chatterton
£12.99 Quote 15070



Keith Leppard
£8.00 Quote 15050



Robin Jones
£14.99 Quote 15020



Mike Heath
£10.00 Quote 15085

Order your copy today, visit
www.mortonsbooks.co.uk
Or call **01507 529529** and
quote the five-digit number

MORTONS BOOKS WANT TO HEAR ABOUT OUR LATEST BOOKS?

JOIN OUR BOOK CLUB!
AND GET **10% OFF** YOUR
FIRST ORDER!

www.mortonsbooks.co.uk/newsletter

To view the privacy policy for Mortons Media Group,
please visit www.mortons.co.uk/privacy

LOCOMOTIVES OF THE GREAT SOUTHERN & WESTERN RAILWAY

by Jeremy Clements, Michael McMahon and Alan O'Rourke

THE Great Southern & Western Railway was Ireland's largest pre-1925 railway company, covering most of the southern half of Ireland, and from 1901 also incorporating the long route north of Limerick to Sligo.

The three authors are well known – the first two for their previous work on the locomotives of the Great Southern Railways (1925-45), and the latter for his comprehensive history of the North Kerry line. As would be expected, given the previous works of all three, this work promised to leave absolutely no stone unturned in terms of research, attention to detail, even though not all relevant records have survived, and thus given the passage of time, some small gaps are inevitable in the information covered.

Nevertheless, the content is very detailed. Many of the locomotive classes covered were obscure one-offs, and thus a great deal of the information contained in the book has never been published before. The efforts made by the GSWR, especially

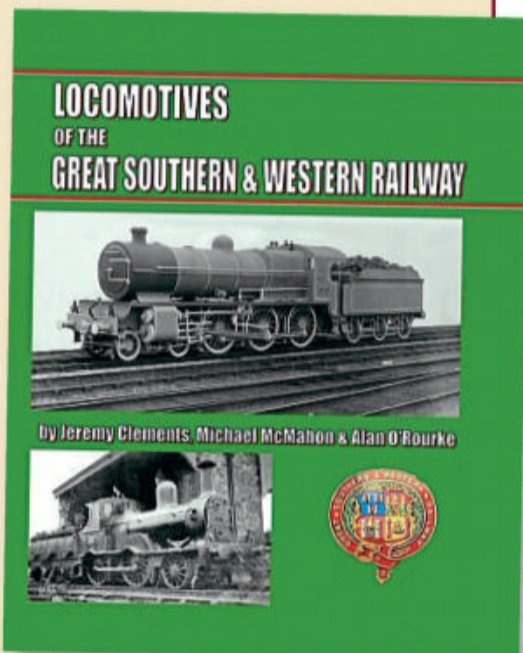
in the mid-1910s, to standardise some practices and components is well covered, as is the relationship between the early component companies of the GSWR, with their differing localised traction requirements.

Academic work

Illustrations are many and varied, all in black and white bar one on the title page, which is worthy of note in itself; it shows a large scale model locomotive (now in the headquarters of the Institute of Mechanical Engineers in London), which is the only known example of exact GSWR green paint, and the lining style used from about 1870 or so. The complete lists of locomotives are set out in easily-readable tables for reference.

Overall, a reference work of the very highest quality, like its predecessor. It will be the standard academic work on the complex, and fascinating, locomotive history of this, Ireland's biggest pre-1925 railway company. This book is an absolute must to any student of Irish railways. **JB**

Collon Publishing, Collon House, Ardee Street, Collon, County Louth,



Republic of Ireland, 284pp, 215mm x 287mm, fully illustrated. GB and Northern Ireland price €40, Republic of Ireland €45, Rest of the World POA, collonpublishing@gmail.com ISBN 978-1-5272-7028-2

London's Disused Railway Stations – Inner South East London

By J E Connor

This is a superb book that allows the reader to visit now-vanished scenes from London's complex and fascinating railway history.

The author developed an early interest in stations that were marked on old street maps but were not on current railway maps. Subsequently he founded *London Railway Record* magazine and has published books on disused stations. Here he covers those within the inner south-east London area and what, if anything, survives.

The book is organised by pre-Grouping railway companies – hence the main sections deal with the LBSCR, LCDR, SER and London Necropolis Railway. It is lavishly illustrated with maps, engravings, cartoons and ephemera together with a wide-ranging selection of high quality

monochrome and coloured photographs. Each station has its own chapter dealing with its origins and history up to the present time.

The final sections dealing with the London Necropolis Company and Waterloo Necropolis are of especial interest as the air raid of April 17, 1941 rendered the station inoperative and the derelict remains survived into the 1950s.

All in all this book is excellent value and strongly recommended to all with an interest in London and our railway history. **RSS**
Capital Transport Publishing Ltd, 117 Old Roar Road, St Leonards-on-Sea TN37 7HD, 128pp; Hardback; 260 x 225mm: £19.95, ISBN: 978-1-85414452 2

The Story Of The Mansfield & Pinxton Railway

Written and produced by the Mansfield and Pinxton Railway Project Group, edited by Denis Hill

THE Mansfield & Pinxton Railway (M & P) opened just over 200 years ago on April 13, 1819.

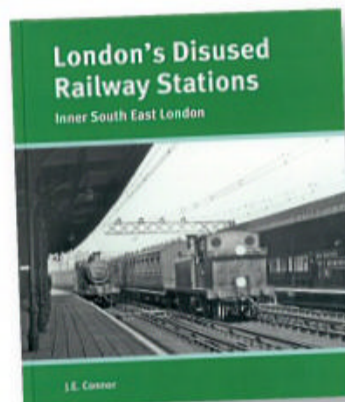
Although not the oldest railway or the most famous, it does claim to be the oldest continually running commercial railway in England – despite changes in gauge and alignment. The 7.75 mile line has always carried rail traffic for either mineral or passenger trains.

This important publication tells the story of the railway through a wealth of photographs and contemporary

documents – from the time of horse-drawn trucks and coaches right up to the era of the Robin Hood Line.

A National Heritage Lottery funded project included archaeological excavations and local heritage information boards along the route together with an education pack for schools. A 'Walking the Line' trail booklet for visitors is included with the main book. There is material – including a 41 minute film – available on Youtube and the book also had a 'virtual' launch on this platform. There is also a site on Facebook at [pinxtonandmansfieldrailway200](https://www.facebook.com/pinxtonandmansfieldrailway200)

The book is generously illustrated with photographs, timetables, maps and diagrams relating to the line and the important industries it served along the route. The book represents exceptional value for the modest cost and is recommended in the strongest possible terms. Not to be missed! **RSS**
Kirkby and District Archeological Group (KDAG), email: denishill1066@gmail.com Tel: 0744 353 6811, payment by cheque or cash payable to KDAG Railway Heritage Project, 98pp; Hardback; 300 x 115mm: £5 (£3 p & p – an additional 40pp Walking the Line booklet included)



PRE-ORDER YOUR NEXT ISSUE TODAY!

VISIT MRTNS.UK/PRE-ORDER-RM TO PRE-ORDER YOUR NEXT ISSUE OF THE RAILWAY MAGAZINE!

■ Superb direct-from-publisher price! ■ Stay home and safe... no need to visit the shops.

Like us [facebook.com/TheRailwayMagazine](https://www.facebook.com/TheRailwayMagazine)

Follow us @railwaymagazine

Follow us [therailwaymagazine](https://www.instagram.com/therailwaymagazine)

Welshpool & Llanfair Light Railway

Steam trains along the Banwy Valley return on May 1st.

Services include breakfast, first class travel in our Independence coach, one and two hour journeys and more!

More details and tickets at
www.wllr.org.uk



THE RAILWAY HUB

The Railway Hub is a central point for all rail news past and present from *The Railway Magazine*, *Heritage Railway*, *Rail Express*, *Steam Days* and *Railways Illustrated*

Find news, authoritative features, great images, competitions, podcasts and reviews about the rail industry.

Includes a **FREE** easy to use app for on-the-go access



STEAM | DIESEL | ELECTRIC | MODELLING

www.therailwayhub.co.uk

The RAILWAY Magazine *RAILWAY* *EXPRESS* *STEAM DAYS* *Railways ILLUSTRATED*

GREAT CENTRAL AUCTIONS

website: www.gcrauctions.com

email: enquiries@gcrauctions.co.uk



2021

PROGRAMME OF EVENTS



Live online with easyliveAuction.com

Live webcast auction of 200 lots of top quality railwayana (temporarily replacing our flagship Stoneleigh sales) every month, held on or around the first Saturday of each month. Visit our Great Central Auctions website for further information.

Further events include our Bloxham-style auctions of general railwayana on line with easyliveAuction.com also railway and bus and tram tickets at regular intervals throughout the year and a special auction of railway ephemera including photographic negatives and slides in Spring 2021.

This sale will include a superb selection of historical material and classic publicity items.

Dispatch of items is now undertaken in-house, a unique service, buyers can receive their purchases within seven to fourteen days of the auction closing.

ENTRIES NOW BEING ACCEPTED

We are now accepting items for the sales described above. Entries can often be accommodated shortly before the commencement of each sale with vendor accounts being settled by bank transfer within fourteen days of the auction closing.

Items can be delivered by appointment, an insured in-house collection service is also available.

45565

GREAT CENTRAL RAILWAYANA LTD

14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
TEL: 01327 263633 / 262193 (MONDAY TO FRIDAY 10.00 – 5.00)
PERSONAL CALLERS BY APPOINTMENT ONLY PLEASE.

CAVENDISH

Valuations for insurance and probate, impartial advice on selling or buying railwayana.

AUCTIONS

PADDINGTON TICKET AUCTIONS

GREAT CENTRAL RAILWAYANA LTD

14 SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS NN11 3RL

The market leaders in the auction of old railway tickets, bus and tram tickets, luggage labels and railway letter and parcel stamps

Due to Covid-19, Auctions will be held online.

Please refer to

www.paddingtonticketauctions.co.uk for further details

We are now accepting items in all categories for subsequent events. Contact us now for a speedy valuation and advice on how to enter your collection for auction.

A colour illustrated catalogue of at least 500 lots will be published on our website at www.paddingtonticketauctions.co.uk at least two weeks before the auction.

If you require a printed copy please send your name and address to enquiries@gcrauctions.co.uk or speak to us on 01327 263633 or 01327 262193

Auction of Railway photographs, slides and negatives



Next Auction:
Monday 24th May
to Sunday 30th May

Lots now being
accepted for
future auctions.

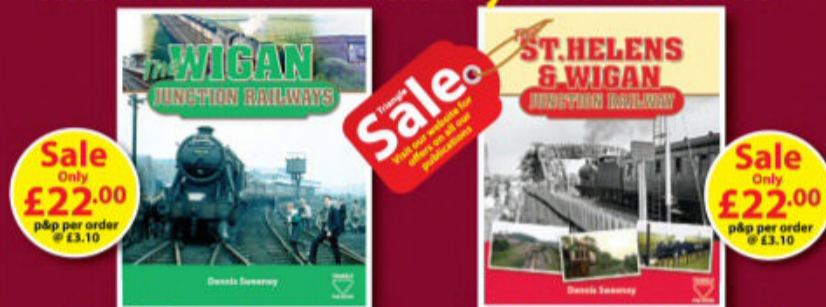
01509 890785

admin@
justaclickago.com

BOOKS

TRIANGLE PUBLISHING

The Great Central Railway in Lancashire:-



Available online at: www.trianglepublishing.co.uk

The Wigan Junction Railways opened in part, in 1879 to Strangeways, by a line from the CLC at Glazebrook, finally reaching Wigan Central in 1892 after many trials and tribulations not the least of which were financial. 127pp, 139 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. ISBN 9780955003059.

As reviewed by the Railway and Canal Historical Society:-

The opening chapters of each book summarise the early history of the branches up to 1st January 1906, the date on which they were taken over by the Great Central Railway. Subsequent chapters describe and illustrate, in sequential order of route, the individual stations along the lines. In both books monochrome and colour photographs are of good quality and accompanying captions are well researched and informative. The photographic subjects include locomotives, railcars, DMUs, stations, structures, signal boxes, junctions, rolling stock, mining and other industries. Copious maps, diagrams and ariel views provide a useful aid to routes, station layouts and locations. Each book contains a bibliography. The books are well produced both in content and appearance and provide a useful contribution to the history of two branch lines about which little has been published previously.

The St. Helens & Wigan Junction Railway, first mooted in 1877, would take 23 years before the branch from Lowton St. Marys to St. Helens Central was fully open and again the coal deposits east of St. Helens, in particular at Haydock and Golborne, and other St. Helens industries were the main attractions of this line. 120pp, 144 illustrations, some in colour. Line maps T.Ts etc. Hardback, colour jacket. ISBN 9780955003066.

As reviewed by Steam Days:-

It is the story of these locally promoted lines, operated by the MS&LR from inception and absorbed by the GCR in 1906 that these books explore. Both of these titles draw exclusively from original research and include a varied and interesting mix of black and white and colour images, track diagrams, maps and documentation including contractors drawings. Appendices in both books offer a selection of timetables which serve to inform that Wigan enjoyed a fairly generous service throughout the day to Manchester Central and that the St. Helens passenger service was pretty dismal. I enjoyed these two titles which offer fascinating and detailed accounts of a part of the network that will have no doubt, passed many by.

For the complete range of our publications and to order online please visit our website trianglepublishing.co.uk

Obtainable from selected outlets or direct from:

Triangle Publishing, 509 Wigan Road, Leigh, Lancs. WN7 5HN. Tel: 01942 677919
Email: info@trianglepublishing.co.uk . Cheques p.o. accepted, made out to Triangle Publishing.
Prompt return service. For credit card payments see our website

BOOKS

BATTERDALE BOOKS

We buy and sell British & overseas railway books. Also bus, tram, steam traction & canal books. Thousands of titles are always available on our web site.

Field House, 9A School Lane,
Heslington, York YO10 5EE.

Web: www.batterdalebooks.co.uk

Tel: 01904 870 869

To advertise here
please contact
Craig on 01507 529537
or email
cames@mortons.co.uk

Booking/Copy Deadline:
Wednesday, 19th May



MP Middleton Press
EVOLVING THE ULTIMATE RAIL ENCYCLOPEDIA

Published 29 May

LINES AROUND NEWMARKET

to ELY, CAMBRIDGE and MILDENHALL

NOTTINGHAM TO MANSFIELD
ALNOUTH TO BERWICK
CHESTERFIELD TO ROTHERHAM
DONCASTER TO HULL

Albums £18.95 FREE P&P (UK) MAIL ORDER
www.middletonpress.co.uk

Easebourne Lane, Midhurst. GU29 9AZ
T: 01730 813169 E: sales@middletonpress.co.uk

Please visit our website
or telephone for a brochure

RAILWAY BOOKS

Rare and out of print
5,000+ to view at
www.nigelbirdbooks.co.uk
01974 821281

BILL HUDSON

TRANSPORT BOOKS

Family run business stocking new
and second hand railway books

Relocated to new premises in Matlock,
visitors are welcome - please call or email
in advance before travelling

07921 833469

www.billhudsontransportbooks.co.uk

ROBERT HUMM & CO

TRANSPORT BOOKSELLERS

SPECIALISTS IN RARE AND OUT-OF-PRINT BOOKS ABOUT RAILWAYS

WIDE SELECTION OF IN-PRINT BOOKS
PHOTOGRAPHS ~ TIME TABLES
MAIL ORDER SERVICE WORLD-WIDE.

59 Scotgate, Stamford PE9 2YQ

Monday, Tuesday, Thursday, Friday, Saturday 9.30 - 1.00 and 2.15 - 5.00.
For the time being callers by appointment only

01780 766266

books@roberthumm.co.uk • www.roberthumm.co.uk
online sales

NICK TOZER

RAILWAY BOOKS

RAILWAY BOOKS
BOUGHT AND SOLD
Free Railway Booksearch Service

155 Church Street, Paddock, Huddersfield, West Yorkshire HD1 4UJ

Shop open: Tue & Wed 11:00-17:00 + Thu 14:00-20:00

Tel: 01484 518159 (answer machine)

web: www.railwaybook.com email: nick@railwaybook.com

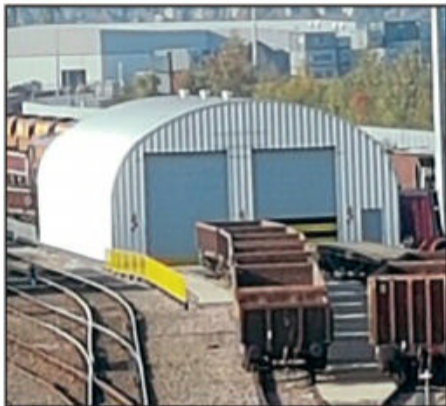
www.railwaymagazine.co.uk

BUILDINGS

STEEL BUILDINGS

HEAVY DUTY STEEL BUILDINGS

- ◆ Extremely cost effective
- ◆ Workshops/Garaging/Storage
- ◆ Widths from 20ft to 70ft
- ◆ Unlimited Lengths
- ◆ Buildings to BS 5950
- ◆ Finance available



Tel:
01709 578333

BLUELINE BUILDINGS LIMITED

e: sales@bluelinebuildings.co.uk • www.bluelinebuildings.co.uk

FOR SALE

"The Railway Magazine" illustrated

Each year contains the full January to December collection

1940's	1945 - vol 91	1952 - vol 98	1962 - vol 108
1940 - vol 86	1947 - vol 93	1956 - vol 102	1963 - vol 109
1941 - vol 87	1949 - vol 95	1959 - vol 105	1965 - vol 111
1942 - vol 88	1950's	1960's	1966 - vol 112
1943 - vol 89	1951 - vol 97	1961 - vol 107	1968 - vol 114
			1969 - vol 115



Contact: omm01@btinternet.com

FOR SALE

PROCAST MANUFACTURERS OF HIGH QUALITY
RAILWAY REPRODUCTIONS
IN BRASS AND ALUMINIUM
THE RANGE INCLUDES:-
Steam Locomotives nameplates, train headboards, builders plates, shed plates, smoke box number plates and many more.
For catalogue and price list please send 2 1st class stamps to:- PROCAST (DEPT HR), Netherfield Mills, Bradford Road, Cleckheaton BD19 3JP
Tel: 01274 871111
Email: procastco@aol.com
Website: www.procast.co.uk

The RAILWAY Magazine

RESTORATION

Supergears
part of Swallownest Engineering Ltd.

- Gear Cutting of all types
- Conventional and CNC Milling up to 7 tonnes
- Gear Grinding
- Slotting, Sawing, Drilling and Boring
- 250 tonne Press facility
- Turning diameter up to 1.1 metres swing over saddle and maximum turning length of 4 metres between centres

Unit 6 • Nine Trees Trading Estate
Morthen Road • Thurcroft
Rotherham S66 9JG
Telephone 01709 702313
Fax 01709 701242
email info@swallownestgroup.com
www.swallownestgroup.com

RAILWAYANA

BARRY JONES

Wanted Railway Publicity, b/w photographs, timetables, posters, maps and other official items.
Model railway items always sought.
28 Marine Crescent, Worthing BN12 4JF
Tel: 01903 244655 Mobile: 07947 100711
Email: barryjones28@virginmedia.com

TICKETS

OldRailwayTickets.co.uk

CHRIS & JOANNA DICKERSON
Rail, Bus and Tram Tickets, Luggage Labels and Ephemera
3 Mallard Close Pickering North Yorkshire YO18 8TF

MAY 2021 AUCTION AND FIXED PRICE LIST

Featuring many rare and unusual railway travel and platform tickets the list will include a selection of choice Tram & Bus Tickets and Luggage Labels. If you are already on our mailing list you will receive a free copy of our fully illustrated colour catalogue, otherwise please visit the website or contact us by phone or email (details below).

Further lists will be available throughout the year.

We also accept individual tickets for sale through our lists on a commission basis, or we can make you a cash offer for a collection - contact us for details.

Go to the website at: www.OldRailwayTickets.co.uk

e-mail at: OldRailwayTickets@gmail.com

Or phone: Chris or Joanna on 01751 474155 or 07746 615330

WANTED

WANTED TRANSPORT LITERATURE & PAPERWORK

We are always looking to buy rail, bus and tram items. Books, official publications, posters, timetables, maps, photographs, negatives, slides, badges, labels, tickets, small items of railwayana, models, etc.

Contact Brian on 01234 391545
email Brianmoakes@aol.com

The RAILWAY Magazine

To advertise in the next issue call Craig on 01507 529537 or email camess@mortons.co.uk

VINTAGE FIREWORK COLLECTOR

DO NOT LIGHT THE BLUE TOUCH PAPER AND BURN BRITISH HERITAGE
Private collector will pay cash and collect from anywhere
LICENSED EXPLOSIVE STORAGE
CALL TONY 07956 506 300

RAILWAY TICKETS

The older the better

British & overseas, travel & platform
Established collector purchases interesting collections
Ian Gardner, Little Tile House, Nightingales Lane, Chalfont St Giles, Bucks HP8 4SL
Tel: 01494 762952

Let's Help
Sir Nigel Gresley
Steam Ahead
for every 10 tea bags in the pot

£10.00 is donated to the
SNGL restoration trust fund



WE WANT TO BUY YOUR COLLECTION OF SLIDES AND NEGATIVES.
UK AND OVERSEAS - 1990s AND EARLIER

WANTED

If your collection, big or small, is gathering dust we'd like to hear from you. We will scan the original images and return a copy to you for personal use free of charge.

Call: 01494 490544
Email: info@bbfimages.com



Rail stays

Track down your ideal railway break

Keen to visit a railway but not sure where to stay as it's off your normal beaten track? Let these pages help you find the ideal location near a great railway.

KENT AND EAST SUSSEX

RAILWAY RETREATS

www.railwayretreats.co.uk

Tel: 07494 520867 / 01797 253850

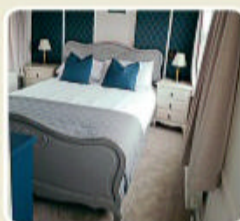
Email: bookings@railwayretreats.co.uk



MK1 Plum & Custard

- Sleeps 6 • Two double bedrooms • Bunk bedroom
- Family bathroom
- En-suite bathroom • Open plan lounge and dining area
- Full kitchen with everything you need

The carriage also offers you the best view of the station, surrounding countryside and golden sunsets from the elevated glass balcony.



GWR TOAD Brake Van and Ammunition Wagon

GWR TOAD Brake Van (Sleeps 2)

- Fitted kitchen/dining area • Double bedroom • Free Sat TV
 - En suite shower room/WC • Fully insulated • Double glazed and heated
- The fully glazed kitchen and balcony providing panoramic views of the station platform and Rother Valley

Guns & Roses Ammunition Wagon (Sleeps 2+2)

- Double bedroom • Sofa bed • Shower room/WC • Microwave • Fridge
- Barbecue • Individual garden • Fully insulated
- Double glazed and heated with great views of the station platform.



CUMBRIA

4 Railway Cottage, Garsdale Head, Sedbergh LA10 5PP

3 Bedroom Self Catering cottage. Sleeps 6, alongside Garsdale Station on the Settle-Carlisle railway.

Full Central Heating • Free Wi-Fi

Children and Pets Welcome

Open All Year, Mid-Week and Weekend breaks available



For more details and prices contact us: E: trevor.mills@talktalk.net • T: 01702 478846

NORTH NORFOLK

BAYLEAF Guest House ****

Licensed • Car Parking • All En-suite

Two downstairs rooms

Great location for all amenities

Only 10 seconds from the steam railway station

Telephone 01263 823779 • Sheringham

email: bayleafgh@aol.com www.bayleafbandb.co.uk

Stay at Dent Station

England's highest mainline station on the World famous Settle - Carlisle Line

Book with confidence
visit our website for details...



1,150 feet above sea level in the beautiful Yorkshire National Park

- first class self-catering accommodation
- stunning views
- sleeps six
- full weeks and short breaks
- open all year
- peace and quiet
- starry 'dark skies' and trains!



To book or check our rates call 0743 466 1249 or visit www.dentstation.co.uk

PICKERING

Just a few miles from Pickering & NYM Steam Railway
www.rains-farm-holidays.co.uk



Luxury self catering cottages
Tel: 07760 752165

The RAILWAY Magazine

Booking/copy deadline for the June issue of The Railway magazine is
Wednesday 19th May

SCOTLAND

Helmsdale Station

Self catering accommodation

4 bedrooms in listed station building on the Far North Line.

Non profit making community project.

01743 588654

www.helmsdalestation.co.uk



SCOTTISH BORDERS

SAUGHTREE RAILWAY STATION
BED & BREAKFAST
Saughtree, Newcastleton,
Roxburgh TD9 0SP



Tel: 013873 76213

www.saughtreestationbb.co.uk

ESSEX

HIGH BARN HERITAGE



www.highbarnheritage.co.uk

Please visit our website to book your stay

Dates available following Lockdown.

Situated in the North Essex countryside.

VARIOUS LOCATIONS

RAILWAY STATION COTTAGES

Seeking some railway nostalgia on your next holiday?
Choose from over 60 self-catering stations, carriages & cottages.

www.RailwayStationCottages.co.uk

Property-owners – advertising your holiday property costs as little as £55 per year, with no commission fees.

enquiries@railwaystationcottages.co.uk • 01670 791564

Reader Services

➔ Any queries, phone us on 01507 529529

How to order a subscription

Have your *RM* sent direct to you each month!

Visit www.railwaymagazine.co.uk or turn to p76 in this issue
Full subscription rates (but see p76-77 for offer *): (12 months, 12 issues, incl post & packing) – UK £54 (one year); £108 (two years); £162 (three years), Republic of Ireland £59 and overseas £59-£64. UK subscriptions are zero-rated for the purposes of Value Added Tax. * Existing subscribers receive exclusive page content.

Send cheques/postal orders and correspondence to:
Freepost RTKU-YJBY-HJCR, The Railway Magazine Subscriptions, Mortons Media Group Ltd, Horncastle, Lincs LN9 6JR. Tel: 01507 529529. Fax: 01507 371066.
email: subscriptions@mortons.co.uk

Overseas subscription enquiries:
The Railway Magazine Subscriptions, PO Box 99, Morton Way, Horncastle, Lincs, LN9 6LZ United Kingdom (please attach correct postage). Tel +44 (0)1507 529529. Fax: +44 (0)1507 371066.

Newsstand distribution by Worldwide Media Services Inc, 115 East 23rd Street, New York, NY 10010. USA Postmaster: Send address corrections to The Railway Magazine's US agent: Mercury International Ltd, 365 Blair Road, Avenel, NJ 07001, USA. Periodicals postage paid at Rahway, New Jersey.

Back issues

Limited numbers are available at £4.95 incl p&p (£6.40 for Europe, £7.10 for rest of the world). Phone 01507 529529 to check availability.

Binders

High-quality binders are just £11.50, including UK postage and packing (add £2.25 for Europe and £4.75 for rest of the world).

TO ORDER: Simply write to: The Railway Magazine Binder Offer, Mortons Media Group Ltd, Media Centre, Horncastle, Lincs, LN9 6JR. Please state quantity required and enclose a cheque for the correct amount, made payable to Mortons Media Group Ltd. Readers overseas please note we can only accept either Sterling Bankers Draft or credit card payments.

Bound volumes

£54 per vol incl p&p (12 issues approx) or £44 if collected. For more information see website: www.walternewbury.co.uk; email: info@walternewbury.co.uk; or call 020 8472 0526. Send copies with your name and address plus remittance to: Walter Newbury Ltd, Dagenham Business Centre, Unit 19, 123 Rainham Road North, Dagenham, Essex, RM10 7FD

Friends of The Railway Magazine

A link to *The RM* is included on the websites of several heritage railways and rail enthusiast organisations. Among the Friends of *The Railway Magazine* sites are:

ALN VALLEY RAILWAY
www.alnvalleyrailway.co.uk
BARROW HILL ROUNDHOUSE
www.barrowhill.org.uk
BODMIN & WENFORD RAILWAY
www.bodminrailway.co.uk
CONTINENTAL RAILWAY CIRCLE
www.continentalrailwaycircle.org.uk
CHASEWATER RAILWAY
www.chasewaterrailway.co.uk
CHURCHWARD COUNTY TRUST
www.churchwardcounty.org.uk
EAST ANGLIAN RAILWAY MUSEUM
www.earm.co.uk
ENGINE SHED SOCIETY
www.engineshedsociety.co.uk
FFESTINIOG RAILWAY
www.festrail.co.uk
GREAT CENTRAL RAILWAY
www.gcrailway.co.uk
GREAT WESTERN (SVR) ASSOCIATION
www.gw-svr-a.org.uk
KEITH & DUFFTOWN RAILWAY
www.keith-dufftown-railway.co.uk
LNER (SVR) COACH FUND
www.lnersvrcoachfund.org.uk
LINCOLNSHIRE WOLDS RAILWAY
www.lincolnshirewoldsrailway.co.uk

LOCOMOTIVE CLUB OF GREAT BRITAIN
www.lcgb.org.uk
MID-NORFOLK RAILWAY
www.mnr.org.uk
MID-SUFFOLK LIGHT RAILWAY
www.mslr.org.uk
NORTH NORFOLK RAILWAY
www.nnrailway.co.uk
RAIL CHARTER SERVICES
railcharterservices.info
RAILWAY CORRESPONDENCE AND TRAVEL SOCIETY
www.rcts.org.uk
RAILWAY PERFORMANCE SOCIETY
www.railperf.org.uk
SOMERSET & DORSET RAILWAY TRUST LTD
www.sdrt.org
SOUTH DEVON RAILWAY
www.southdevonrailway.co.uk
STEPHENSON LOCOMOTIVE SOCIETY
www.stephensonloco.org.uk
SWANAGE RAILWAY
www.swanagerailway.co.uk
TALYLLYN RAILWAY
www.talyllyn.co.uk
TRAVELLING ART GALLERY
www.travellingartgallery.com
WEST SOMERSET RAILWAY
www.west-somerset-railway.co.uk

The RAILWAY Magazine

A good way to ensure you receive every issue of *The Railway Magazine* is to place an order with your local newsagent. Once set up, your copy of *The Railway Magazine* will be held for you to collect, saving you the time and frustration of having to search the newsstands. Some newsagents may even offer a home delivery service, making it easier still for you to obtain your copy.

So simply complete the form below (you can photocopy it if you wish) and take it to your local newsagent today.

NEWSAGENT ORDER FORM

■ Please reserve/deliver* a copy of *The Railway Magazine* on a regular basis, starting with the issue (*delete as appropriate)

Initials Surname

Address.....

.....Postcode

Daytime Tel No

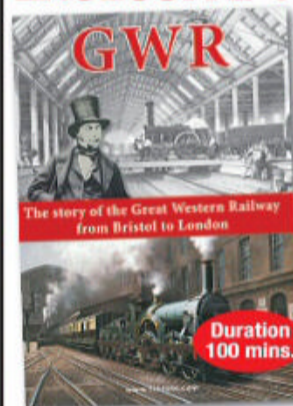
email



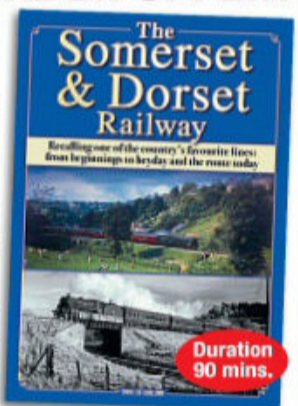
How to submit digital photos

- For publication, take pictures at largest size, resolution and compression.
- Hi-res JPEGs or TIFFs should be resized to min 7x5in at 300dpi with no layers or sharpening (with TIFFs, select byte order as 'PC').
- Captions plus your name and contact details MUST be embedded in the 'File Info' section. A brief contents list must be written on CD sleeves and on the CD itself (but do not stick labels on CDs).
- Delete the camera's automatic file-naming codes and replace with ones incorporating your initials, train/loco number, location, date – e.g: NP_91104Retford070410.jpg
- If posting CDs, send thumbnails and captions. We cannot return CDs.
- If emailing shots, send only 72dpi initially at max size of 8x6in to mpix@mortons.co.uk. Your co-operation is appreciated.

EXCLUSIVE 1ST TAKE DVD READER OFFER!



GWR
The most comprehensive DVD ever produced on this section of 'God's Wonderful Railway'. It includes visits to many of Brunel's architectural gems, such as Hanwell Viaduct, Maidenhead Bridge, Box Tunnel and the stations at Paddington and Temple Meads. You will also enjoy interviews with drivers, firemen and signalmen who worked on the line, some as far back as the 1930s.



Somerset & Dorset Railway
The Somerset & Dorset remains one of Britain's best-loved railways. This DVD is the fascinating story of how the railway grew from humble

beginnings in the 1850s. The story is enhanced by rare archive film and illustrated by evocative photographs, slides and maps. Most of the old station sites and prominent surviving landmarks are shown as they are today. You will also enjoy the recollections of the staff who worked on the S&D, as well as those of railway historians, authors and volunteers who keep the spirit of the line alive.

£12.95 each + FREE P&P! (Normally £14.95 + £2.50 P&P - save £4.50!)
***** BUY BOTH VOLUMES FOR £19.90 (Save over £12!) *****
Expiry: 31/07/21

Order by post: complete below and send to 1st Take, PO Box 1840, Yate, Bristol BS37 4WB
Order online: www.1st-take.com Use code 'TGSD521' at checkout
Order by phone: call 01454 321614, quoting TGSD521'

DVD TITLE	PRICE	QTY	£ TOTAL
GWR (Duration: 100 mins.)	£12.95		
The Somerset & Dorset Railway (Duration: 90 mins.)	£12.95		
Claim Both DVD Volumes	£19.90		
GWR (Duration: 100 mins.)	£14.95 Europe, inc. ROI		
The Somerset & Dorset Railway (Duration: 90 mins.)	£14.95 Europe, inc. ROI		
Claim Both DVD Volumes	£22.95 Europe, inc. ROI		
GWR (Duration: 101 mins.)	£13.79 Rest of World		
The Somerset & Dorset Railway (Duration: 100 mins.)	£13.79 Rest of World		
Claim Both DVD Volumes	£19.60 Rest of World		
Postage and Packing			FREE
GRAND TOTAL			

YOUR NAME

DELIVERY ADDRESS

Post Code Tel No

Please accept payment by cheque made payable to '1st Take Ltd' to the value of

Or payment by MASTERCARD / VISA / DEBIT / AMEX CARD No. (delete as applicable)

Expiry Date / SECURITY CODE..... (Last 3 digits on back of card)

To see the full 1st Take DVD range visit www.1st-take.com



Prize crossword

£100 worth of Nostalgia Collection books to be won

Sponsored by

The NOSTALGIA Collection

Visit us at

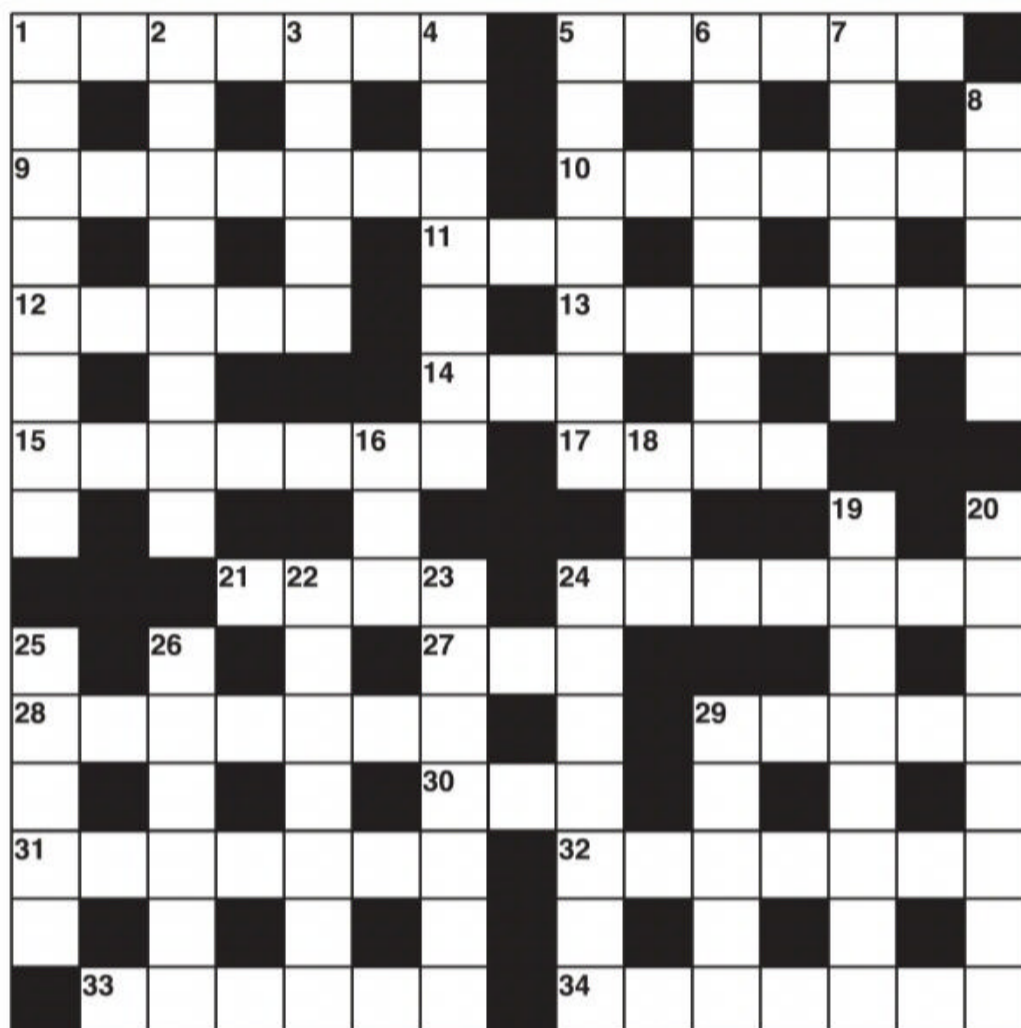
www.nostalgiacollection.com

Puzzle compiled by WILL ADAMS

The crossword winner and two runners-up can choose books worth £50 and £25 respectively from the extensive Nostalgia Collection.

Across

- 1 Colin ____, 'New Approach' railway photographer (7)
- 5 ____, Castle, GWR No. 5002 (6)
- 9 Former BR passenger train parcels service (3,4)
- 10 Preserved No D213/40013 (7)
- 11 ____, Castle, 'A2/3' No. 60523 (3)
- 12 See 30 across
- 13 ____, Hall, GWR No. 5980 (7)
- 14 Terminus of a short GER branch from Mellis (3)
- 15 ____, Garrod, archaeologist after whom Class 60 No. 60071 was originally named (7)
- 17 Princess Margaret ____, preserved LMS 'Pacific' No. 6203 (4)
- 21 25 down ____, station on the Ebbw Vale branch (4)
- 24 'Jubilee' No. 45600, and ____, Park, new station between Coventry and Nuneaton (7)
- 27 Station between Lostwithiel and St Austell (3)
- 28 'B1' No 61040 (7)
- 29 ____, Line, 'Merchant Navy' No. 35020 (5)
- 30 and 12 across Compiler of ABC of Southern Locomotives in 1942 (3,5)
- 31 Kirkby ____, Settle & Carlisle line station (7)
- 32 New-build No. 60163 (7)
- 33 Of a steam locomotive, passes excess water into the cylinders (6)
- 34 GWR station between Wrexham and Chester (7)



Down

- 1 and 25 down Station between Marylebone and High Wycombe (8,5)
- 2 ____, Ferry, decommissioned rail-connected coal-fired power station (8)
- 3 ____, Mere, Nene Valley Railway station (5)
- 4 Cam & ____, station south of Gloucester opened in 1994 (7)
- 5 Preserved 'Jubilee' No. 5690 (7)
- 6 Sir ____, le Savage, 'King Arthur' No. 30796 (7)
- 7 LNWR station between Wellingborough and Wansford (6)
- 8 Junction station between Cardiff and Pontypridd (5)
- 16 Midland station between Hereford and Three Cocks (3)
- 18 First digit on the numberplates of the 'Western' diesel-hydraulics (3)
- 19 First station north of Bridge of 12 across on the Perth line (8)
- 20 ____, & Carlisle Railway, 1836 (8)
- 22 ____, Abbey, 'Castle' Class No. 5085 (7)
- 23 ____, Branch, Wigan steam shed coded 10A/8F (7)
- 24 LSWR station, and 'West Country' No. 34095 (7)
- 25 See 1 down
- 26 'Jubilee' No. 45734, Class 37 No. 37178 and Class 86 No. 86216 (6)
- 29 Station on the Marks Tey-Sudbury branch (5)

May crossword entry form

Name

Address

Postcode

Tel

Email

Send completed form (photocopies are accepted) to: May 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 July 2021 issue. The winners will be the senders of the first all-correct solutions opened in our office.

You can email entries to RMcomp@mortons.co.uk Please list the answers to the clues for across, then down.

DATA: Protection of your personal data is important to Mortons. Supplied data will be stored securely and will only be used for the purpose of processing this competition. Data will be stored for a period of three months then destroyed.

Solution to the March issue.

Across: 1 Turnout 5 Chappel 9 Potters 10 Bar 11 Inn 12 Honington 14 Sligo 15 Marsh 17 Ardrossan 19 Klondykes 21 Duchy 24 Luton 25 Sir Walter 27 Hoe 28 Ham 29 Belmont 31 Pullman 32 Rushden

Down: 1 Topsham 2 Rat 3 Ocean 4 Test Track 5 Cabin 6 Alresford 7 Philip's 8 Lincoln 13 NUR 16 Hedingham 18 Describer 19 Kylchap 20 Outwell 22 Cut 23 Yarnton 25 Simon 26 Atlas 30 Old

March winner: Dr. C Smith, Sutton St. Nicholas, Hereford.

Runners-up: Mr. K Hartley, Lutterworth, Leics., Mr. G Hancock, Winton, Bournemouth.

The closing date for this month's crossword is Friday, June 4, 2021.

The editor's decision is final and no correspondence can be entered into. No employee (including the immediate families) of Mortons Media Ltd or any subsidiary company, and The Nostalgia Collection or any subsidiary company, or any company associated with the production of *The Railway Magazine*, may enter this competition. No purchase necessary. No cash alternatives are offered and prizes are not transferable. Responsibility cannot be accepted for delayed, lost or damaged entry forms.

Where is it? Our pictorial quiz, for fun only

LAST month our mystery picture from Peter Doel showed the Grade II listed broad gauge engine shed at Moretonhampstead, Devon, which dates from c.1866.

Moretonhampstead & South Devon Railway built a broad

gauge line from Newton Abbot, opening in 1866, with the line converted to standard gauge some 26 years later – by which time the South Devon had amalgamated with the GWR. The last passenger service ran on

February 28, 1959, and freight survived until April 1964. The loco shed was designated Grade II listed in 2001 and is now included in a local haulage company's yard.

Now for this month's poser. Can you identify this engine shed? Answer next month.



Next month

The June issue will be on sale on June 2, 2021. Thank you for choosing *The Railway Magazine*

OO Gauge (1:76 Scale)

Dapol - Steam locos



BARGAIN

4S-018-009 LSWR Class B4 0-4-0T 87 in SR wartime black (RRP £110) BARGAIN £79
4S-043-003D Class 43xx Mogul 2-6-0 GWR green BR smokebox numberplate - DCC fitted £161.46

Diesel locos



4D-003-018 Class 52 'Western' D1041 "Western Prince" in BR blue £129.16



4D-022-015 Class 68 68026 in Direct Rail Services plain blue £131.71

DMUs

4D-009-HAT06 Class 121 single car DMU 'Bubblecar' 960010 in Railtrack 'coaching stock' maroon - Hatton's limited edition (RRP £129.95) BARGAIN £89

Wagons

4F-027-017 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 006-4 - weathered NEW £33.96

NEW



4F-027-018 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 008-0 - weathered NEW £33.96
4F-027-019 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 024-7 - weathered NEW £33.96

NEW



4F-027-020 ICA 'Silver Bullet' bogie tank wagon in Ermewa - 33 87 7898 010-6 NEW £30.56
4F-039-009 KJB telescopic hood wagon Tiphook Rail blue grey - 589 9 024-9 £29.75

Signals

4L-001-001 Signal - Motorised, Square post GWR home lower quadrant (OOSIGN1) £28.50

Hattons Originals - Steam locos



BARGAIN

H4-AB14-001 Andrew Barclay 0-4-0ST 14" 2047 '705' in BR black early emblem (RRP £99) BARGAIN £84



BARGAIN

H4-AB16-001 Andrew Barclay 0-4-0ST 16" 2244 'No.10' in NCB lined black (RRP £99) BARGAIN £84
H4-AB16-002 Andrew Barclay 0-4-0ST 16" 2043 'No.6' NCB green (RRP £99) BARGAIN £84



BARGAIN

H4-AB16-003 Andrew Barclay 0-4-0ST 16" 2226 'Katie' in lined maroon (RRP £99) BARGAIN £84



BARGAIN

H4-P-016 SECR P Class 0-6-0T 31556 in BR black early emblem (RRP £99) BARGAIN £84

Diesel locos



BARGAIN

H4-66-009 Class 66 66218 in Euro Cargo Rail DB branding (RRP £150) BARGAIN £119



BARGAIN

H4-66-010 Class 66 66404 in DRS compass (RRP £150) BARGAIN £119



BARGAIN

H4-66-024 Class 66 66727 in GBRf/First group "Andrew Scott CBE" (RRP £150) BARGAIN £119
H4-66-025 Class 66 66731 in GBRf/First group (RRP £150) BARGAIN £119
H4-66-033 Class 66 66743 GBRf/Royal Scotsman (RRP £150) BARGAIN £119



BARGAIN

H4-66-034 Class 66 66746 in GBRf/Royal Scotsman (RRP £150) BARGAIN £119



BARGAIN

H4-66-035 Class 66 66780 in GBRf/Cemex "The Cemex Express" (RRP £150) BARGAIN £119
H4-66-036 Class 66 66623 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



BARGAIN

H4-RHTT-001 Rail Head Treatment Train 'Sandite' 2 wagons and sandite modules (RRP £118) BARGAIN £99

Heljan - Diesel locos



2531 Class 25/3 D5244 in BR two-tone green small yellow panels - weathered £161.46



2536 Class 25/3 25155 in BR Blue single central double arrows and headcode blinds - weathered £161.46



2538 Class 25/9 25912 "Tamworth Castle" in BR blue extended yellow ends £152.96



2539 Class 25/3 D7672 "Tamworth Castle" in BR two tone green - 1990s railtour condition £152.96

NEW



2540 Class 25/3 ETHEL train heating unit ADB97250 in BR Blue and Grey NEW £152.96



BARGAIN

2930 Class 07 shunter 07001 in Harry Needle Railroad Company - Exclusive to Hattons Model Railways (RRP £139) BARGAIN £94

Electric locos

7700 Class 77 EM2 Woodhead electric 27000 "Electra" in BR black early emblem - gloss finish - Ltd Ed for Olivias Trains £165

Hornby - Steam locos

R3719 Class 5101 'Large Prairie' 2-6-2T 4154 in GWR green £126
R3825 Class W4 Packet 0-4-0ST 614 in grey - Centenary Year Ltd Ed £109.99
R3857 Class 8P Streamlined Coronation 4-6-2 6220 'Coronation' LMS coronation blue £171

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



R1214 East Coast Express starter train set £157.50

N Gauge

Dapol - Steam locos

2S-007-021 Class 57xx Pannier 0-6-0PT 8752 GWR green Great Western lettering £79.86



2S-012-013 Class A1X 'Terrier' 0-6-0T 32650 in BR black early emblem £72.21
2S-012-014 Class A1 'Terrier' 0-6-0T 643 'Gipsyhill' LBSCR marsh umber £72.21



2S-012-015 Class A1X 'Terrier' 0-6-0T 32635 "Brighton Works" in BR (LBSCR-style) improved engine green £72.21

Diesel locos

2D-028-003 Class 26 26024 in BR blue scottie dog emblem £112.76



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 - Steam locos



BARGAIN

7S-006-052 Class 58xx 0-4-2T 5819 in BR black early emblem (RRP £225) BARGAIN £174
7S-010-014 Class A1 'Terrier' 0-6-0T 734 in LSWR green £191.25

Diesel locos

7D-008-014D Class 08 shunter 08795 in Intercity - DCC sound fitted £339.15

Coaches



7P-001-003 Mk1 BSK brake second corridor S34155 in BR green £169.15

7P-001-007 Mk1 BSK brake second corridor M34001 in BR maroon £169.15
7P-001-007D Mk1 BSK brake second corridor M34001 BR maroon - DCC fitted £169.90
7P-001-202 Mk1 SK second corridor S24169 in BR green £169.15



7P-001-204 Mk1 SK second corridor M24092 in BR maroon £169.15
7P-001-204U Mk1 SK second corridor in BR maroon - unnumbered £169.15
7P-004-006 GWR Diagram IV 59' Autocoach 40 GWR chocolate and cream £170

Hattons Originals - Coaches



H7-TC115-004-GA Gresley Teak coach Diagram 115 Corridor Third E12675E in BR carmine & cream £179



H7-TC175-004-GA Gresley Teak coach Diagram 175 Brake Corridor Composite E10103 in BR carmine & cream £179
H7-TC186-004-GA Gresley Teak coach Diagram 186 Open Third E13293E BR carmine & cream £179

Heljan - Steam locos



BARGAIN

H7-A3-002 Class A3 4-6-2 4472 "Flying Scotsman" 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

Diesel locos



1751 Class 17 'Clayton' in BR green full yellow ends - unnumbered £466.65



1753 Class 17 'Clayton' D8607 in 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 GWR chocolate and cream white roof and monogram £466.65



1901 GWR AEC diesel railcar in 29 GWR chocolate and cream grey roof and coat of arms emblem £466.65

Any or Multiple Scales
Hattons Originals - Digital decoders

DCR-21Pin-Direct-V2 21-pin 6-function 1.1Amp direct plug decoder back EMF £16.50
DCR-6PIN-Direct 6-pin 2-function 1.1Amp direct plug decoder back EMF £17
DCR-8PIN-Direct 8-pin compact direct 4-function 1.1Amp decoder back EMF £17
DCR-8PIN-Direct Box of 5 £77
DCR-8PIN-Direct Box of 10 £136

Hornby - Digital decoders

R8115 TTS DCC Sound Decoder 8 pin plug - 'Merchant Navy' 4-6-2 steam loco £38
R8249 8-pin 4-function 2-sided 0.5A (1A peak) decoder £16
R8249 Box of 6 £92

THERE IS LIGHT AT THE END OF THE TUNNEL...

and it's train drivers who see it...

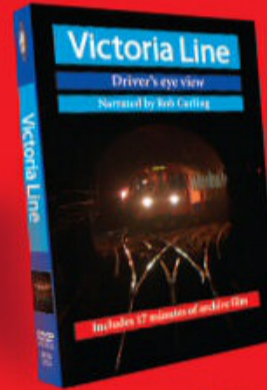
Video 125 was fortunate to film every line on the London Underground long before the pandemic.

We have 9 Driver's eye views in total and with our generous quantity discounts you can **SAVE UP TO 25%** (including our unique no quibble money back guarantee).



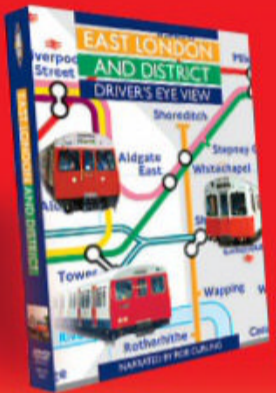
HAMMERSMITH & CIRCLE
Liverpool Street to Barking
Hammersmith to Edgware Road

£20 DVD £25 Blu-ray



VICTORIA LINE
Walthamstow Central to Brixton
(Also available to download in HD)

£18



EAST LONDON AND DISTRICT
High Street Kensington to Olympia
Wimbledon to Edgware Road
New Cross to Shoreditch
Richmond to Upminster

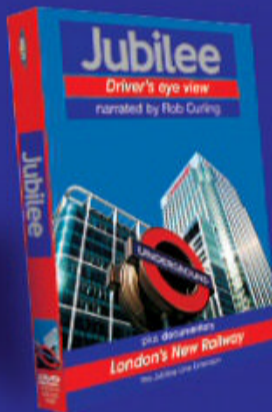
£15



BAKERLOO & CITY
Elephant & Castle to Harrow & Wealdstone
Waterloo to Bank

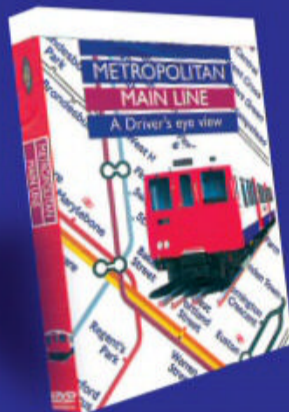
£14

UNDERGROUND



JUBILEE
Stanmore to Stratford

£15



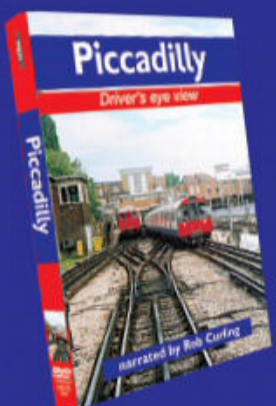
METROPOLITAN MAIN LINE
Aldgate to Amersham
plus Watford, Uxbridge
and Chesham branches.

£15



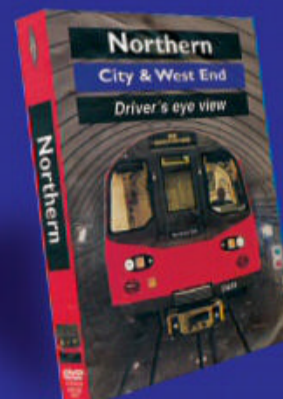
CENTRAL LINE
Woodford to Leytonstone
Epping to West Ruislip

£20 DVD £25 Blu-ray



PICCADILLY
Rayners Lane to Cockfosters
Acton Town to Heathrow

£15



NORTHERN CITY & WEST END
Edgware to Morden via Bank
Kennington to High Barnet
via Charing Cross
Finchley Central to Mill Hill East

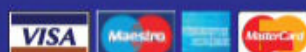
£15

All titles are also available to download from our website.

Post Free UK

Save 10% with 2, 20% with 4 or more, 25% with 8 or more

Video125.com 01344 628565



Glade House High Street Sunninghill SL5 9NP
POST FREE UK. Europe add £2.50 (£5.00 max for 2 or more) World add £5.00 (£9.00 max for 2 or more)

VIDEO 125
When life was normal.



THE WORLD OF RAILWAYANA



PRESENTED FREE WITH
The RAILWAY
Magazine
HERITAGE RAILWAY



TRANSPORT AUCTIONS of LONDON

The South of England's Specialist Auction House for
RAILWAYANA & TRANSPORT COLLECTABLES

Totems, Targets, Nameplates, Worksplates, Shedplates, Posters, Timetables etc



**Clearing your loft? Take advantage of the record prices
being achieved at our quarterly sales!**



Contact us for free advice and valuations



- 4 sales a year, live on the internet
- Professional, efficient & expert service
- 3,000+ receive our online catalogues
- Free advice & valuations without obligation
- Top prices, average 90%+ lots sold
- Prompt payments to vendors
- Collections can be arranged (Subject to distance & value)



2021 dates: 8th May, 31st July, 30th October

enquiries@transportauctionslondon.com

Tel: 01737 237505

www.transportauctionslondon.com

Also on Facebook and Twitter

Transport Auctions of London Ltd,
Registered Office: Hamilton House, 87-89 Bell Street, Reigate RH2 7AN
Registered in England & Wales. Company No. 9773357

Welcome to this special supplement

The World of Railwayana

The term 'railwayana' can cover all manner of rail-related memorabilia, from Victorian carriage prints, right up to nameplates recently removed from recently withdrawn HST power cars.

Collecting such material has become a way for many thousands of enthusiasts to own their own piece of the railways and, contrary to what some may think, doesn't have to be an expensive hobby as some items sell for just a few pounds. What is evident is that a number of collectors buy and sell items – station totems and locomotive nameplates or similar – which may be of personal interest or significance because of where they lived, or where they spotted trains as a youngster.

One of the main sources of buying and selling is via specialist railway auctions (see p30), but items can appear for sale on online auction or social media sites too. Plus there can be a 'find' in a local second-hand shop as well.

It was back in the 1960s when *The Railway Magazine* first started to carry adverts for nameplates, cab side numberplates, smokebox numberplates and enamel signs, and since then the hobby has expanded massively into the multi-million pound business it is today.

While this supplement is merely a taster, we hope you feel sufficiently encouraged to take part if the fancy takes you... especially as it is never too late to begin collecting. ■

Robin Jones
Editor,
Heritage Railway

Chris Milner
Editor,
The Railway Magazine



Contents

- 4** Collecting railwayana – the formative years
By Paul Tilley
- 10** Railwayana is BIG business
By Geoff Courtney
- 18** Modern railwayana – a growth area
By Jack Boskett
- 22** Handbills, tickets and so much more...
By Clifford Chambers
- 27** Auctions and swap meets
By Jack Boskett
- 30** Railwayana auctioneers and sale dates

Designer Tim Pipes
Production editor Sarah Wilkinson
Publisher Tim Hartley
Advertising executive Craig Amess
Editorial telephone
01507 529589
Editorial email
railway@mortons.co.uk
Advertising telephone
01507 529537

Advertising email
cames@mortons.co.uk
Subscriptions telephone
01507 529529
The Railway Magazine,
Media Centre, Morton Way,
Horncastle, Lincolnshire LN9 6JR
www.mortons.co.uk
Printing William Gibbons & Son,
Wolverhampton

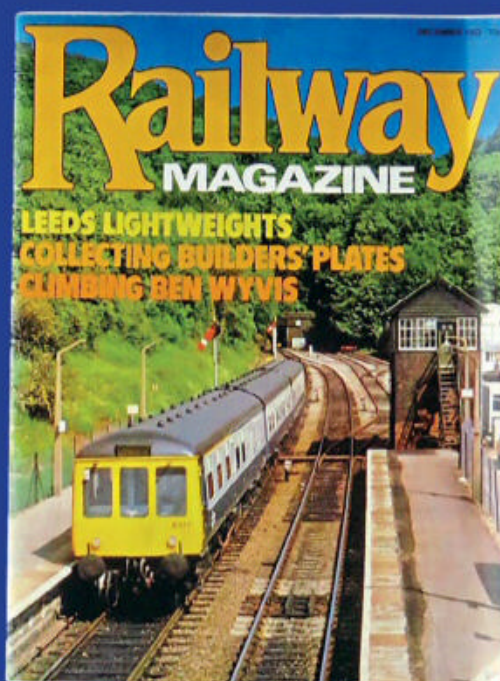
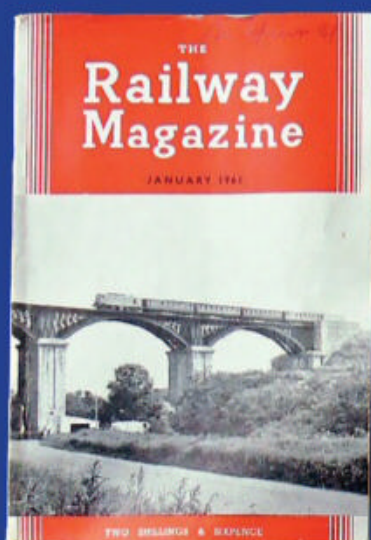
©Mortons Media 2021

This periodical is presented free with issues of *The Railway Magazine* and *Heritage Railway*. All rights reserved. No part of this publication may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or any information storage retrieval system without prior permission in writing from the publisher.

Collecting Railwayana the formative years

As the interest in collecting nameplates and other railwayana grew, *The Railway Magazine* became a primary source of advertising for collectors, thereby stimulating the hobby.

Paul Tilley explains.



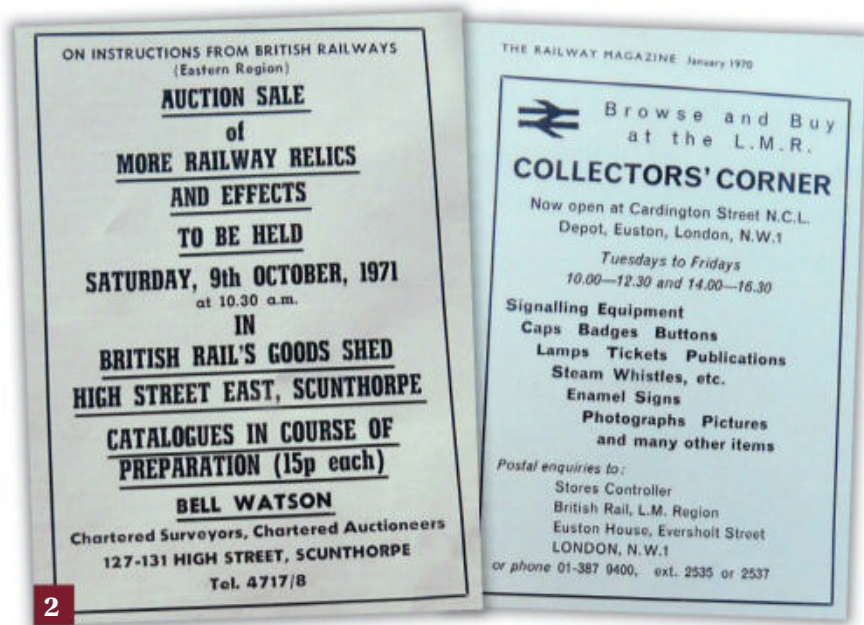
BACK in March 2020, and in the midst of the first coronavirus lockdown, I decided to read through my back copies of *The Railway Magazine* (*RM*) covering the years 1961 to 1983. I was looking for references about railway artefacts; now known as 'railwayana'. The magazine sometimes had photos of signs in situ as well as an occasional article; I noted a couple featuring platform lamps and mileposts. This was the time I started to take an interest in the wider aspects of the railway infrastructure and not just its motive power.

The advertising section caught my attention. In those days *The RM* was a conveniently sized magazine that would fit in a blazer pocket. Filled with the latest information and informative articles, there was little space for adverts. You would find an occasional request for tickets and ephemera in the section headed Miscellaneous Advertisements. It wasn't until the end of 1963 when the page size of the magazine was enlarged that advertising rapidly expanded (see pic 1).

As well as having more display adverts, the classified section was now grouped in categories under headings; For Sale and Wanted being the prominent ones. Steam was being replaced by diesel and electric traction, and this undoubtedly stimulated the urge to collect railwayana from locos and the rapidly changing rail network.

The content of these two sections now became a 'must read first' as more and more tasty morsels were featured. Time was of the essence if you wanted to stand any chance of making a purchase.

The rising interest in railwayana was reflected in a small advert placed by BR Eastern region in 1962 which read... 'Will all interested parties please note that no further applications can be accepted for Eastern Region locomotive nameplates as the waiting lists have been closed'. However, it soon became clear that the various stores controllers and general managers within the BR regions were prepared to cash in their redundant assets. Display adverts promoting auctions at Derby, Stoke, Retford and Scunthorpe appeared along with lineage adverts from



Swindon, offering cabside numberplates, and Paddington, offering tickets. A friend decided to respond to the Swindon advert and spent his pocket money on a Pannier cabside. Delivered to Stamford Town station, it was found to have been broken in half! He wrote back to the stores controller who generously sent him another one free of charge. That one did arrive in one piece.

In 1970 adverts appeared promoting BR's official outlet at Collectors' Corner (see picture 2). What a source of treasures that turned out to be! They even encouraged 'swops' and sold items on commission. Outstations at Steamtown Carnforth and Rail Curios at York station were also being promoted.

Some BR Works stepped up their marketing. In 1964 Swindon wrote to everyone who had put their names down for specific nameplates, informing them that the prices were being raised 100%... nameplates leapt from £7-10s (£7.50) to £15 overnight, and cabside plates were now £7-10s. It would be noted in the *RM* Letters column that in 1930 a nameplate from Swindon could be bought for 17s-6d and by 1960 it had risen to £1-10s! Many letters were seen berating BR for exploiting genuine collectors. Eastleigh works went one better, writing to those on their lists saying that some plates were now reserved for 'special cases' and that offers in excess of £50 were now solicited. One correspondent was amazed to see the item he had bid for appear in the For Sale section of the next edition of *RM*.

As the cost of railwayana continued its meteoric rise, two new aspects of collecting emerged. Display adverts placed by engineering companies along with many preservation

societies were now offering affordable reproduction plates. For example Severn-Lamb, the model engineer, offered to make you any GWR nameplate, as seen pictured right; one collector in London purchased 35! Just think of the cost back in 1974; £35 for the backing plate and £2.50 per letter... and then what it would have been to have bought the originals.

Sadly, the second aspect was theft. Nothing became sacred. Industrial and preserved locomotives still carrying original plates were now being targeted as well as lineside notices and equipment from the working railway. A collector even had a double chimney from a GWR 'King' class locomotive removed from his front garden.

However, one story stood out. It concerned two brothers, one masquerading as Prince Frederick of Oldenberg, the other as his chauffeur. They travelled throughout England and Scotland persuading railway employees to give them 'souvenirs'. Seen leaving a civic reception in Berwick-upon-Tweed in a battered old Ford Anglia finally raised suspicions and they were soon apprehended. Appearing in a Cheshire Court they were found guilty on a specimen

3

charge, having admitted removing 150 railway lamps, signs and equipment along with 4000 used tickets.

As I progressed through the magazine's For Sale and Wanted sections, more and more familiar names began to appear on a regular basis. Collectors' events listed in the Display section – often run by preservation societies needing to raise vital funds – provided opportunities to complete deals and add to one's collection. Dealers and collectors opened their car boots to reveal great treasures and it was extremely unlikely you would return home empty handed.

Professional auction houses had also entered the fray. In the 1960s the London-based auction houses of Knight, Frank and Rutley; Sotheby's, Christie's and Bonhams all had occasional railwayana and collectors' sales. In 1982 Christie's achieved notoriety for offering, on behalf of British Rail, several 'Deltic' nameplates as well as an entire Class 55 locomotive (pic 4). Needless to say the 'Deltic' items sold well but *Tulyar* itself failed to sell on the day.

Retail outlets specialising in railwayana, books and models started to advertise. There was Transport Scene in Wakefield and later Steam Scene near Carnforth; Railwayana of Sheffield; Puffers in Kenton and The Roundhouse in Harrow-on-the-Hill (pictured opposite).

The collecting movement was now well established and within its ranks emerged a number of specialist newsletters – *Railway Collectors Newsletter Trackdown*, *Railway Relics*, and *Railway Relics Review*.

Each month more and more display adverts appeared imploring the public to attend preservation centres with their own railwayana emporiums; proceeds being directed to the ever growing number of locomotives, rolling stock and fixtures and fittings that required restoration.

4

The Erlestoke Manor coach on the Severn Valley Railway and two shops at the GWS Didcot were always popular.

By the time the page size of *RM* was increased again in 1982, the volume of classified adverts had declined. This was undoubtedly due to the rising cost of advertising and the availability of alternatives mediums. Interestingly, the Wanted column contained a lineage advert offering a minimum of £45 for BR(NE) tangerine station namesigns known as totems. A sign of things to come as with only 150 stations, their rarity results in high prices.

So what did I find in the For Sale columns over this 23-year period? I noted nameplates, headboards, cabside and smokebox numberplates made up the bulk of what was offered. Many plates appeared more than once over the period; some were sold on for profit while others struggled to find a good home.

The nameplates.....

Over the years, 245 different names from the GWR were offered via *The RM* including 64 of pre-grouping origin. Names that caught my eye were *Trevithick* with its cabside, and *Duke of Cornwall*.

The SR totalled 94 with seven set of plates from 'West Country' Pacifics and eight sets from the 'Battle of Britain' class. Seven 'Schools' class plates featured.

LMS numbered 123, the bulk being 64 'Jubilees' and 18 'Royal Scots'. The LNWR plates from *City of Edinburgh* and *Sir Henry Bessemer* would definitely grace anyone's collection.

My own favourite, the LNER, produced 180 plates of which 86 came from the Pacifics and a surprising number of B17s; 17 in total. If only I could have afforded the A4s *Golden Eagle* or *Quicksilver*...

A total of 35 British Railways plates from steam locomotives matched exactly the number of headboards offered. While only two nameplates originated from a loco, there were often multiple examples of titled train headboards, hence the large number of survivors. 'The Aberdonian', 'The Manxman', 'The Norseman' and 'The Tynesider' would all feature in my collection at some point. A nameplate from the unique *Duke of Gloucester* also appeared.

5



British Railways diesel and electric locomotives' plates also appeared with Class 52 'Western' (26) and Class 42 and 43 'Warships' (20) predominating. Fortunately around half the class of 'Warships' sold to the Victoria Station chain of restaurants in the USA via Collectors' Corner were eventually repatriated.

Cabside and smokebox numberplates...

There were 233 different GWR cabside numberplates offered which included 60 'Castles' and seven 'Kings'.

I noted two of the Bulleid Pacific numberplates 21C1 and 21C2 along with a circular '1945' plate which was mounted on the smokebox door. Great rarities indeed.

Much more affordable and highly desirable were smokebox number plates.

An ex-loco plate from 43081 (above) covered in grime with the numerals deepened with many layers of paint became a collector's delight. Considering there were over 30,000 locomotives at nationalisation, most of which later carried smokebox numberplates, it is surprising that relatively few were offered in the period under review.

So many were to be found on society stalls and in relic shops that only a small fraction found their way into adverts. Many hundreds of plates appeared for sale in these columns

So there we have it. A trip down Memory Lane that I hope has given the reader just a flavour of how the collecting of railwayana evolved, as seen through the pages of *The Railway Magazine*. ■

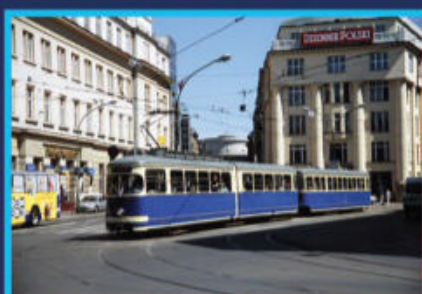
WE WANT TO BUY
YOUR PHOTOGRAPHIC
COLLECTION



UK AND OVERSEAS -
1990s AND EARLIER



If your collection,
big or small,
is gathering dust
we'd like to hear
from you. We will
scan the original
images and return
a copy to you for
personal use
free of charge.



CALL: 01494 490544

EMAIL: info@bbfimages.com

SPICERS

Waterways Salerooms, Dutch River Side, Old Goole,
East Yorkshire DN14 5TB - 01405 203203
info@spicersauctioneers.com ~ www.spicersauctioneers.com

Railwayana Auction

14th May 2021
At 10.00 am

Further Entries Invited



**P. WAY
INSPECTOR**

Hammer Price £1800

Enquiries, consignments, viewing and
attendance enquiries: -
andy@spicersauctioneers.com
01405 203203




OLD RAILWAY TICKETS

Log-in or subscribe to our regular
internet postal & telephone auctions
and fixed price catalogues featuring
hundreds of rare and unusual railway
tickets, platform tickets tram & bus
tickets and railway luggage labels

CONTACT US AT
www.olderailwaytickets.co.uk

PHONE US AT
07746 615330 OR 01751 474155

WRITE TO US AT
**OLD RAILWAY TICKETS,
3 MALLARD CLOSE, PICKERING,
NORTH YORKSHIRE YO18 8TF**

**WE ALSO BUY COLLECTIONS OF OLD TICKETS
AND LUGGAGE LABELS**

GREAT CENTRAL AUCTIONS

website: www.gcrauctions.com email: enquiries@gcrauctions.co.uk
Tel: 01327 263633 / 262193 (Monday to Friday 10.00 – 5.00)

SPECIALISTS IN RAILWAYANA FOR OVER 35 YEARS

EVERYTHING FROM STEAM, DIESEL AND ELECTRIC NAMEPLATES, TOTEMS, TO RAILWAY TICKETS,
SLIDES AND NEGATIVES.



BROAD STREET

Sold for £12,500



**BUILT BY
BRITISH RAILWAYS
DONCASTER 1959
POWER EQUIPMENT
ENGLISH ELECTRIC COMPANY
LIMITED**

£5000 to be offered in our May sale

Regular monthly auctions currently live-streamed online. We provide the quickest and most efficient way of selling your railwayana with unprecedented prices achieved and prompt payment within fourteen days of the sale. A collection service is available.

GREAT CENTRAL RAILWAYANA LTD
14, SCHOOL STREET, WOODFORD HALSE, DAVENTRY, NORTHANTS, NN11 3RL
PERSONAL CALLERS BY APPOINTMENT ONLY PLEASE.

Valuations for insurance and probate, impartial advice on selling or buying railwayana.



**MUTTON
TO
PRESTON JUNC
FIRST CLASS**

Stockton & Darlington Railway
Sold for £1,200



**CUNARD
WHITE STAR**

Sold for £49,500



**THUNDERBOLTS
THE MOLE**

Sold for £9,600

Railwayana is BIG business

Geoff Courtney summarises the current railwayana market which, after seven decades, has become big business ... but still retains its early appeal even as collecting trends have changed.

Seventy years ago, railwayana collecting was for the few, an esoteric hobby that attracted minimal interest. By the early 1960s it had grown but was still in its infancy, and even a decade later it was only just entering adolescence. In the 1980s it was reaching maturity... and with that came specialist railwayana auction houses, and an appeal that stretched beyond our shores.

Today it is a multi-million pound business which, doubtless to the surprise of many of its adherents, has boomed during the Covid-19

pandemic, to the extent that there is now a bewildering array of auctions and collections coming onto the market in a seemingly never-ending wave.

From the very beginning the focal point of collecting was nameplates, and BR's Western Region was the first on the scene, selling nameplates out of Swindon for £2 whatever class they came from. But in the mid-1960s this was increased in one step to £15 due to their popularity.



↪ The sale of one of A3 Flying Scotsman's nameplates at GW Railwana Auctions in November 2018 for £64,500 plus premium. COURTESY OF JACK BOSKETT

→ Old Ian Allan abc spotters books, like a lot of paper ephemera, have also become very collectable.

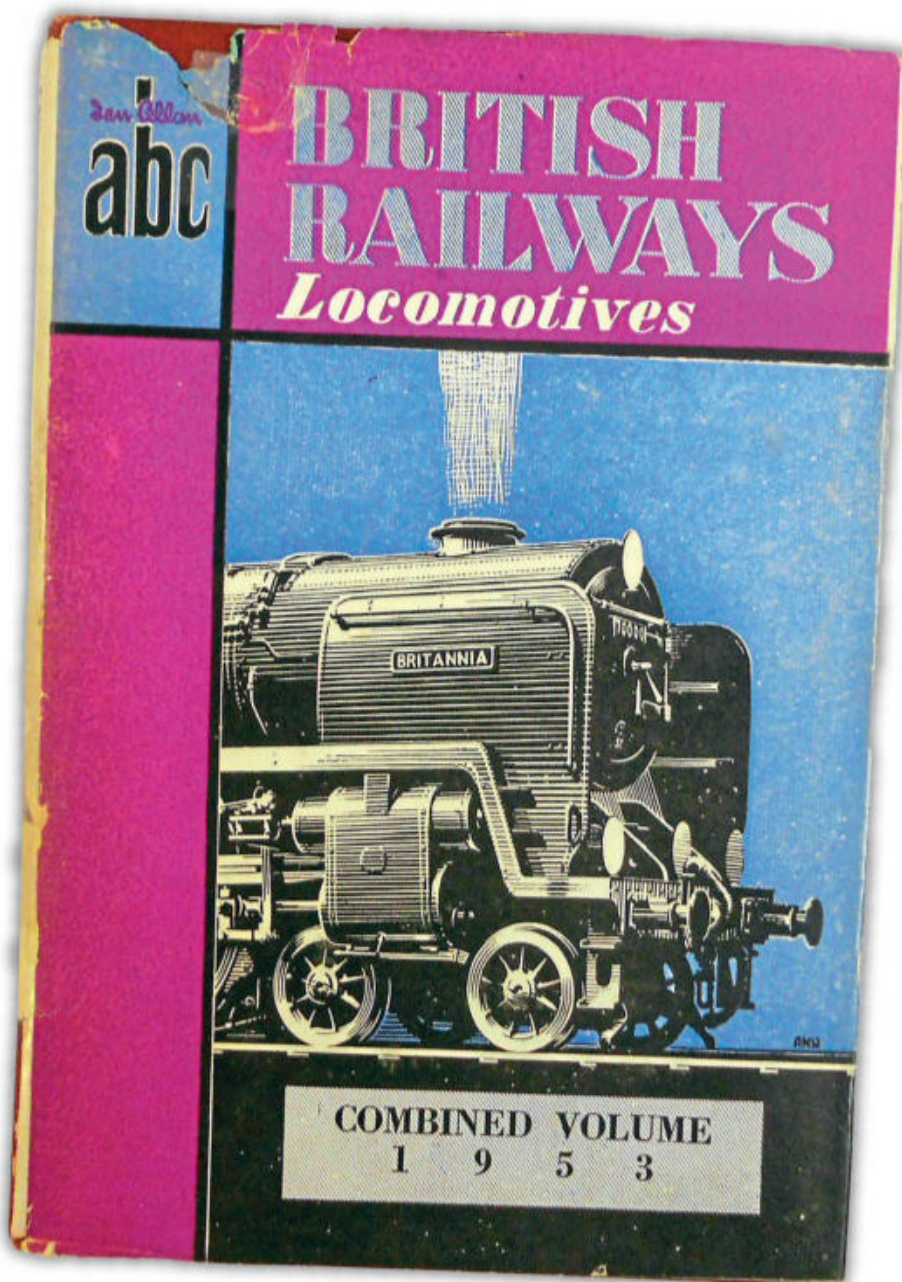
One of railwayana's most respected collectors, Mike Soden, who is auctioneer for Great Central Railwayana, recalls buying in 1964 one of the nameplates from No. 7011 *Banbury Castle* for just £2, having reserved it some years previously when still at school. He still has it, and says "it will go with me to my grave".

The increased price of £15 was maintained by the Western Region until its entire stock was exhausted, but private collectors starting putting them on the market at around £50, often via advertisements in railway magazines.

Other regions followed in the Western Region's wake, and by the early 1970s Collectors' Corner, BR's railwayana store that was opened at the end of 1969, was listing LMS 'Jubilee' plates at £70, LNER A1s at £150 and A3s at £180. The price curve was very much on the up.

Nameplate mania

Such a trend attracted leading auction houses Christie's and Sotheby's, while in October 1986 Railway Collectors Newsletter made its auction debut, and in 1987 Sheffield Railwayana Auctions... and so the specialist die was cast. Other similar auction houses were launched, venues and catalogues became more sophisticated, and so too the houses' modus operandi and in some cases the clientele. What started as a hobby starting to become a flourishing business sector.



Steam nameplate prices were at their peak in most classes in around 2004, when *Golden Fleece*, from A4 No. 60030, which had been bought for £11 in 1963, went under the hammer for £60,000 in Sheffield, although there was a one-off in November 2018 when *Flying Scotsman* from No. 60103 was sold by GW Railwayana for £64,500, a world record that by general consensus is never expected to be beaten.

During the nameplate mania in around 2004, some railwayana cognoscenti were hailing them as a good investment but, as with much 21st century financial forecasting, that proved to be a false hope. One collector told me recently that an LNER A1 Pacific name and worksplate for which he paid £20,000 in 2004 may be worth half that today – but like many collectors in a similar



The nameplate from A4 No. 60030 *Golden Fleece*, bought from BR for £11, sold at auction for £60,000!



The sign which greeted many spotters at the shed entrance, but now collectable.

situation, he is sanguine about its drop in value and says he genuinely still enjoys seeing the plate whenever he enters his railwayana den.

Most steam nameplate classes have had such a rollercoaster ride over the past two decades, but others are bucking the trend, including 'Jubilees', which still have a strong following.

Trainspotting locations

There is much, much more to the railwayana movement than simply nameplates, and in this regard there are shining beacons that are currently making a play for the limelight. One such category is totem station signs, which remind collectors of their younger days in a very visible and recognisable way due to them bringing



Underground signs, with their brass frame, can be worth as much as £5000.

back memories of home towns or villages, or trainspotting locations.

They have long been stalwarts in railwayana auctions, but today they are leaders, as illustrated by a Great Central Railwayana auction on February 20 in which Broad Street from the now-closed London terminus was the top seller at £11,200, while Brecon also reached top spot in a GW Railwayana sale on March 13 with a realisation of £12,100.

Indeed, enamel signs generally are very popular, and so too London Underground platform roundels, especially those from central stations in the capital, which are increasingly achieving four-figure prices and are showing no signs of slowing down.



In March 2021, a totem from Brecon station sold at auction for £12,100. A previous sale 10 years earlier saw one sold for £2800.



As well as metal railwayana, posters such as this example are keenly sought by specialist collectors.

Posters, which have been part of the UK railway scene since its early days, were to be found on almost every station in the Big Four interwar years, their popularity being fuelled in part by many of them being the work of some of the top artists of the era. Over time many have been destroyed, lost, or succumbed to poor storage, but the survivors are capable of joining the Underground signs in four-figure auction territory, and understandably so – they are colourful, usually beautifully drawn, attractive when professionally framed, and look as good in the lounge or dining room as in exile in the railwayana room.

Downsizing

Furthering the artistic theme, carriage prints are an integral part of many collections, and are invariably more affordable than posters. They may not be as evocative as posters and are frequently of scenes that have no connection with a collector's past, but an excuse can often be found to collect them, perhaps, for example, acquiring a complete set of one's home county.

For many collectors, display space is at a premium, be it due to downsizing or simply because the railwayana den is full of so much from nameplates downwards. Thus paperwork has its attractions, be they old timetables, locomotive records, leaflets, pocket maps – London Underground Harry Beck first editions from 1933 invariably set the tills ringing – brochures, and also Ian Allan ABCs from the 1950s, or perhaps more recently (and not only of railways, but buses and cars too).

Tickets is another branch of the hobby that has a wide audience, to the extent that there are now such specialists as Paddington Ticket Auctions, a part of the Great Central Railwayana group. One of this subsidiary's recent sales saw a collection of 91 Chinese and Japanese tickets dating from pre-First World War to the early 1970s, sell for a total of £10,760, which is steam nameplate territory.

From nameplates to tickets, and totem signs to leaflets, railwayana has over seven decades become big business while retaining its attraction to the steam, and now diesel, generation. ■

TWENTIETH CENTURY POSTERS

www.twentiethcenturyposters.com

Dealer in original twentieth century posters

Search 'railway' on our online gallery to view our extensive collection of authentic British railway posters, poster-artworks and ephemera.



Or call/email David Bownes to discuss your requirements:

07718 064 205

info@twentiethcenturyposters.com

We ONLY deal in original, vintage, posters.

Regularly changing stock and blogs by poster experts.

Join our newsletter to be the first to hear of new acquisitions.

International delivery.

Twentieth Century Posters Ltd, East Finchley, London, N2 0SY

BRITISH RAILWAY

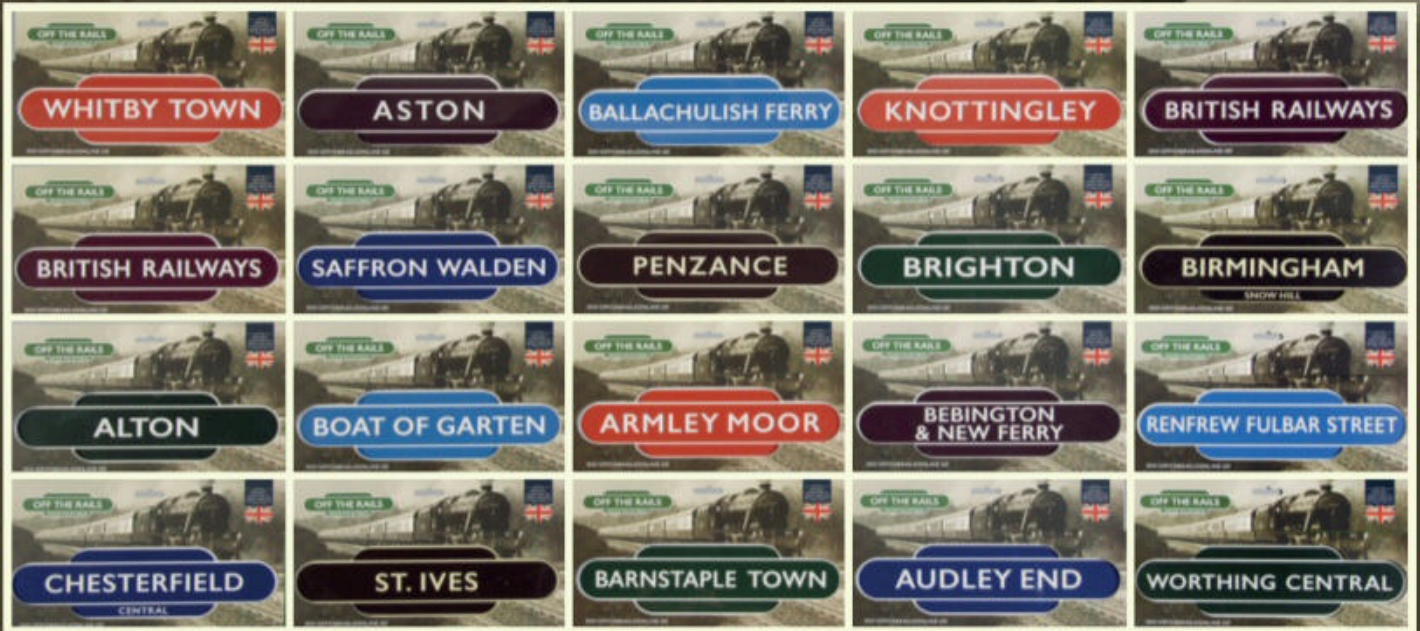
STATION TOTEMS

ONLINE COLLECTABLES

PROUDLY
DISPLAYED IN
GREAT BRITAIN
SINCE 1948



we've put them back on the map!
Create your own personalised totem



Where will your journey take you...?

[WWW · OFFTHERAILSONLINE · COM](http://www.offtherailsonline.com)

Tel: 07947 502297

Email: info@rga.uk.com

Hattons

MODEL MONEY

SELL YOUR P RAILWAY

Trade in with Hattons for payment within 1 or 2 days of your items arriving with us!



Use our self-service tools to list your collection quickly and easily online!

We purchase all manner of items:

LOCOS &
ROLLING
STOCK

GARDEN
RAILWAYS

DIECAST
VEHICLES

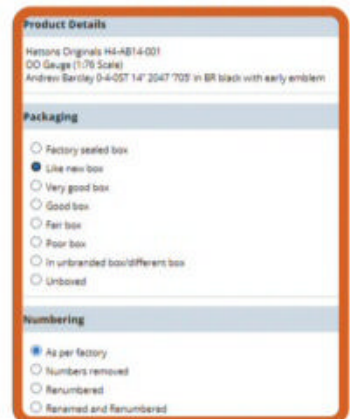
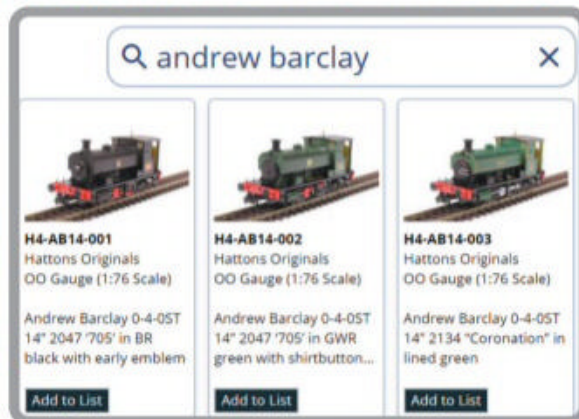
UNBUILT
PLASTIC
KITS

Utilise our extensive product database and **preset item conditions** to quickly and easily compile your list.



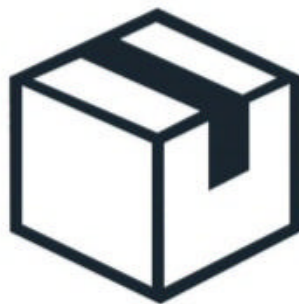
1. List

Prepare & submit a list of your items at www.HattonsModelMoney.com or send spreadsheets, documents or photographs via www.HattonsModelMoney.com/upload



2. Offer

Our expert staff will review your list and create your bespoke valuation.



3. Send

Once the offer is accepted, send your items to us.



4. Pay

Items are checked, the offer confirmed and payment made via **Bank Transfer, Cheque or PayPal.**

Start your trade in today at: [www](http://www.hattons.co.uk)

Call us on: **0151 305 1755**

Email us at: preowned@hattons.co.uk

PRE-OWNED MODEL ITEMS FOR CASH

We buy all major brands, including...



So why choose Hattons?

- More than 70 years of experience
- Offering you the best prices in the industry
- Valuations made by experts
- Free quotes with no obligation to trade
- We can arrange delivery – no collection too big or too small
- Fast, secure payment • Store credit available

**WE PAY
STRAIGHT AWAY!***

*Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day. Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer. For full Terms and Conditions, visit hattons.co.uk/preownedterms

www.hattonsmodelmoney.com

17 Montague Road, Widnes, WA8 8FZ

Phone opening times: Mon to Sun 9:30am - 5:30pm.

Modern Railwayana

A growth area

Buying and collecting nameplates and station signs from both the pre- and post-Privatisation era is gaining popularity. **Jack Boskett** looks at the background and its appeal.

We have all heard of the saying “one man’s trash is another man’s treasure”, and certainly among the railway fraternity, this can often be the case.

Like many industries, when a particular item has served its purpose, it ends up in the bin or a skip and will be disposed of accordingly.

Many railway enthusiasts are likely to have some form of relic in their collection somewhere, it could be in the form of a modern poster, or travel mug with a train operating company logo printed on the side, or it may be an antique from the 1840s such as a GWR clock.

Today the world of railwayana is becoming even more popular. There are a host of specialist auction houses taking the reins in this field with

regular sales of items ranging from hand lamps through totems to nameplates. Such nameplates, particularly unique ones, are sought after by enthusiasts, yet unbeknown to the general public, each name has a meaning behind it.

Aladdin’s cave

Many of us remember, and probably visited at some point, the British Rail shop which opened in November 1969 around the corner from London Euston station in Cardington Street and known as Collectors’ Corner. It was an Aladdin’s cave for everything railway related and stocked a plethora of items; totems, enamel and cast iron signs, locomotive nameplates, clocks, signalling equipment, old uniforms, lamps, and ephemera

Only a self-confessed railway enthusiast and railwayana collector could have a bedroom like this! A great mix of signs from BR and London Underground, plus other memorabilia.





Avanti train manager and RM contributor Brad Joyce and Avanti communications manager Richard Stanton share a joke at the sealed bid auction of Virgin Pendolino nameplates at Crewe Open Day in 2019. The auction alone raised nearly £20,000.

for anyone to purchase at reasonable prices. Many items bought from Collectors' Corner now reside in collections across the globe and occasionally make an appearance in auctions today.

Roll on almost 40 years to Privatisation and the situation that when a franchise changes or a train operating company alters its branding, the signage on the stations are replaced.

It is often the case that contractors who replace these signs believe them to no longer be of use and dispose of them in a skip. Wouldn't it be great if we had a Collectors' Corner in our world today? It would give everyone the opportunity to purchase a sign from the modern era, a piece of recent railway history at an affordable price.

When you look at the number of items of railwayana in private collections and on display in various museums it makes you wonder whether anything actually got thrown out.

One thing that remains is the history in the items which come up for sale, and as a result the prices are now beginning to reflect this aspect too. Railwayana is often seen as an investment. Like the stock market, collectors will often purchase items when prices are at a low, sit

on them for a few years and then release them through the auction houses to make a nice profit. It doesn't always work like that, but unlike stock, there is often a crucial extra factor behind the business – sentiment.

Any profit will enable the buyer to purchase another item which means more to them personally. This happens over time as the price accumulates, but it all depends on who wants it.

Foresight

A good example of price inflation is flamecut number panels from diesel and electric locos. Scrap yards will often cut around the locomotive number on a cab and sell them on to railway enthusiasts as mementos. Class 20 panels such as No. 20141 were sold at auction for £420 in November 2020. Yet, back in November 2004 the panel from 20203 sold for £20. A more sought-after panel from 'Deltic' No. 55018 *Ballymoss* sold at a GWRA auction for £2700 in July 2019.

If it weren't for the scrapyard owners having the foresight to cut these numbers out, then these would be processed along with the locomotive cab. It has to be said that many scrapyards are not sentimental and will not keep souvenirs, it

is purely business. An example of this style of rapid scrapping is Sims Group at Newport Docks in South Wales. Rolling stock is delivered by road and rail and is processed almost immediately upon arrival. The firm is well known for its quick turnaround on railway vehicles, which is a pity as there is a market for used items such as air horns, cab desks, chairs, signage, speedometers, destination blinds and number panels.

Between the mid 1990s and 2000s steam engine nameplates were at the height of their market, a typical GWR 'Hall' nameplate used to fetch anywhere between £6000-£12,000 depending on the name and condition. However, you can easily purchase one between £3000-£7000 today. Iconic names such as *Flying Scotsman* are sought-after by collectors. A 1926 plate from the LNER Pacific made a record £64,500 in auction back in 2018. It took around 20 minutes to sell the solid brass plate when it went under the hammer because there was so much interest from all around the world. Normally items can be sold in under a minute, bidding can be that quick.

Modern railwayana is appealing to a new generation of collectors, with many of the buyers of such items tending to be much younger too. It's a natural progression. Steam nameplates and



BR totems generally appeal to older collectors as a rule, while diesel and electric nameplates often relate to enthusiasts who grew up with these locos in their youth. Consequently nameplates from the modern era are now fetching very good prices.

Last November LNER sold several HST nameplates in aid of one of its charities, with that from power car No. 43308 *Highland Chieftain* making an astonishing £13,900, and there is a further set of LNER nameplates to be auctioned in July.

The value of nameplates from 'Western' class diesels has surprised collectors with their recent hike in value. It is known that one collector paid £100 for a nameplate and number from an auction back in the 1980s, this could be worth anything between £10,000-£20,000 today.

Charity

When the Virgin Trains franchise ended in 2019, all of the Pendolino and Voyager nameplates and nose cone crests were auctioned off, with all money raised going to charity. To buy a Virgin nose crest from a Voyager or Pendolino will cost around £300-£500 based on recent sales.

Today, the value of the nameplates carried by the 220, 221 or 390 classes range between £700-£5000. The rarity of the Class 57 'Thunderbird'



↑ The depot crest for St Blazey featuring a lizard and dating from BR's Railfreight era recently sold at auction for £2500.

← A nice mix of the old and the new.



Some of the modern traction nameplates now on display at STEAM, the museum of the Great Western Railway. JACK BOSKETT

nameplates is such in November 2020, *The Mole* sold for £8200.

Back in 2001, a modern traction nameplate and worksplate auction took place at London Zoo and raised £79,000 for charity. The top price paid for a Class 91 nameplate was *The Scotsman* from 91003 with other names such as *Queen Elizabeth II*, *Reverend W. Awdry*, *Northern Rock*, *Durham Cathedral* and *Saint Nicholas* all fetching over £4000 each. It all depends on the name and who wants it.

But what does the future hold? There has been a tendency of late for railway companies to use vinyl decals to name their trains, which suggests there will come a point where it will only be freight locomotives bearing the nameplates in cast aluminium.

The GWR 'Castle' class HST nameplates are certainly ones to keep an eye on in the future. Designed by Paul Gentleman, they depict iconic and historic castles within the area served by GWR and are very pleasing to the eye. A display of the presentation nameplates went on display during an exhibition during July 2019 along with some old locomotive names too.

But it's not just nameplates in demand. In March 2021, a station totem from Brecon reached a staggering £12,000 at auction.

Totems are the recognisable enamel sign and are found in every railwayana auction that takes place today. Back in the day, totems were deemed to be worthless and often ended up at Collectors' Corner for disposal. However, they were often 'snapped up' quite quickly as they were an affordable artefact to purchase. When you think that the majority of stations carried an average of 10 totem signs, the pile would soon add up in the



These specially designed 'Castle' nameplates, carried by shortened GWR HST sets, will become collectors' items in future years. JACK BOSKETT

storeroom at Euston! Practicality encouraged a quick turnaround. Totems often have a personal appeal for buyers in respect of where they lived, spotted or are just in their local area.

Swap-meet

Today, around four times a year, come rain, sleet, or shine in the large car park at Quorn on the Great Central Railway, a railwayana swap-meet/car boot sale takes place. This is a superb opportunity to sell any unwanted relics, particularly if you are looking for a quick sale or want to avoid auctioneers' commission rates!

From a buyer's perspective you can guarantee that you will come away with a genuine artefact or two by the end of the morning. There is a rule that no reproductions are permitted to be sold unless clearly stated on the table. It is also a good place to make friends and learn from other collectors who are in attendance that morning, but is also a less intimidating way to begin collecting compared to bidding at auction. Most of all it is a great place to soak up the atmosphere and enjoy another aspect of the hobby.

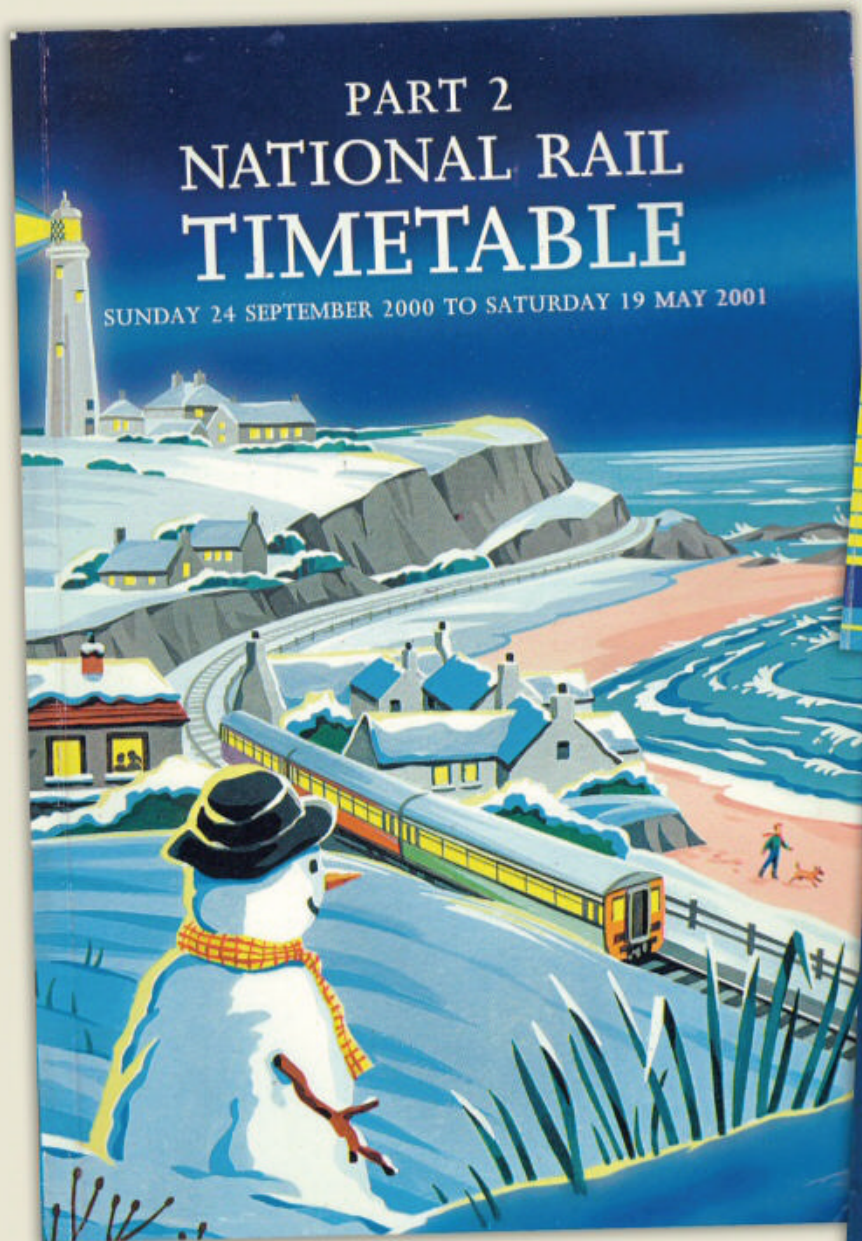
After all, isn't that what it's all about? ■

Nose crests like this are gaining in value, one sold for £400 recently.



Handbills, tickets and so much more... collecting on a budget

Starting a railwayana collection doesn't have to mean a big outlay in cost. **Clifford Chambers** outlines smaller, yet collectable items costing from £1 which can make a good starting point.



No longer produced in paper form, BR timetables are a popular item... but need space.



A really inexpensive starting point for collecting tickets are these platform tickets, all bought for under £1 each.

Collecting railwayana isn't solely limited to the expensive locomotive nameplates and signs. Paper ephemera and tickets can be an ideal inexpensive starting point.

Those of us of a certain age will remember buying a platform ticket so as to spend an hour spotting on the local station.

Edmondson platform tickets are available from a well-known online auction site for a pound upwards from a variety of eras. The paper tickets from a machine which replaced the Edmondson style are also readily available online or from specialist ticket traders.

Like any style of ticket, they look good framed and hanging on a wall, more so if the stations are from a specific area or form a theme.

In the early 1960s, I recall collecting examples of railway handbills – I had hundreds and wish I had them now.

These were always in racks near the ticket office window, printed on coarse paper, but advertising excursions, day trips to the races or seaside, Blackpool Illuminations, football

specials and mystery excursions. These too can look nice on a wall, framed.

Even the more colourful folded handbills produced by British Rail in the 1980s have become collectable. How many of us picked these up on a visit to the station, but more crucially do you still have them?

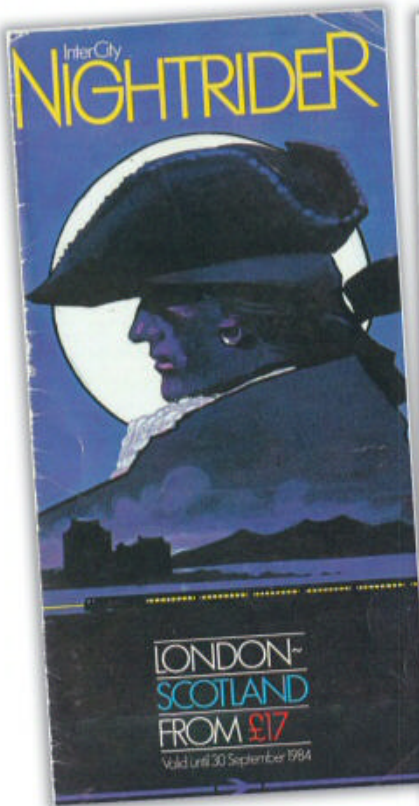
The era of the internet has changed many facets of our lives, but these booklets, leaflets and pocket timetables are still a vital part of past railway history, and ought not to be destroyed. When they've gone, they've gone.

Comparison

Talking of timetables, these too, bulky as some are, can be a useful source of information on how and when trains ran – and can make fascinating comparisons to the present day.

Timetable collecting needs plenty of bookshelf space, but when you have acquired them, it can be a wrench to part with them.

Looking back, cover designs of timetables have improved: From the single regional BR



British Railways handbills (centre) are another collectable, but also the British Rail leaflets of the 1970s and 80s too. PICTURES: CHRIS MILNER (LEFT AND RIGHT), COMMONS COLLECTIVE.

colour of the 1960s to a more corporate style in the 70s, then from the 80s onwards graphic artwork and later pictures before the National timetable of Great Britain was axed completely, and later revived under Middleton Press until they ceased publishing too – all because of information accessible via the internet or a mobile phone app.

Other collectable areas to begin can be London Underground memorabilia. While signs can be expensive, line carriage maps are often available for under £50, and can look great framed.

The London Transport Museum Shop in Covent Garden sells hundreds of different designs of poster seen on the Underground and these can also make attractive framed prints. They may not be original, but at least they are affordable.

A number of the auction houses offer London Underground cap badges, and you can also find BR cap badges – porter, inspector, driver, guard – for sale at a reasonable price. Caps and uniforms are also available.

One very popular area is the original art deco style railway posters of the 1920s, 30s and 40s. Many have become classics.

Sought after

The Big Four and later BR commissioned artists such as C Hamilton Ellis, Jack Merriott, Claude Buckle, Harry Riley and Terence Cuneo to produce art works which became posters. Much sought after, some often fetch four figures at auction.

In a similar vein are carriage prints. In the days of compartment stock, colourful images of



A Northern Line Underground map from a Tube train looks great framed, but beware – this one is 55 inches long! CHRIS MILNER



This corporate LNER gift set from the Azuma launch in 2019 of a notebook, pen, keyring, lapel badge and mobile phone re-charge pack has already become a future collectable.

the Scottish Highlands, North Wales, Devon or Cornwall were displayed – painted by the likes of Norman Wilkinson, Merriott and Buckle. These attractive prints sell at auction from £70 upwards and can be a perfect decorative addition to a room.

If you don't have that much space, then another option is to collect buttons from railway uniforms, single line tokens or staffs, lamps, horse brasses, china, glassware, pay checks or signal lever plates. All take up a small space and can easily be housed in a small display cabinet.

Now some 25 years after privatisation, items bearing the logos and branding of companies such as Midland Main Line, Northern Spirit and other erstwhile operators are gaining popularity. But also in years to come, some corporate PR gifts given to guests and media at event launches, such as the LNER Azuma presentation box, will also be in demand as they were produced in limited quantities.

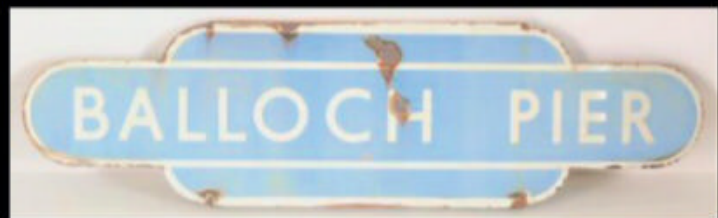
At the end of the day, collecting is whatever you want it to be.



Timetables from the 1960s and 70s can provide an interesting snapshot of the past.



Sold in Trains Galore in December for £1,100



A rare enamelled iron warning sign from the Weston, Clevedon & Portishead Railway, a rare early half-flanged BR totem and a Tyer's No. 9 aluminium 'A' key token from the West Somerset Railway, coming up in Glorious Trains

Our Trains Galore auction in December achieved excellent results for railwayana, including £4,930 for a group of Walker's Patent Train Describers that we found in a garage. Our Glorious Trains auction includes these rare signs and other interesting railwayana. We are now taking in entries for eight more sales in 2021, so do get in touch if you would like a visit, following government health guidance of course.

Please contact: Dominic Foster, Bob Leggett, Graham Bilbe or Hugo Marsh
on + 44 (0)1635 580595 or mail@specialauctionservices.com

**Special Auction Services,
Plenty Close, Off Hambridge Road, Newbury RG14 5RL**

Auctions and swap meets

Buying and selling memorabilia at auction can be an exciting and rewarding experience, as **Jack Boskett** reveals.

Somewhere in the country there are auctions of railwayana and collectables every month. For many collectors, it is one of the main sources of acquiring items – or selling.


Because of the specialist nature of what is bought and sold, several auction houses now deal solely with railwayana. Other general auction houses now offer occasional sales of railway-related items, once or twice per year.

As specialist auctioneers (listed on p30), they will use their professional knowledge and skills to the best advantage of their seller. They will also give an honest appraisal of an item's worth and are often called upon to deal with probate sales.

With anything between 500 and 700 lots being

sold every few months, there is a lot of work to be undertaken before the sale day.

Each item entered is assessed as to its condition for a description to aid the buyer, and then photographed to provide a good and honest representation. Auctioneers also tend to have a good idea regarding an item's authenticity, and will not knowingly offer non-genuine lots, or will make it clear an item is a reproduction. No one wants to sell items which later turn out not to be genuine due to the risk of reputational damage, especially as there is quite a bit of fake memorabilia sold online.

With the lots categorised and numbered they are listed online, although some auctioneers still 

Prospective buyers inspect totems prior to auction. JACK BOSKETT



produce a catalogue. With this information being published several weeks before the auction, it allows bidders to assess, and consider what they may be prepared to pay for an item.

Prior to the coronavirus restricting public gatherings, sales were often held at venues such as a school or community centre, where the auctioneer will have placed all entered lots on display for prospective bidders to inspect. At present, auctions have been taking place online via the internet using a live bidding process. Since this enforced change, interest in the hobby has not diminished. In fact the opposite has happened – there has been far greater demand, and bidders have paid some eye-watering prices!

Increments

Most lots will be entered with a reserve price, which will be higher than the starting bid. For each lot, the auctioneer's 'starting price' will probably take into consideration any commission bids. These are bids submitted in writing prior to the sale day, with an absent bidder providing a maximum price they are prepared to pay.

Pre-pandemic, an item would attract bids from the audience, commission bids plus a few telephone bids too. Since the virus outbreak, the bids have been a mix of commission, online and telephone.

Generally speaking, bids increment by £10 up to £200, by £20 between £200 and £500, by £50 between £500 and £1000 and £100 increments above £1000, but the auctioneer has the discretion to ask for £50 bids over £1000 if the bidding seems to stall.

If you are new to bidding, it is essential to research your intended lots as to previous prices paid for similar items. Many auction houses list historical results, which act as a guide. Bidding can be fast and furious, and it's all too easy to get carried away and slip into an unintended bidding war which will simply inflate the price – more so if the lot has several interested bidders.

When the auctioneer's hammer comes down, the lot is sold for the stated price, but on top of that will be a buyer's premium. This can vary from 18% right up to 36%, therefore a lot selling for £1000 with 18% premium would actually cost the buyer £1180. The purchaser of the *Flying Scotsman* nameplate pictured on p10 of this



supplement would have paid more than £76,000 with fees!

After the auction, invoices are sent to winning bidders which need to be paid within a set time, and then arrangements can be made for the winning bidder or representative to collect the lots from the auction house storage facility within a pre-defined period... otherwise storage fees will accrue. Vendors are generally paid within 14 days as a rule, minus any fees.

As well as auctions, a number of swap meets are held in various locations, the best known is that held in the station yard at Quorn on the Great Central Railway.

Best described as a car boot sale for railwayana and collectables, you can haggle face-to-face with sellers with no commission rates, and for the early birds there are bargains to be had. The entrance fee is £5 whether buying, selling or just browsing. Gates open at 7.30am, dates for this year are on p30, but beware... the first hour of trading can be frenetic.

Happy bidding!



↑ Eager bidders at a pre-Covid GW Railwayana auction at Pershore school. JACK BOSKETT

← Smaller items being viewed before sale. JACK BOSKETT

Railwayana auctioneers and sale dates

List of auctioneers of railwayana, models and collectables

■ GW Railwayana,

www.gwra.co.uk tel 01386 760109,
email: simont@gwra.co.uk

Sale dates: Main auction:

*July 23/24, November 13. Buy & go
(a non-reserve auction) April 24.*

■ Great Central Railwayana,

gcructions.com

tel 01327 262193, email: info@
gcructions.co.uk

Sale dates: TBA

■ Talisman Railwayana Auctions,

www.talismanauctions.co.uk

tel 01949 21105

Sale dates: TBA

■ Railwayana Auctions UK, hold

auctions under the name of Stafford
Railwayana Auctions, Crewe

Heritage Railwayana and Mid-Hants
Railwayana,

tel 01242 620020,

www.ukrailwayana.com

Sale dates: Crewe, June 25-28;

Mid-Hants, TBA.

■ Transport Auctions of London,

Hamilton House, 87-89 Bell Street,
Reigate, RH2 7AN, tel 01737 237505,
www.transportauctionslondon.com

Sale date: May 8.

■ Special Auction Services, based

in Newbury, tel 01635 580595 and
Dudley 01384 931001.

www.specialauctionservices.com,
email: mail@specialauctionservices.
com

*Sale dates: April 13, June 29 and
December 14.*

■ Spicers Auctioneers, Dutch River Side, Old Goole, East Yorkshire,

DN14 5TB, tel 01377 593593,

email: andy@spicersauctioneers.com

Sale date: May 14

■ Excaliber Auctions, Unit 16

Abbots Business Park, Primrose Hill,
Kings Langley WD4 8FR, 020 3633
0913, www.excaliburauctions.com

*Sale dates: Check website for
latest information*

■ Thirsk Farmers Auction Market,

Thirsk Rural Business Centre,
Blakey Lane, Thirsk, North Yorkshire
YO7 3AB

*Sale dates: April 23, June 12 and
September 18.*

■ Great Northern Railwayana

Auctions, tel 0161 209 6524 or 07802
553880. gnrauctions.co.uk

Auctions held at Poynton Leisure
Centre, Yew Tree Lane, Poynton,
Stockport SK12 1PU

Sale dates - check website

■ Vectis Auctions,

www.vectis.co.uk,

tel 01642 750 616 (Thornaby) or
01993 709 424 (Witney).

Sale dates - check website

■ Dreweatts Auctioneers,

Donnington Priory, Newbury,
Berkshire RG14 2JE,
tel 01635 553553,

www.dreweatts.com

Sale dates - check website

Other sources of railwayana and collectables

■ The Original Nicholas Gerrard

Railwayana Room, Unit 19, Pickering
Antiquities, 42 Burgate Chambers,
Pickering YO18 7AU, tel 07788 856752.

Also trading from Hemswell Antiques,
Building 2, Caenby Corner Estate,
Hemswell Cliff, Gainsborough DN21
5TJ; Beverley Antiques & Collectors
Centre, Beverley and the Red House
Antique Centre, York.

NicholasGerrardRailwayana@
gmail.com

Twitter: @NicksRailwayana

*(outlets reopen April 12 in line with
coronavirus restrictions).*

■ **Justackickago**, online railway
photo auctions, www.justackickago.
com tel 01509 890785.

Sale dates - check website

■ Great Central Railway Swap

Meet, Station Yard, Quorn, LE12
8AG. Website: www.gcrailway.co.uk/
special-events/quorn-swap-meet

Sale dates: June 27 and September

*5 (subject to any Government
restrictions).*

■ **Junction Railwayana**, Bay 1,
Spaceman Business Park, Severn
Bridge Industrial Estate,
Symondscliffe Way, Caldicot,
NP26 5PS, 01291 790354,
junctionrailwayana.com

■ **Old Railway Tickets**, 3 Mallard
Close, Pickering, North Yorkshire
YO18 8TF, tel 07746 615330 or 01751
474155, oldrailwaytickets.co.uk

■ At the time of writing, Covid-19 restrictions had not been fully lifted and most auction house sales were operating via a combination of online bidding, postal and telephone bids. It was not known when, or even if, attended sales would resume and therefore some auction houses have not announced sale dates. Please call or check their websites for the latest information.



Help celebrate those special moments with our unique range of luxury gift ideas. The quintessentially British experience loved by all, beautifully presented to make the ideal gift or even your own indulgent treat.



Featuring Recreations, our very own range of replica GWR-branded giftware. Each piece is crafted with absolute attention to detail, perfectly recapturing the original designs and celebrating the style of the golden age of railway travel.

Delivery available nationwide. Fresh afternoon teas delivered to your doorstep in temperature controlled packaging.

Bespoke options available. Contact us:

Website: www.centenarylounge.com

Email: recreations@centenarylounge.com

Telephone: 01905 724242

KEEP TRACK OF YOUR MODELS WITH OUR COLLECTION MANAGER

Quickly and easily log your model collection online at Hattons Model Money



Our simple online tool allows you to:

- Compile your entire model collection in one place
- Catalogue different conditions including:
 - Box Condition
 - Performance
 - Numbering
 - Control Modifications
 - Weathering
 - Other Useful Info
 - Detailing
- Get a quick valuation for any of your items if you decide to sell them to us in the future.

Hattons Originals H4-P-001 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass)



Product Details

Hattons Originals H4-P-001
 OO Gauge (1:76 Scale)
 SECR P Class 0-6-0T 178 in SE&CR full lined green (with brass)

Packaging

Factory sealed box
 Like new box
 Very good box
 Good box
 Fair box
 Poor box
 In unopened manufacturer's box
 Unknown

Numbering

As per factory
 Numbers removed
 Re-numbered
 Re-numbered and re-weathered

Decoration

As manufactured
 As factory weathered
 Professionally weathered
 Weathered
 Re-painted

Detailing

In packaging
 Best attached
 Partially attached
 Not present



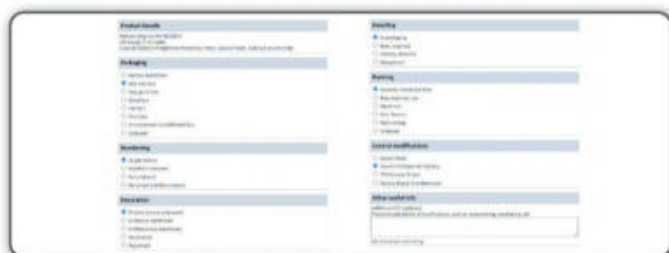
The best way to log your model collection...



LOG YOUR ENTIRE COLLECTION



FIND YOUR ITEMS QUICKLY WITH OUR SEARCH TOOL



QUICKLY ADD IMPORTANT DETAILS



REVISIT & EDIT ITEMS AT ANY TIME

Start listing your collection today at:
www.hattonsmodelmoney.com/mycollection

Call us on **0151 305 1755** or email preowned@hattons.co.uk

17 Montague Road, Widnes, WA8 8FZ

Phone opening times: Mon to Sun 9:30am - 5:30pm.

